



Cambridge City Council Planning

Date: Wednesday, 3 February 2021

Time: 10.00 am

Venue: This a virtual meeting and therefore there is no physical location for this meeting.

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

Agenda

1 Order of Agenda

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

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

- **Part Two**
Minor/Other Planning Applications
Start time: At conclusion of Part One

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
To follow

Part 1: Major Planning Applications

- 5 20/01972/OUT - GB1 Netherhall Farm, Worts Causeway (Pages 7 - 130)

Part 2: Minor/Other Planning Applications

- 6 20/03501/FUL - Land at Barnes Close (Pages 131 - 170)
- 7 19/1221/FUL - Land r/o 29-31 Peverel Road (Pages 171 - 194)
- 8 20/02791/FUL - 196 Green End Road (Pages 195 - 220)
- 9 20/03020/FUL - 184 Thoday Street (Pages 221 - 242)
- 10 18/1321/OUT - 72-74 St Philips Road (Pages 243 - 258)
- 11 20/02954/FUL - 8 Kings Hedges Road (Pages 259 - 284)
- 12 19/1670/FUL - 60 Wycliffe Road (Pages 285 - 292)
- 13 20/05247/HFUL - 63 Gilbert Road (Pages 293 - 298)

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

Alternates: Bird and Herbert

Information for the public

Details how to observe the Committee meeting will be published no later than 24 hours before the meeting.

Members of the public are welcome to view the live stream of this meeting, except during the consideration of exempt or confidential items, by following the link to be published on the Council's website.

Any person who participates in the meeting in accordance with the Council's public speaking time, is deemed to have consented to being recorded and to the use of those images (where participating via video conference) and/or sound recordings for webcast purposes. When speaking, members of the public should not disclose any personal information of any individual as this might infringe the rights of that individual and breach the Data Protection Act.

If members of the public wish to address the committee please contact Democratic Services by 12 noon two working days before the meeting.

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

- Guidance for how to join virtual committees run via Microsoft Teams: <https://www.cambridge.gov.uk/have-your-say-at-committee-meetings>
- Website: <http://democracy.cambridge.gov.uk>
- Email: democratic.services@cambridge.gov.uk
- Phone: 01223 457000

Appendix 1 – Planning Policies and Guidance

(Updated September 2020)

1.0 Central Government Advice

1.1 National Planning Policy Framework (NPPF) February 2019 – 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 (NPPG)

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

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

Planning Obligations

1.4 Community Infrastructure Levy (CIL) Regulations 2010 (as amended)

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.

The 2019 amendments to the regulations removed the previous restriction on pooling more than 5 planning obligations towards a single piece of infrastructure.

2.0 Development Plans

2.1 The Cambridgeshire and Peterborough Minerals and Waste Plan 2011

2.2 Cambridge Local Plan 2018

3.0 Supplementary Planning Documents

3.1 Sustainable Design and Construction 2020

3.2 Cambridge Flood and Water 2018

3.3 Affordable Housing 2008

3.4 Planning Obligations Strategy 2004

Development Frameworks and Briefs

3.5 The New Museums Site Development Framework (March 2016)

3.6 Ridgeons site Planning and Development Brief (July 2016)

3.7 Mitcham's Corner Development Framework (January 2017)

3.8 Mill Road Depot Planning and Development Brief (March 2017)

3.9 Land North of Cherry Hinton (February 2018)

3.10 Grafton Area of Major Change - Masterplan and Guidance (February 2018)

4.0 Use Classes

Use	Previous Use Class	New Use Class (Sept 2020)
Shops	A1	E
Financial and Professional Services	A2	E
Café and Restaurant	A3	E
Pub/drinking establishment	A4	Sui Generis
Take-away	A5	Sui Generis
Offices, Research, Light industry	B1	E
General Industry	B2	B2
Storage and Distribution	B8	B8
Hotels, Guest Houses	C1	C1
Residential Institutions	C2	C2
Gymnasiums	D2	E

Clinics, health centres	D1	E
Cinemas, concert halls, dance halls, bingo	D2	Sui Generis

Agenda Item 5

PLANNING COMMITTEE

DATE: 3rd February 2021

Application Number	20/01972/OUT	Agenda Item	
Date Received	30 March 2020	Officer	Yole Medeiros
Target Date	28 February 2021 (with agreement)		
Ward	Queen Edith's		
Site	Netherhall Farm Worts Causeway		
Proposal	Outline application (all matters reserved except for means of Access) for the erection of up to 200 residential dwellings, with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space, and landscape.		
Applicant	GSTC Property Investments Limited		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none">1. The proposal is in accordance with the 'GB2' site allocation in Appendix B of the Cambridge Local Plan which supports the provision of up to 200 dwellings and density of up to 27 dwelling per hectare on this site.2. The proposed development is in accordance with the site-specific proposal in Policy 27 of the Cambridge Local Plan as will create a generous landscaped buffer with the Cambridge Green Belt and will provide a long-term management regime to protect and enhance the ecological value of the Netherhall Farm Meadow County Wildlife Site.3. There will be an estimated 17% biodiversity net gain through biodiversity enhancement on-site. The scheme will contribute to
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	<p>projects at Beechwoods Local Nature Reserve and the Wandlebury Country Park, to improve their capacity for recreational use and help avoid harm to Cherry Hinton Pit Site of Special Scientific Interest.</p> <p>4. The proposed development will contribute towards community facilities and services in this part of the city. It will provide a minimum of 40% affordable homes on site, with accessible services and open spaces. Part of the affordable homes will prioritise local work and social connections as well as people living in other areas of the district, which is expected to contribute to the creation of a mixed, cohesive, and balanced community.</p> <p>5. Noise, lighting, and amenity impacts arising from the development are not significant and can be addressed by imposition of appropriate conditions. The proposal will achieve Cambridge's requirements target for carbon reduction and will promote water efficiency measures. In line with the Local Plan, the proposed development includes the management of flood risk areas and existing water resources, as well as the improvement of air quality with promotion of on-site electrical vehicles infrastructure.</p> <p>6. The proposals adopt a sensitive approach to internal street layout and provides a single point of crossover with the 'GB2' site, enabling future access on to Babraham Road. All access points have been accepted by the Highways Authority. The proposed development is acceptable in transport terms, and contributions are sought towards Greater Cambridge Partnership's Cambridge South East (A1307) Transport improvements.</p>
RECOMMENDATION	APPROVAL subject to planning conditions and completion of a S106 legal agreement.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 Land at Netherhall Farm (also identified as 'GB1' throughout this report) is a 7.2ha site located on the south-eastern edge of the City, at approximately 4 kilometres from the City centre. The site currently consists of arable land and three fields of semi-improved grassland, one of these is the Netherhall Farm Meadow City and County Wildlife Site (CiWS and CWS respectively, from now on identified as CWS only). The site wraps around a small group of buildings which make up Netherhall Farm, separated from the application site by hedgerows, with a low-lying vegetation between the western edge of the site and Netherhall Farm). Worts' Causeway (A1307) runs alongside the southern edge of the site with arable fields within Green Belt to the east and the existing urban edge to the west and north of the site.
- 1.2 The site is not situated within a conservation area, and there are not statutorily or locally listed buildings or structures within the site. The farmhouse and the barns forming the adjacent Netherhall Farm are Buildings of Local Interest (BLI), falling outside the application boundary. The BLI designation is partly due to known links between Netherhall Farm and the medieval manor of Hinton, however this is not evident from the current buildings. The farm dates from the 19th century onwards and has been altered over time, including parts of the farm which have had their use changed into residential.
- 1.3 An area of Tree Preservation Order (TPO) covers Netherhall Farm and associated land covering several beeches, horse chestnut, sycamore, ash and elm trees within the curtilage of Netherhall Farm. The TPO area also includes the Netherhall Farm Meadow CWS and part of the arable fields immediately east of the CWS. According to the Council's records, the Netherhall Farm Meadows CWS contains more than 0.05ha of CG3 *Bromus erectus* (Upright Brome) calcareous grassland community and supports frequent numbers of at least 8 neutral grassland indicator species. The CWS is also a designated Protected Open Space (POS) in the Local Plan, categorized as semi-natural green space.
- 1.4 The site lies in a transition between the rural and urban landscape. Opposite Worts Causeway to the south is Land south of Worts' Causeway (also identified as 'GB2' throughout

this report), currently comprising agricultural land which has recently been given resolution to grant permission for residential development of up to 230 dwellings and up to 400m² of flexible use (falling into one or more A1/A3/A4/B1/D1 use classes). To the north and west of the site is a large residential area in Queen Edith's Ward, mainly constituted of one and two-storey residential properties between Queen Edith's Way, Fendon Road and Worts' Causeway, with the Nightingale Recreation Ground as the area's main open and recreational space, located to the east of Fendon Road.

- 1.5 Red Cross Lane Drain and Hedgerow West of Babraham Road Protected Road Verges (PRVs), CiWS and CWS are at approximately 400m to the south-west. In the opposite direction lies Netherhall School playing fields and POS at approximately 200m from the site with Cherry Hinton Chalk Pits Site of Special Scientific Interest (SSSI) beyond, at approximately 550m north-east of the site. Cherry Hinton Chalk Pits SSSI comprises a suite of 3 sites, all of which are designated as Local Nature Reserve (LNR) with public access. Other designated sites in the surrounding area include the Gog Magog Golf Course SSSI, located approximately 1.2 kilometres (kilometre) to the south-east across the GB2 site and along Babraham Road, the Beechwood LNR situated at approximately 830m east of the site and the Wandlebury County Wildlife Site (CWS) beyond at approximately 2.70 kilometre from the site and which also comprises a designated Scheduled Monument. A Grade II Listed Milestone lies on Worts' Causeway, at approximately 80m east of the site.
- 1.6 The main link for sustainable travel into the City is Babraham Road, with an existing shared cycle and footway and main bus services operating along the road. There are no pavements on either side of this part of Worts' Causeway. A bus gate is operated from the south-western corner of the site, and bus routes run along Worts' Causeway and mainly through Babraham Road, with the closest bus stop at 650m west of the site. Along Babraham Road, the Park and Ride (P&R) provides for the Linton to Cambridge bus route, and Addenbrooke's bus station to many other destinations within the Cambridge City area.
- 1.7 A permissive path can be accessed from opposite Worts' Causeway at a break in the hedge along the northern boundary

of the GB2 site, immediately south east of the existing Netherhall Farm access, up to the junction with Limekiln Road and Cherry Hinton Road. From this point a permissive route runs south, parallel with Cherry Hinton Road to the Babraham Road P&R. Another bridleway is proposed from the same point at GB2 along its western boundary connecting Worts' Causeway and Babraham Road. There is no pavement provision and there are parking restrictions the section of Worts' Causeway fronting the application site. The site currently has two access points from Worts' Causeway: one on the south-western corner of the site via a private access road providing access to Netherhall Farm and another from a gated agricultural access to the east.

- 1.8 Wulfstan Way is the closest retail / shopping area from the development, at approximately 2 kilometre north of GB1, with larger supermarkets at Fulbourn and Trumpington. A smaller convenience stores area is at approximately 1.1 kilometre from the site, within the Addenbrookes complex and local facilities are proposed to be implemented in the GB2 site. The Addenbrookes Hospital facility is located approximately 750m from the site and the application reports several General Practitioner (GP) surgeries within 1 kilometre of the site including Queen Edith Medical Practice. There are six early years facilities within 2 kilometres, the closest is Queen Edith Primary School located at approximately 870m from the site, also representing the closest primary education facility. The application reports six secondary schools within the 3 miles (4.82 kilometre) catchment area, with the closest school at approximately 1.8 kilometre from the site (Netherhall School).

2.0 THE PROPOSAL

- 2.1 The application is for an outline permission, with all matters reserved except for means of access, for the erection of up to 200 residential dwellings, with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space and landscape.
- 2.2 The application includes full details of the proposed junction and highway improvement works necessary to create access to the site. This comprises one vehicular access point and one cyclist and pedestrians access and the emergency vehicles access point (current access to the Farm) from Worts' Causeway.

Application documents

2.3 The application was accompanied by the following supporting information:

- Planning Statement (including Public Art Strategy)
- Application form and certificates
- Application Drawings including an Illustrative Masterplan and Parameter Plans
- Design and Access Statement
- Archaeological Report
- Heritage Impact Assessment
- Transport Assessment and Travel Plan
- Ecological Assessments and Surveys
- Arboricultural Report
- Landscape and Visual Impact Assessment
- Flood Risk Assessment
- Sustainability and Energy Statement
- Geo-Environmental Study
- Utilities Strategy
- Low Emissions Strategy
- Air Quality Impact Assessment
- Noise Assessment
- Lighting Appraisal
- Waste Audit Report
- Construction Environmental Management Plan (CEMP)
- Environmental Statement (ES) (including as appended documents: Biodiversity Net Gain Metric Assessment (Appendix F9); Construction Environmental Management Plan (Appendix B5); Flood Risk Assessment and Surface Water Drainage Strategy (Appendix D1); Preliminary Ecological Appraisal and Ecology Surveys (Appendices F1 - F8); Transport Assessment (Appendix C1); Framework Travel Plan (Appendix C2); and Sustainability and Energy Statement (Appendix B4)
- Statement of Community Involvement
- Affordable Housing Statement
- Local Lettings Plan
- Draft Heads of Terms

2.4 During the course of the application, the following were submitted:

- Supplementary Planning Policy Note

- Application Drawings including an Illustrative Masterplan (revised), Land Use and Access Parameter Plan (revised), Building Heights Parameter Plan (revised), Green Infrastructure Parameter Plan (revised), Built Form Parameter Plan (new), Tree Retention and Removal Plan (revised), Proposed GB1 Site Access Arrangement plan and Proposed GB1 Site Access Arrangement with GB2 Crossover plan.
- Public Art Briefing Note
- Design and Access Statement Addendum (DAS)
- Transport Assessment Addendum (TAA)
- Stage 1 Road Safety Audit
- Stage 1 Road Safety Audit Designer's Response
- Landscape and Visual Impact Assessment (LVIA) Addendum
- Technical Note: Additional Drainage Information
- Sustainability and Energy Statement
- Supplementary Environmental Statements (SES)

Environmental Impact Assessment

- 2.5 The proposal was subject to a screening opinion prior to submission in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (ref.: 19/0770/SCRE). Following consideration by the local authority it was concluded that an Environmental Statement was required, and a scoping opinion was subsequently issued upon request from the applicants (ref.: 19/1457/SCOP). The Council was supportive of the scope of the EIA covering the matters of Transportation; Ecology and Nature Conservation; Water Environment and Socio-Economics and agreed with the proposal to scope out other matters to be covered by separate documents submitted with the application.
- 2.6 The ES submitted with the application includes an introductory chapter, as well as those covering the site and scheme description; transport; water environment; socio-economics; ecology; and those assessing the residual and cumulative impacts as well as mitigation and monitoring measures. Chapter B (Site and Scheme Description) sets out that the impact assessment has been prepared on the basis that construction is proposed to start on site in 2021/2022, with completion in 2024/2025. The build period will therefore be around 3 years

and will form a single phase of construction, with no demolition required prior to the commencement of development.

- 2.7 The conclusion in the ES provided with the application is that for all the environmental topics covered by the report, the development would not have a significant effect. The only exception would be the residual effect on the economy through construction employment and Gross Value Added (GVA), assessed as moderate beneficial impact. This conclusion considers all mitigations proposed and it has not changed with the submission of the Supplementary ES with the amended applications.

3.0 SITE HISTORY

- 3.1 The relevant planning history identified for the site is the following:

Reference	Description	Outcome
Screening and scoping		
19/1457/SCOP	Request for a Formal Scoping Opinion in respect of proposed development of 200 residential dwellings - site to the North of Wort's Causeway (Allocation GB1) South Cambridge.	Scoping report issued
19/0770/SCRE	Site to the North of Wort's Causeway (Allocation GB1) Cambridge - Request for Screening Opinion.	Screening required
Trees		
10/215/TTPO	T1 - Elm: evenly thin any dead, dying or defective branches from the crown T2 - Elm: evenly thin any dead, dying or defective branches from the crown T3 - Sycamore: fell and remove T4 - Sycamore: fell and remove T5 - Elm (dead): fell and remove T6 - Elm (dead): fell and remove T7 - Elm (dead): fell and remove T8 - Elm (dead): fell and remove	Permission granted
14/394/TTPO	T5 - Sycamore - remove and replace,	Permission

	T6 - Horse chestnut - pollard back to previous pollarding points, T7 - Horse chestnut - re-pollarded back to previous pollarding points, T8 - Sycamore - re-pollarded back to previous pollarding points, T9 - Horse chestnut - section felling of the tree, T14 - Sycamore - to fell.	granted
15/071/TTPO	T4 - Ash: Sever ivy, remove deadwood and carry out climbing inspection. T5 - Ash: Sever ivy. T6 - Elm: Fell as dying T7 - Ash: Sever ivy. Carry out climbing inspection.	Permission granted
15/260/TTPO	T7 - Ash: pollard	Permission granted
15/593/TTPO	Ash tree - to fell, and replace at a later	Refused permission
16/370/TTPO	T1, T2 & T5: Sycamore - Fell	Permission granted
17/016/TTPO	3 No Ash trees - fell.	Permission granted
17/370/TTPO	T1: Beech - Remove branches A and B, reduce second lowest branch back to v point, crown reduce any other branches over track to 3.5m T2: Ash - Remove branch D and cut back branch E to v points, crown raise other branches to clear track to 3.5m T3: Ash - Crown raise over drive to 3.5m. Repeat work every 2 years for 15 years.	Permission granted
17/634/TTPO	Reduce pollard by: T1 - 6-7m T2 - 2-3m T3 - 4 m Rough heights to suitable points	Permission granted

18/097/TTPO	T1: Ash - Lift the Crown over the access track to a height of 4.5m above track level. Prune the branches back to a suitable branch collar to prevent regrowth. Lift the Crown also on the field (East) to a height of 3m.	Permission granted
18/099/TTPO	T1: Beech & T2: Ash - Lift the Crowns	Permission granted
19/638/TTPO	3 x Ash trees, Fell.	Permission granted

3.2 Whilst not part of the application site, the following applications are part of the relevant planning history identified for the adjacent site of Netherhall Farm, demonstrating the change from farm production to the residential use of the buildings:

12/0441/FUL	Conversion of farm buildings to 4 no. dwellings	Permission granted
15/2121/FUL	Retrospective change of use of former agricultural barns and paddock to incidental residential use and garden land. Proposed modification to roof form of Barn 2 to a pitched roof.	Permission granted
16/2118/FUL	Full renovation/restoration of dwelling including extensions	Permission granted
18/0966/FUL	Partial demolition and restoration of former stables to create annexe accommodation	Permission granted

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan (October 2018)	<p>Section 2 – Policies 1, 3, 5, 8</p> <p>Section 3 – Policy 27</p> <p>Section 4 – Policies 28, 29, 31, 32, 33, 34, 35, 36, 37, 38</p> <p>Section 5 – Policy 42</p> <p>Section 6 – Policies 45, 50, 51</p> <p>Section 7 – Policies 55, 56, 57, 59, 60, 61, 67, 68, 69, 70, 71</p> <p>Section 8 – Policies 73, 74, 75</p> <p>Section 9 – Policies 80, 81, 82, 85</p>

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>Community Infrastructure Levy (CIL) Regulations 2010 (as amended)</p>
Development Plans	The Cambridgeshire and Peterborough Minerals and Waste Plan (2011)
Supplementary	Sustainable Design and Construction SPD

<p>Planning Documents</p>	<p>(2020)</p> <p>Cambridgeshire Flood and Water SPD (2018)</p> <p>RECAP Waste Management Design Guide (2012)</p>
<p>Material Considerations</p>	<p>Cambridgeshire County Transport Assessment Guidelines (2019)</p> <p>Cambridge City Air Quality Action Plan (2018-2023)</p> <p>Cambridgeshire draft Planning Obligations Strategy (March 2016)</p> <p>Cambridge City Citywide Tree Strategy 2016-2026 (October 2015)</p> <p>Cambridge City draft Affordable Housing SPD (June 2014)</p> <p>Cambridgeshire Green Infrastructure Strategy (June 2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge Planning Obligations Strategy SPD (2010)</p> <p>Cambridge Public Art SPD (2010)</p> <p>Cambridge City Cycle Parking Guide for New Residential Developments (February 2010)</p> <p>Contaminated Land in Cambridge - Developers Guide (April 2009)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Building Stronger Communities – Cambridge Community Centres Strategy</p>

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6.0 CONSULTATIONS

Highways England

- 6.1 No objection. Highways Act Section 175B is not relevant to this application. Note the proposed development is 6 kilometre distant from the Strategic Road Network (SRN) and is in close location to local major facilities and the future Cambridge South train station, and that the local highways authority is engaging with the applicants to promote sustainable travel, which is supported.

Local Highways Authority (Cambridgeshire Highways – Transport Assessment team)

- 6.2 No objection subject to mitigation package. Following submission of a revised Transport Assessment to seek more parity with the assessment presented for the GB2 site the Local Highways Authority (LHA) concluded sufficient detail has been presented to make a sound assessment. Note local policies requiring appropriate public footpaths linking the development with the surrounding chalk farmland.
- 6.3 Based on the junction modelling provided, it is concluded that measures are necessary to mitigate impact from development, including: Contribution of (£300,000) towards Greater Cambridge Partnership's Cambridge South East (A1307) Transport improvements; Provision of footway on Worts' Causeway; Provision of a crossing over Worts' Causeway as a condition; Details of work to connect the site to the west and north; and submission of a Travel Plan. On further correspondence, officers explained that the footway on Worts' Causeway is to be required in the full extension from the vehicular access to Fields Way, in the event the development of the GB2 site, with similar requirement, does not come forward.

Local Highways Authority (Cambridgeshire Highways – Development Management team)

- 6.4 No objection following the further information provided on technical note dated 15 January 2021. Recommends conditions to address minor issues raised by the Stage 1 Road Safety Audit (RSA) which have not been resolved in time of the conclusion of this report. These are in relation to location of pedestrian crossing to the east, cyclists' point of return along Worts' Causeway and street lighting assessment.
- 6.5 In previous correspondence, the LHA required confirmation of the access design and that this is approved as a separate document. Required visibility splays were shown on the emergency/pedestrian/cycle access on the relevant drawing, noting this section of adopted public highway is subject to a 40mph speed limit therefore splays of 2.4m x 120m are required. The Highway Authority will accept the interpolation of the Y distance is [if] suitable empirical data is provided. The private Netherhall Farm access will require separate inter vehicle visibility splays to show 2.4m x 25m (2.4m from the back of the footway) from the proposed access onto this path. Notes the extension of the 20mph speed limit falls outside the planning process. In further correspondence, clarified that the extension of the reduced speed limit is supported, and the relevant processes will be progressed alongside the detailed design stage under the Road Traffic Regulation Act where appropriate/supported.

Natural England

- 6.6 No objection. Refers to letter dated 12 July 2019 regarding appropriate consideration of recreational pressure impacts, through relevant residential development, to sensitive SSSIs and provides generic advice on other environment issues. The letter informs the Local Planning Authority (LPA) of the updated Impact Risk Zones (IRZs) for several SSSIs across Cambridgeshire, to reflect potential zones of influence for publicly accessible SSSIs sensitive to the effects of recreational pressure. The amended IRZs indicate where planning applications for new housing development will require assessment of recreational pressure effects on relevant SSSIs and adverse impacts appropriately avoided and mitigated.
- 6.7 Annex A of the letter gives general advice on assessing, avoiding and mitigating impacts. Annex B consists of a table

with relevant SSSIs, their location and the (higher or lower) level of potential risk.

Nature Conservation Officer

- 6.8 No objection following the submission of the Supplementary ES with the inclusion of the following mitigations: funding to aid in the management of the nearby Wandlebury Country Park and Beechwoods to account for increased visitor pressure from residents of the development; Implementation of a Landscape and Ecological Management Plan (LEMP) for a minimum of 30-year period, (including monitoring of the Netherhall Meadow CWS and implantation of biodiversity enhancements).
- 6.9 States to be content with all survey effort across the site and to be in support of all recommendations proposed for protected species and recommend they are secured by condition. The predicted 17% Biodiversity Net Gain (BNG) does provide a comfortable buffer with regard to the detailed layout of the site at reserved matters, and recommends a revised BNG be required for any subsequent phase reserved matter applications to confirm the potential gain.
- 6.10 Satisfied that all relevant ecology issues are incorporated within the Construction Management Plan [CEMP], particularly with regard the CWS, noting that any footpath creation, fencing or services within the site boundary will require specific method statement to avoid negative impacts on the grassland condition. Note that West Field has potential to reach CWS status with enhanced management and encourages applicants not to plant fruit trees over the entire area as they can restrict ability to manage the grassland through hay cuts and ultimately over shade the grassland species. If a true orchard is proposed, then management should reflect this. Further notes that the parameter plans are acceptable, considering a management plan to bring the CWS into favourable condition and maintain as such thereafter.
- 6.11 Notes the proposed attenuation SUDs features have potential to develop reasonable quality habitat, subject to careful design. Supports the breeding Barn Owl mitigation in the adjoining farm complex and suggests additional mitigation in the form of

enhanced management of fields margins to the east of the site for foraging habitat is also considered. The Badger report identifies badger setts close to site but predicts no negative impact following proposed mitigation, which is agreed. The CEMP should include potential impacts and mitigation for badgers on site. Bat survey is recommended for the declining ash proposed for removal, and advocates for the retention of standing deadwood wherever possible, including the isolate T2, which could be reduced to a safe as monolith.

- 6.12 On further correspondence with officers, suggests bringing a new hedge line further into the site at the junction between the primary road and Worts Causeway, and then bridging the road at its narrowest point with mature trees. This could benefit bat commuting and contribute to addressing the potential impact of the required visibility splays and any necessary removal of hedgerows. Recommends all lighting proposals to follow the guidance in: <https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting> and that the above detailing of the landscape and lighting in the access area is secured as a standalone condition or be integrated into a site wide Ecological Design Strategy (EDS) condition. Further recommends informative regarding hedgerow removal and wider site clearance.

Arboricultural Officer

- 6.13 No objection following the revision of the Tree Retention and Removal Plan (TRRP). Officers confirm to be satisfied with the principle provided that the detail respects the root protection area (RPA) and future growth of trees close to new structures. Previously the plans showed structures close to trees and hedges proposed to be retained, and officers have objected the proposal on the basis that these hedge and trees would be significantly affected, particularly tree T3 as, given the proximity of the adjacent proposed building, the tree removal would be required, and this was not supported.
- 6.14 No lowering of levels, including for construction, drainage or landscaping purposes are to be carried out within the RPA of retained trees. Requests conditions for each phase of any reserved matters application, in relation to the submission of an updated AIA; submission and implementation of an Arboricultural Method Statement (AMS) and Tree Protection

Plan (TPP); a pre-commencement site meeting; and replacement of trees.

Landscape Officer

- 6.15 No objection, following revision of the illustrative masterplan, parameter plans (PPs) and visual assessment and photomontages from viewpoints V6 and V9. Welcomes the reduction in heights generally across the site and particularly where the 2.5 storey height has been moved further north away from Worts' Causeway thereby better preserving the rural character of the road. Viewpoints V6 and V9 now show an acceptable height of development in views from the east and from Worts' Causeway in relation to the Netherhall Farm complex and access road.
- 6.16 Regarding the new pedestrian/cycle access adjacent to Netherhall Farm access officers note that from a landscape perspective, the access that does least harm to the verge is the more compact version which has a direct link to the GB2 cycle/pedestrian access on drawing no. 19/124/TR/020 Rev E. Regarding the removal of part of the hedgerow along Worts' Causeway to create sightlines to both access points, officers require the replacement of hedges immediately on completion of the footway and access works (i.e. prior to building works starting on site), where hedge removal is necessary.
- 6.17 Requires further amendment to the description of the southern boundary in the Green Infrastructure and Land Use PPs, to allow 5 metres between the top of bank of the basins and the inside face of the existing or replacement hedge alongside Wort's Causeway and 8m between the top of bank of the basins and any buildings, including cycle/pedestrian routes and landscape/privacy setting for buildings.
- 6.18 Officers are generally satisfied and offer no further comments to the proposed location of play areas, internal hedge and mature trees, the green edge and boundary treatments. Notes that, in line with the Drainage Officer comments, Basins B3 and B5 should be included on the Green Infrastructure and Land Use PPs, whilst acknowledging that the drainage strategy may change in the future when detailed information is provided. Requires several conditions including landscape principles and

further information to be provided with any reserved matters application, and in different stages of the development.

Urban Design Officer

- 6.19 No objection, following the further amendments to the application, stating that most issues previously raised have been addressed. Notes the illustrative masterplan and addendum to the Design and Access Statement (DAS) shows alternative layouts for the parcels between the primary street and the Green Edge, as previously required. Notes that the parking courts are much reduced in size and that the courts are intersected by well-connected pedestrian paths which provide convenient route to the Green Edge. The illustrative masterplan now demonstrates how an acceptable layout could be delivered within the constraints set out on the parameter plans, subject to approval from the officers dealing with the refuse strategy. Recommends a set of design principles need to be secured by condition to ensure the delivery of good quality of place.
- 6.20 Welcomes the relocation of the primary east-west route from the verge of Worts' Causeway to the inside the parcel, noting the main sections of the routes through the character areas are now more direct, legible and convenient to use. States there are no further concerns relating to the pedestrian and cycle network.
- 6.21 The latest illustration of the Farmstead Character Area and the further reduction of heights on the eastern edge is welcomed and considered acceptable. Recommend a design principle is secured by condition to ensure an articulation of roofscape that reflects the rural, farm-like character that seeks to reflect. The amended locations of focal buildings and trees are agreed. A focal building included to the south-west corner of this parcel would mark the entrance of the site without impacting on Worts' Causeway and would terminate views when exiting the street that provides access to the Farmstead Character area. Notes this is on the basis that focal buildings distinguish themselves through detailed / stand-out architectural features and not through height. Focal buildings are expected to conform the maximum heights established in the Building Heights Parameter Plans.

6.22 Recommends potential changes to the primary road access point that would help in reducing the visual impact on Worts' Causeway and provide a more convenient pedestrian / cycle connection. Highlights however that it is understood that the suggested amendments need to balance accessibility, highway safety and visual impact on Worts' Causeway, and that they should be accepted by the LHA as well. Recommends design details and finishing materials, for the vehicular access east of the site, which could be adopted subject to LHA acceptance.

Cambridgeshire Constabulary – Designing Out of Crime Officer

6.23 No objection. Following review of the Design and Access Statement and indicative site layout concludes the design team have considered elements of Crime and Community Safety and that the indicative proposals for this site appear to be acceptable. Requests early consultation with the Constabulary to ensure that the detailed development design fully addresses vulnerability to crime, should this application receive outline approval.

Public Art Officer

6.24 No objection. Notes the background for planning applications to require mitigations, and the policy in favour of the inclusion of public art within new development in the NPPF, Cambridge Local Plan and Public Art SPD.

6.25 Notes insufficient information has been provided with the application, include that of an indicative budget for the strategy and what the budget will allow for. The proposal for a timber structure does not set out any artist commission principles and, for this reason, the proposal is considered a piece of landscape infrastructure and not part of a Public Art Strategy. Advises on how the process and further requirements for a strategy to be prepared and for delivery plans to be prepared with the submission of the applications for reserved matters and recommends a Public Art strategy to be approved by the Council prior to the submission of the first reserved matters application.

6.26 Notes that on sites of this scale, the Council and the applicant will need to agree a budget for public art delivery and

recommends a budget of a minimum of £400,000, based on other sites of the same size and understanding all the costs and fees involved to deliver a project that is appropriate to the scale of the Netherhall Farm development. Notes this would ensure the appropriate social and environmental mitigation from development and indicates the Council's Public Art Panel for advice in terms of the strategy and budget. Includes an outline of what is considered part of public art budget and the requirements of a Public Art Strategy.

Access Officer

- 6.27 Objects the application on the basis that the Design and Access Statement should include more accurate drawings and more information about access. Insufficient information regarding the review by the Council's Disability Consultative Panel has been provided which prejudices officers' review. Requires details on how proposals meet Building Regulations M3(3) and M3(2) and recommends play areas to include disabled access; pathways with surface suitable for wheelchairs; time limited spaces for visitor parking.

Conservation Officer

- 6.28 No objection following revision of the Building Heights Parameter Plan and photomontages of key viewpoints integral of the Landscape and Visual Impact Assessment. Officers stated to be satisfied with the building heights close to the entrance to Netherhall Farm which are now two storeys, and the degree of separation between that entrance and the built form. The width will allow for the hedging to be more prominent and will allow further views across to the Buildings of Local Interest (BLIs).
- 6.29 Officers had previously noted the buildings of the Netherhall Farmstead (BLIs) themselves were not being altered under the proposals, therefore their special interest would not be affected. However, development within the local area affects the setting of the farm buildings which will lose their context as being of agricultural use, tied into the land. To mitigate this, officer had suggested that part of the development is set back from the BLIs themselves, and the access road around them, allowing for a buffer zone, leaving a 'green' area in which they can sit, without which there would be potential for the impact on the

setting of the BLIs and the character of the area to be negative. In this context, the proposals would not comply with policy 62 with regards to the significance and the setting of the BLIs.

**Cambridgeshire Historic Environment Team –
Archaeological Officer**

6.30 No objection to development from proceeding in this location but consider that the site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition. Recommend two conditions to secure the submission of a Written Scheme of Investigation (WSI) and completion of the field work as agreed in the WSI; as well as to secure the post-field works of the programme. An informative relating with the timetable for the archaeology programme is also recommended.

Sustainability Officer

6.31 No objection following submission of a revised Sustainability and Energy Statement, which confirms a range of targets and design intentions related to the sustainability of the proposals. This includes a minimum target for carbon reduction, with officers noting the changes predicted by the Future Homes Standard and the resulting flexibility given at this outline proposal with respect to achieving those targets. The Statement includes other sustainability measures including water efficiency target and reference to the design and orientation of buildings, with officers noting risks of the buildings' overheating.

6.32 In previous correspondence dated of 11 May 2020, officer noted the remarks of the original Sustainability and Energy Statement, which argued for compliance with the national Framework through the UK Building Regulations and the changes in national sustainable development and zero carbon resulting from the Deregulation Act 2015. The officer response points out Policy 28 of the Local Plan require a 44% improvement on Part L 2006 (equivalent to a 19% improvement on Part L 2013, which is equivalent to Code Level 4 energy). This is in line with the requirements of the Planning and Energy Act, which have yet to be revoked in line with Section 43 of the Deregulation Act.

6.33 In addition, the National Planning Practice Guidance at Paragraph: 012 Reference ID: 6-012-20190315 also notes that

local planning authorities can set energy performance standards for new housing, or the adaptation of buildings to provide dwellings, that are higher than the building regulations, as long as this is up to the equivalent of Level 4 of the Code for Sustainable Homes.

Sustainable Drainage Engineer

- 6.34 No objection, following review of further information (additional technical notes dated August and June 2020) and revised Flood Risk Assessment (FRA) submitted with the amended application.
- 6.35 States that the proposals have demonstrated that a suitable surface water drainage strategy for the site can be delivered. The submitted technical notes show that the site has potential for infiltration, subject to further tests at the detail design stage specifically at the south part of the site. A second surface water alternative discharge to a surface water sewer has been shown to be possible for the south part of the site in case infiltration rates are not suitable.
- 6.36 Notes the submitted information addressed the main issues raised previously and recommends any reserved matters application in the future to include a detailed surface water strategy pursuant to the site for which approval is sought. On further revision of the Green Infrastructure Parameter Plan, raised comments and questions potential overlapping of open spaces and areas for SuDS, and regarding drainage alternatives, although acknowledging these may be defined during detailed stage.

Environment Agency

- 6.37 No objection. Comments include recommendations and informative regarding contaminated land, SuDS, pollution control, foul water drainage, wildlife conservation and dewatering.

Lead Local Food Authority (Cambridgeshire Flood Risk and Biodiversity Team)

- 6.38 No objection following review of the technical notes and revised FRA which demonstrate that surface water from the proposed

development can be managed using infiltration basins, noting that infiltration tests have been carried out. Also notes an Anglian Water (AW) surface water sewer can be used as alternative point of discharge, in the event infiltration fails on a later detailed design stage. Expect source control to be incorporated at detailed design stages, with the use of SuDS features. Recommends a condition relating with a surface water scheme and further informative.

Anglian Water

- 6.39 No objection. Notes there are no affected assets owned by AW within the development site boundary. Further notes the foul drainage from development to be in the catchment of Cambridge Water Recycling Centre, currently without capacity to treat the flows the development site. Nevertheless, AW are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the LPA grant planning permission.
- 6.40 States that the sewerage system at present has available capacity for the flows indicated in the FRA, and that if the developer wishes to connect to AW sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. AW will then advise on the most suitable point of connection. Requires a set of informative relating with used water network. Noted the preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option and gives further advice on the matter. Notes the proposed method of surface water management does not relate to AW operated assets and advises on consulting infrastructure operators accordingly.
- 6.41 On further correspondence, AW confirmed to be their responsibility to take the necessary steps to ensure that there is sufficient treatment capacity should the Local Planning Authority (LPA) grant planning permission. Notes the development site will be required to pay an infrastructure charge for each new property connecting to the public sewer that benefits from permission. Further confirmed that the infrastructure charge applies to any development with planning permission (outline or reserve matters permissions included) when the development

site requires a new connection to public sewer and water supply network.

Cambridgeshire Planning, Minerals and Waste

- 6.42 No objection. Acknowledges the submission of a Waste Audit Report and welcomes the commitment to undertake a site waste management plan. To ensure compliance against Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011), requests a condition be imposed regarding the submission of a Detailed Waste Management and Minimisation Plan (DWMMP).

Waste Project Officer

- 6.43 No objection. Advises on technical requirements for bin storage and that applicants have regard to the “Information for developers” guide on the Council’s website at: <https://www.cambridge.gov.uk/recycling-and-waste-guide-for-developers>, noting the guide to hold information specific to the Cambridge authority waste collections. Further notes some important information is different to the RECAP guide, such as size of bins, waste capacities for flats, waste vehicles sizes and crew pull distances.

Environmental Health

- 6.44 No objection. Proposed development is acceptable subject to the imposition of the condition(s)/informative(s) relating to a site wide Demolition and Construction Environmental Management Plan (DCEMP) [CEMP]; Construction Method Statement (CMS); Acoustic Design and Noise Insulation Scheme Report for the residential element; Artificial lighting; Electrical Vehicle Charging Point (EVCP) provision; Plant noise; and Land contamination. Informative are also recommended.

Cambridge International Airport

- 6.45 No objection. Requests to be informed of any intended crane usage so the Airport can assess the information against Protected Surfaces.

Cadent Gas, East Anglia Pipelines

6.46 No objection. Notes affected apparatus in the vicinity of the proposed development to be: (i) High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment; and (ii) Low or Medium pressure (below 2 bar) gas pipes and associated equipment. As a result, refers the consultation to the Cadent Pipelines Team, and request no further action to be taken with regards to the proposal until a repose is submitted. On further correspondence dated 24 April 2020 the Cadent Pipelines Team stated not to object to the proposal in principle.

Health and Safety Executive, Land Use Planning (LUP)

6.47 No objection. The development does not intersect a pipeline or hazard zone, therefore HSE Planning Advice does not have an interest in the development.

Cambridgeshire Fire & Rescue Service

6.48 No objection. Request that adequate provision is made for fire hydrants in accordance with the relevant guidance, which should be secured by way of a S106 Agreement or a planning condition, the cost of which should be recovered from the developer. Advise on buildings over 11m high that are not fitted with fire mains to have access for aerial (high reach) appliance and provides further technical and procedural guidance.

Cambridgeshire and Peterborough Clinical Commissioning Group (CCG) National Health Service (NHS)

6.49 Advised that due to the COVID-19 pandemic, staff supporting premises have been diverted to provide daily support to primary care and that only urgent items are being dealt with on an adhoc basis.

Local Children's Services Authority and Library Authority (Cambridgeshire Education and Library Services)

6.50 No objection. Provides methodology and approach to assess and calculate the contributions for the proposed development to demonstrate the requirements comply with paragraph 56 of the National Planning Policy Framework (NPPF) and Regulation 122 of the CIL Regulations.

- 6.51 Based on the above, requires £3,125,054 as financial obligations towards early years, primary and secondary education as well as to libraries, based on the projected population output and proposed unit tenure and size mix. Table 1 summarizes each of the financial contributions, the projects where the resources would be applied, the indexation date and triggers for payment. It also includes a fixed monitoring fee.
- 6.52 Table 2 sets out the permitted developments within the surrounding area, with following tables and text demonstrating the projected population and resulting limited/ lack of capacity of the existing schools and libraries, which justify the above requirement.
- 6.53 Further correspondence has taken place between the Authority and the applicants regarding the methodology applied to calculate the contributions, with the final response received from County Council on 29 October 2020, whereby the Authority concludes that the assessment of the contributions that would be required to make the development acceptable has not changed, from the perspective of ensuring sufficient school places in the local area.

Developer Contributions Monitoring Unit

- 6.54 No objection. S106 financial contributions from the proposed development may be sought, as described:
- Community Facility (D1 use class) – Pro-rata financial contributions towards the provision of Community Facility (including equipment) within use class D1 to fulfil the community needs of the residents of GB1 and GB2, and any shortfall in the 100% provision to trigger financial contributions towards the provision and / or improvement of facilities and equipment at Nightingale Recreation Ground Pavilion;
 - Indoor Sports: Pro-rata financial contributions will be sought for provision of and / or improvements of facilities at Netherhall Sports Centre;
 - Outdoor Sports: Pro-rata financial contributions will be sought for allocation across two projects, at Nightingale Recreation Ground and at Netherhall Sports Centre;
 - Informal Open Space: any shortfall in the 100% on-site provision will trigger pro-rata financial contributions

towards the provision of and / or improvement of and / or access to facilities at Nightingale Recreation Ground;

- Play provision for children and teenagers: any shortfall in the 100% on-site provision will trigger pro-rata financial contributions to be allocated across two projects at Nightingale Avenue play area and at Holbrook Road play area.

6.55 Notes where it has been agreed by the Council to transfer ownership of any part of the application land (including but not exclusive to open space land, play areas and SuDS) to Cambridge City Council, a commuted sum contribution will be required to be used for the maintenance of the adopted areas.

Neighbourhood Community Development Officer

6.56 No objection. Confirms that the Council's preference is that the GB1 contributions for community facilities are provided towards on-site provision on the GB2 site and facility/ equipment costs and running costs for the organisation running the facility. Any off-site contributions would go to other facilities in the surrounding wards of Cherry Hinton, Queen Edith or Trumpington wards.

Housing Development Officer

6.57 No objection. Recommends conditions relating with indicative size and tenure mix for the affordable units and provides a comparative table showing the indicative mix within the proposal and that identified as housing need for the Cambridge City Council in June 2020. Recommends that further conversations with the Housing Strategy Team take place ahead of the submission of the reserved matters application, to ensure any proposal satisfies the local housing need.

6.58 Notes the applicant has referred to the tenure split in the Planning Statement, with indication that this would be determined at the reserved matters applications, which will not meet expectations of the Planning Committee for an outline application. Advises on the clustering of the affordable housing units having regards to the 2014 draft Housing SPD, and noting that albeit the indicative masterplan suggests not to be any cluster of more than 14 units, a couple of the clusters contain a number of 2 and 3 bedroom houses that will have high child

densities. Notes the cluster at north-west of the site potentially housing as many as 37 children in one area, which may potentially cause anti-social behaviour issues. Recommends the applicants to hold further discussions with the Housing team ahead of submitting the reserved matters application.

- 6.59 Notes further consultation is required regarding the submitted a Draft S106 Heads of Terms and in relation to Affordable Housing, specifically the Delivery of Affordable Housing and Fallback arrangement. This will require further consultation to agree these points and recommends this should not form part of the application approval. Notes other policy requirements at reserved matters stage including residential space standards, clustering, design and appearance and accessibility of the units.
- 6.60 Following the submission of a draft standalone Affordable Housing Statement, officers have reviewed the document and provided verbal comments to the applicants, which resulted in the version re-submitted in the 28 October 2020. Officers recommended a Local Lettings Plan to be discussed following consideration of the application by the Cambridge City Planning Committee.

Cambridge City Council Disability Consultative Panel (Meeting of 26th November 2019)

- 6.61 In summary the Panel appreciate being consulted at this early stage and would welcome the opportunity to be consulted on detailed stages, particularly on the accessible room and bathroom layouts as well as parking and refuse collection arrangements. Main recommendations were the following:
- Community facilities and retail – facilities should be provided on site, as the closest retail provision would be the minimal units on Wulfstan Way. The linear park and walkable linkages between the different green spaces are welcomed but when establishing new developments, there is an understood need to introduce community facilities at an early stage in order to provide residents with the space to co-ordinate events etc. Look to the Clay Farm Community Centre as a successful example.
 - Parking and the emphasis on pedestrian and cycle movements – elderly and disabled are reliant on vehicles, and existing car parking is already used by Addenbrooke's staff. A form of parking management

should be included in the proposal, with visitor spaces ideally marked for short stay use for the benefit of those needing deliveries and peripatetic care.

- Trumpington [sic Babraham Road] Park & Ride – site may be within a short walking distance, the demand from the new southern fringe developments has resulted in limited capacity after 11am. The Panel were informed that an expansion of the site is proposed.
- Shared surfaces – segregation between pedestrians and cyclists with a 25mm upstand is necessary, noting that guidance on appropriate surface material for the paths linking the green spaces can be sought from organisations such as the Sensory Trust.
- Swales – proposal to ensure these are not a trip hazard for the sight impaired and are distinguished from the footpath.
- Play equipment – require consideration for the needs of wheelchair users or the ambulant disabled who may need to sit close to the play area, recommending applicants to seek guidance on inclusive play equipment.
- Outdoor seating – should include a variety of styles and heights, and ideally with an area of hard standing at the ends of benches for the benefit of wheelchair users.
- Accessible units (Farmstead courtyards) – note scheme's compliance with policy on adaptable apartments would be at the Reserved Matters stage, but highlights all flats should be served by a lift (including at two storeys), for the scheme to be compliant with the Local Plan. The provision of accessible units should not be limited to ground floor.

Cambridgeshire Quality Panel (Meeting of 20th November 2019)

- 6.62 In summary, the main recommendations of the Panel were:
- 1) Make the development as permeable to pedestrians and cyclist as possible and map key external destinations.
 - 2) Review the function of crossing Wort's Causeway and all the linkages to GB2.
 - 3) Continue to explore community opportunities and specific provision on GB2.
 - 4) Think further about the heart of the development and what that will be and offer.
 - 5) Provide more greening integrated across the site and ensure it is a linked network.

- 6) Review the eastern edge landscape treatment.
 - 7) Embed a clear strategy for future net zero emissions homes for future housebuilders to take forward.
- 6.63 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

Great Shelford Parish Council

- 7.1 No objection. In correspondence dated 6 January 2021, the Parish Council stated that whilst they feel the development is excessive and imposes constraints on the infrastructure, they recognise it as a City development and for which revision the Parish Councils had no comments.
- 7.2 The Parish Council had previously objected to the application, as located in the neighbouring Parish, raising concerns around traffic density. Worts' Causeway opens out onto Lime Kiln Road to the east and that this road is already grid locked at certain times of the day. From there the route is onto the busy A1307 which is already under review. West again does not allow easy road access. Presumes schooling and medical centre will be at Wulfstan Way which would mean traffic along Lime Kiln Road.

Camcycle:

- 7.3 Camcycle has provided further comments, following objection to the proposals. The latest comments can be summarised as follows:
- Lack of appropriate separation between pathway and carriageway across the Netherhall Farm Access, as specified by LTN 1/20.
 - Risk of part of the primary east-west shared pathway becoming parking for cars, which could be fixed through separation from the tertiary street, with some landscape features to prevent driver incursion. Lack of continuity and priority where the primary street meets the east-west shared pathway, which would require the pathway to be prioritised where the primary street crosses it, with sensible design of this junction/crossing. Notes the Wing/Marleigh development and National Cycle Route 51, where the ultimate solution was to remove the tertiary street in that location while

continuing to face houses / natural surveillance onto the cycle route, and recommends developers to follow LTN 1/20 with the design in order to get the details of the pathway and the junction correct.

- Rejects the indication on the submitted access drawing that Worts' Causeway carriageway would be widened to 5.5m as part of a Section 278 agreement, as it would introduce more speeding and more heavy traffic on what is supposed to be a lightly used road with 'rural character'. Recommend private car through-traffic is removed from Worts' Causeway, not only on weekday mornings but at all times. Object to any attempt to put more car capacity into Worts' Causeway.
- The applicant has still failed to address the lack of direct connection for walking and cycling between Queen Edith community facilities / school and the development site. Notes this is contrary to the Local Plan policies 56, 80 and 81, and that the circuitous route via Field Way and the neglected and decayed cut-throughs hidden away in the housing estate are not suitable, and requires applicants to find a better solution linking to Beaumont Road or Almoners' Avenue.

7.4 In previous correspondence, Camcycle had objected the application raising concerns on the above points and additional matters as follows:

- Worts' Causeway is a dangerous road for cycling because of high car speeds, therefore further measures must be included to reduce car speeds or else to create a protected cycle track alongside the road.
- The Design & Access statement says that only one cycle parking space will be provided for 1, 2 and 3-bedroom homes, instead of 'one per bedroom'.
- The primary streets in the site are too wide and have poorly designed shared-use pavements that are repeatedly interrupted by side roads and will soon be obstructed by parked cars; the pavements should instead be set back behind a planted verge and designed to be high-quality, prioritised and continuous.

Wildlife Trust:

7.5 During the course of the application the Wildlife Trust (WT) removed their objection stating that the revised application had addressed their main concern raised. WT stated the Biodiversity Net gain (BNG) assessment showing a potential net gain of

17% is above policy requirements and provides an accurate assessment of baseline condition and the potential gains through development of the site. Welcomes the proposal for a Landscape and Ecological Management Plan (LEMP) with a 30-year lifespan and recommends this is secured by a S106 obligation. Further recommends the management of the Netherhall Farm Grassland CWS is secured in perpetuity rather than for the 30 years covered by the LEMP.

- 7.6 Welcomes the commitment for mitigations to the recreational pressure from residential development and the proportionate contribution to the joint proposal by the Magog Trust, the Wildlife Trust and Cambridge Past, Present and Future towards improving visitor's capacity of Beechwoods, Wandlebury and Magog Down. Recommends this is secured by a S106 planning obligation.

Cambridge Past, Present and Future (CPPF)

- 7.7 CPPF made three representations, the latter received reiterating their opposition to the proposals for reasons relating with the landscape and visual impact; community and design; and sustainability. Whilst acknowledging some improvements were made, CPPF state these seem insufficient to change their objection expressed on their initial representation dated 7 May 2020. The remaining concerns as referred in the initial representation, relate with the long time required for trees to mature in order to effectively mitigate the visual impact caused by development on the views from the green belt to the east of the site and disagrees with the applicant's assessment of the level impact to the Netherhall Farm setting, requiring a condition to ensure screening planting to take place ahead of any construction.
- 7.8 In terms of community and design, the concerns remaining relate with the lack of on-site provision of a community facility and/or the poor connection with existing facilities. CPPF criticized the design quality of the scheme as poorly attractive and required clarification about car parking and bin and cycle storage.
- 7.9 In the previous correspondences, CPPF noted the revision of the BNG calculations and the proposal for a LEMP covering a period of 30 years for the CWS management, recommending

this is secured by a S106 obligation but in perpetuity. Welcomed the commitment for mitigations to the recreational pressure from residential development and the proportionate contribution to the joint proposal by the Magog Trust, the Wildlife Trust and Cambridge Past, Present and Future towards improving visitor's capacity of Beechwoods, Wandlebury and Magog Down. Recommends this is secured by a S106 planning obligation.

- 7.10 The previous representation also noted the submitted safety audit and the changes to cycle provision and road crossing, but state not to be certain these address previous comments. The initial letter further raised concerns about the poor layout design of the scheme and advocated for community facilities to be provided on site, given the joint scale of the GB1 and GB2 proposed developments.
- 7.11 Urged the commitment to sustainable measures to go beyond policy requirements, particularly in terms of water efficiency and the commitment to a target for consumption of 85 litres per day rather than the policy complaint 110 litres a day. Requires consideration to further cycle parking on-site and stated support to CamCycle comments. Required the bus gate at Worts' Causeway to operate on a 24-hour basis, to avoid increase in vehicular traffic and harm to the Causeway country lane appearance.
- 7.12 Officers note that, albeit addressed to application 19/1169/OUT, the correspondence sent by CPPF on 23 October 2020 refers to the joint proposal by WT, Magog Trust and CPPF to mitigate the potential recreational pressure that will be caused with the development of the GB1 and GB2 sites. The letter aims to clarify that the project entitled "Acquisition of land for additional car parking and associated chalk grassland creation (to ensure BNG from the car park)" primarily aims to increase the area and quality of chalk grassland habitat on the Gog Magog Hills. The letter explains that an ancillary benefit is that the land can be used for overflow car parking on the few occasions when the car park is full.

Campaign to Protect Rural England (CPRE)

- 7.13 Third party representations objecting the application were received from CPRE, on the basis of the harm to the character

of the City edge and the Green Belt; the additional water demand and risk of draught; traffic increase; negative impact on the countryside landscape; cumulative effect and unavailability of the necessary investment on education facilities; and the separate consideration of the applications at Newbury Farm and Netherhall Farm risking cohesion between developments.

- 7.14 CPRE is concerned that current proposal in conjunction with that proposed at the Newbury Farm site (19/1168/OUT) will dominate the views from the south of the City edge and that the unique place nestled alongside the Cam river meadows currently dominated by the University buildings will be lost forever. This is particular to the views from the surrounding countryside and places such as the Gog Magog hills and the A1307, which will continue an unacceptable addition to the high rise blocks on and around the Biomedical Campus and between Addenbrookes and Trumpington Road.
- 7.15 CPRE states that Netherhall Farm lies within the statutory Cambridge Green Belt and they are concerned that development of this major site and Newbury Farm will set a precedent for further urban sprawl into the Green Belt around Cambridge. CPRE is concerned by the cumulative effects of new developments in the Anglian River Basin and urge the planning authority to not just rely on the statutory duty of local water companies to supply. The Environment Agency has warned other planning authorities within the County that they should consider the cumulative effects of developments on wastewater treatment capacity and not evaluate new demands only. Note the Council's Sustainable Drainage Engineer has identified problems with the surface water drainage proposals from this site and has recommended refusal of the application at least until solutions are found. Suggests financial contributions from the development are sought for water supply and additional wastewater treatment capacity.
- 7.16 The entirety of the vehicular traffic leaving or entering the Netherhall Farm site and travelling through Newbury Farm site to reach the A1307 will exacerbate an unacceptable current traffic situation on this road and cause significant pollution for local residents. In addition to the concerns relating with the views from the south and impact on the rural landscape, CPRE raises concern over the loss of the existing farm land which is currently managed in such a way that it supports local flora and

fauna and the character of the landscape. The letter also sets out concern over the necessary investment and the resulting new educational facilities not being ready in time for use within the planned development timescales, which requires attention before planning permission is granted. CPRE are also of the view that the developments at Newbury Farm and Netherhall Farm cannot be considered a community unless a masterplan is worked out jointly between developers of these site, to address some of the common issues between the sites.

Neighbouring residents:

7.17 Further representations were received from 36 neighbouring residents, all objecting the proposal. The main reasons relating with planning matters are summarised as follows:

- Increase in traffic (and relative detrimental impact to local amenities, wildlife, pedestrian safety, air pollution, street network in the area, including junctions)
- Lack of local facilities (including shops, schools, and healthcare facilities)
- Impact on / loss of biodiversity, ecological corridors, and wildlife in general
- Overdevelopment of the site / focal buildings / building heights and densities detrimental to/ not keeping with the character of the area
- Poor quality of application documents (LVIA, Transport Assessment/ Travel Plan, Noise Assessment, Environmental Statement, Design and Access Statement and Green Infrastructure Parameter Plan)
- Poor site layout (insufficient buffer with / potential impact on the CWS and BLI setting / poor walking and cycling routes)
- Poor connectivity of the site with the surroundings (including with GB2 development / local facilities and mainly by walking or cycling / for people with less mobility)
- Harm to residential amenity of neighbouring properties, due to siting of foul pumping station north of the site
- Removal of trees and loss of hedgerows
- Inadequate/ unsafe design of access points
- Lack of clarity on the management and public access to/ route across CWS
- Insufficient cycle and car parking
- Lack of commitment with sustainability measures

- Inappropriateness (lack of purpose/ need) of the staggered junction between GB1 and GB2
- Risk to residents' security in general and due to the proposed 5 metres buffer north of the site
- Detrimental impact on neighbouring recreational facilities / loss of green areas
- Loss of privacy and loss of light at neighbouring properties
- Loss of farmland

7.18 Fewer neighbouring responses raised the following concerns: conflict with rights of way at the access to Netherhall Farm buildings; widening of Worts' Causeway and impact in traffic and character of the road; insufficient information regarding biodiversity protection; risk of flooding/ poor water management proposal; effect on water supply; noise from construction; poor private amenity spaces/ insufficient gardens; pressure on the provision of broadband communication; and destruction of the Green Belt.

7.19 The above is a summary of the representations that have been received and the relevant planning matters will be considered in the assessment. 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 inspection of the site and the surroundings, the main issues considered are:

- Principle of development
- Landscape and Urban Design
- Historic Environment
- Biodiversity, Species and Habitats
- Supply of Housing
- Services and Local Facilities
- Infrastructure to Support Development
- Climate Change and Resources Management
- Planning Obligations

Principle of Development

8.2 Policy 27 of the Cambridge Local Plan releases the GB1 and GB2 sites from the Green Belt designation for residential

development of up to 430 dwellings, contributing to Cambridge in meeting its housing needs to 2031. Appendix B of the Local Plan (Proposals Schedule) sets out GB1's estimated capacity of approximately 200 dwellings and a density of 27 dwellings per hectare, with final capacity depending on detailed assessment and design.

- 8.3 Development of these sites will be supported subject to: (i) issues of flooding and contamination being mitigated; (ii) design considerations; (iii) provision of adequate access and other infrastructure; and (iv) fulfilment of other applicable policies within the Local Plan. Items 'e' to 'p' of Policy 27 set out other specific requirements for the development of the sites, relating with landscaping, ecological enhancement, the character and use of Worts' Causeway, transport, street layout and connectivity with the surroundings, scale and massing, including for pedestrian links, sustainable drainage, archaeological remains and community facilities and services.
- 8.4 In addition, for the development of the GB1 site, Policy 27 requires in its item 'q' the retention of sufficient buffer areas around the Netherhall Farm Meadow CWS, with the provision of a long-term management regime, including limited access, to protect and enhance the ecological value of the meadow. Items 'r' and 's' relate with the Netherhall Farm site, which is not part of the application.
- 8.5 These items above are assessed in detail in other sections of this report and as concluded the proposals are acceptable in terms of the principle of development, with further consideration as follows.

Residential Use

- 8.6 At this outline stage the proposals are for up to 200 residential units and an approximate density of 27.78 dwellings per hectare. Whilst the density is slightly above policy requirements, this is considered minor as Appendix B of the Local Plan indicates that the final site capacity may be greater or smaller depending on detailed assessment and detailed design. The proposals have been revised in terms of urban design and landscape through the assessment process as discussed in the relevant sections of this report. Officers consider the scheme to be acceptable in terms of design at this stage and recommend

a set of principles to be secured by condition to ensure the delivery of good quality place. This is supported and a condition is recommended accordingly.

- 8.7 In considering objections and recommendations received from third parties and the Council's Access Officer / Disability Panel due to the absence of community facilities provision on the application site, officers note the existing Wulfstan Way is the closest retail / shopping area from the development, at approximately 2 kilometre to north of the GB1. As discussed later in the Transport section of this report, measures to improve sustainable travel to this commercial area will be delivered with the GB1 development, should permission be granted.
- 8.8 Furthermore, the current development proposal at the GB2 site (19/1168/OUT) includes up to 400 square metres of A1/A3/A4/B1/D1 uses, which once implemented would be at approximately 250 metres from the pedestrian access at southwest of the GB1 site. The proposals at GB2 have received resolution to grant planning permission from the Cambridge City Planning Committee on 2 September 2020 and, if implemented, would potentially include shops, eating/drink premises, offices and/or community facilities. These future community, commercial and/or retail units aim to provide for the GB2 site and neighbouring areas, including the GB1 development.
- 8.9 The GB1 site allocation and Policy 27 of the Local Plan is for residential use, with expectations that contributions are made towards improved community facilities and services in this part of the city, and not necessarily providing these on site. In this context, the proposals including only the residential use is supported. Further considerations relating with any contributions sought through planning obligations are set out in the respective sections of this report.

Green Belt Development

- 8.10 Paragraph 141 of the NPPF sets out that LPAs should plan positively to the beneficial use of the Green Belt and look for opportunities to provide access as well as opportunities for outdoor sport and recreation; and to retain and enhance landscapes and visual amenity. Furthermore, paragraphs 145 and 146 of the NPPF in setting out the exceptions to

inappropriate development within Green Belt include the provision of outdoor recreation facilities in connection with the existing use of land and engineering operations. In both cases the use of the Green Belt should also preserve its openness and that the proposed Green Belt development do not conflict with the purposes of including land within it.

8.11 The Cambridge Local Plan through Policy 27 (m) requires development at the GB1 site to adopt of a sensitive approach to design to integrate the development into this setting on the edge of the Cambridge Green Belt. Moreover, Figure 3.12 of the Local Plan, when representing the site allocation, incorporates a green buffer which extends beyond the site allocation into the Green Belt, identified as a landscape edge to the Green Belt.

8.12 The proposals include a green buffer east of the site, immediately adjacent to the GB1 site allocation and located within designated Green Belt. As further detailed in the next sections of this report, the proposed green buffer will form the development's 'Eastern Boundary', with minimum specifications in the Green Infrastructure and Land Use PPs stating that it should 'be a minimum of 30m wide (counted from the eastern site allocation boundary) and contain mainly native planting of grouped large species trees providing intermittent view gaps between tree canopies as well as a continuous understorey swales, play, non-motor vehicle movement and biodiversity enhancement'. This is considered to align with Paragraphs 141, 145 and 156 of the NPPF and the requirements of the Local Plan when referring to the development of the GB1 Site allocation.

Conclusion

8.13 The proposed development for the erection of up to 200 residential dwellings in this GB1 site and the implementation of a green edge within Green Belt as proposed align with the aims of the NPPF and Policy 27 of Cambridge Local Plan.

Landscape and Urban Design

Site Layout and Building Typologies

- 8.14 Three character areas are proposed for the residential development: the 'Farmstead Courtyard' character area is a higher density area to the south-west where the farmstead courtyards typology is used to respond to Netherhall Farm's character and orientation; the 'Townhouses' area is a series of mews streets and compact house types running north-south in the central portion of the site, creating a regular grid along the main road; and the 'Green Edge' is a lower density, softer edge backing onto the existing residences to the north and facing the eastern green edge and the transition to the Green Belt.
- 8.15 The buildings proposed at the Farmstead Courtyard area should represent long barn-style buildings shaping the courtyard where the parking area will predominantly be arranged. Most of the buildings will be of three storeys height, with orientation and character of the buildings to create a dialogue with the existing Netherhall Farm buildings. Officers note that care will need to be taken with regards to orientation of the buildings, glazing and potential overheating, as discussed in the 'Carbon reduction and sustainable design' section of this report. Illustrative typical floor studies were included as part of the Design and Access Statement (DAS) and subsequent addendum, illustrating how the apartment blocks could be arranged to maximise the floor space, within the 11.5 metres maximum ridge height allowed by the revised Building Heights PP. The latest illustration of the Farmstead Character area was welcomed and considered acceptable by the Council's Urban Design officers.
- 8.16 The Townhouses character area is a higher density area typified by compact house typologies on smaller plots, set around mews style streets. The proposal is for two and a half and three storeys high terraced houses along shared-surface mews streets. Whilst gardens are proposed to be shorter, the layout enable opportunities for upper floor terraces and balconies to optimise access to open space, and pockets of green between groups of dwellings are proposed to form an integral part of the green infrastructure network. The DAS include in its section 5 further detailing of the potential layouts for two, three and four bedroom houses in this character area.
- 8.17 The 'Green Edge' character area is proposed to mostly comprise two to two and a half storeys detached and semi-detached dwellings fronting the eastern green corridor to maximise the great views onto the adjacent countryside. The

illustrative masterplan and DAS addendum show alternative layouts for the parcels between the primary street and the Green Edge. Although some parking courts are retained, the Council's Urban Design note these are much reduced in size and are intersected by well-connected pedestrian paths which provide convenient route to the Green Edge.

- 8.18 The Crime Prevention Design team at the Cambridgeshire Constabulary did not object the proposals and notes the indicative site layout is acceptable concluding that elements of Crime and Community Safety have been considered. The amendments made to the initial submission have addressed previous concerns raised by Landscape and Urban Design officers, who are now satisfied that the application has demonstrated that an acceptable layout could be delivered within the constraints set out on the parameter plans, subject to a set of design principles to be secured via condition and observed at Reserved Matters stage. This is supported and recommended accordingly.

Scale and massing

- 8.19 The revised Building Heights Parameter Plan (PP) indicates that the taller elements of up to 12 metres height would be located in the central part of the buildable site (i.e. excluding the open spaces to the west), with slightly lower buildings heights of a maximum of 11.5 metres towards the edges. A third zone of maximum building heights of 9 metres is proposed closer to the more sensitive locations along the northern boundary and existing neighbouring houses and immediately east of the Nether Hall Farm access and setting of the BLIs.
- 8.20 The Council's Landscape officer is content that the where the 2.5 metres storeys (11.5 metres) as maximum building heights has been moved further north away from Worts' Causeway the proposal would better preserve the rural character of the road. Viewpoints 6 and 9 of the LVIA have been remodelled to represent the further reduction on buildings heights and the Council's Landscape officer if of the view that they now show an acceptable height of development in views from the east and from Worts' Causeway in relation to the Netherhall Farm BLIs and access road.

- 8.21 Officers note concerns have been raised by neighbouring properties to the west of the site and along Worts' Causeway, with regards to potential overlooking and their loss of privacy. It is noted that whilst the higher density area proposed in to the south-west of the site, this is separated from these neighbouring properties by the County Wildlife Site and the proposed open space, where no development are proposed in this area. This would enable a distance of approximately 30 metres between both existing and proposed built areas, as indicated in the Green Infrastructure PP. Therefore, it has been considered that the proposed heights, setbacks and buffer will allow for the future detailed applications to work with the appropriate articulation of facades and openings to avoid any overlooking onto and/ or loss of privacy at neighbouring properties.
- 8.22 The revised building heights have been welcomed by the Council's Urban Design and Landscape officers have welcomed this revised proposal and recommends that articulation of roofscape that reflects the rural, farm-like character is secured by a design principle condition. The Council's Conservation officer has considered that the proposals would not lead to loss of the significance of the Netherhall Farm BLIs.

Frontages and Interface

- 8.23 The DAS sets out that the technical surveys and site analysis have set the key fixes of the proposed development which resulted in the proposed setting of the site and the green infrastructure network. The eastern edge represents a transition between the new development and the countryside/ green belt, where a central equipped play area will be located and adjoining the community green which runs east westerly in the central portion of the masterplan. A second central green space of similar nature to the central community green is proposed next to Worts' Causeway, terminating the green street running along Netherhall Farm's boundary.
- 8.24 This is linked to the two open spaces to the west of the site which will be retained as a natural buffer to the existing development and also represent a great opportunity for community growing areas and to enhance the ecological value of the site by retaining the Netherhall Farm Meadow County Wildlife Site. A green buffer is proposed along the western boundary, softening the transition to the Netherhall Farm BLIs

and providing mitigation to the visual impact and any harm to its setting. Incidental green spaces are proposed along the main road and within the higher density parcel, to provide resting points with seating areas and trees for shade.

- 8.25 The Green Infrastructure PP reflects the above and indicate the minimum widths and composition of the edges of the site. The eastern green corridor is proposed with a minimum of 30 metres width, and contain mainly native planting of grouped large species trees providing intermittent view gaps between tree canopies and also incorporate swales, play areas, non-motor vehicle movement and biodiversity enhancement features. The northern boundary will consist of a minimum of 6 metres to accommodate a landscape buffer and a maintenance strip to serve the proposed pumping station north-west of the site.
- 8.26 The western boundary will generally be of a minimum of 20 metres width, with potential reductions where the existing vegetation already provides softening and the physical and visual separation required to protect neighbouring amenity and the setting of the BLIs. A new hedge planting is proposed between the Netherhall Farm access road and the new cycle and pedestrian route is expected to be included with the western buffer. The proposal includes the retention of the CWS linked by a path to the proposed open space to the western-most part of the site. It is noted that the Trees Retention and Removal Plan submitted with the application indicates the retention of all existing trees and hedges in the portion of the site. Officers note concerns raised by neighbours in relation to the buffer between these areas and the existing properties to the west of the site and along Worts' Causeway, which should be addressed at the future planning stages, with the submission of landscape details and information regarding the management of the CWS.
- 8.27 The hedges along the southern boundary will be partially impacted by the implementation of the necessary visibility splays to the proposed vehicular and pedestrian/cyclist access points. For this reason, the specification for the southern boundary include provisions for the replacement with sections of instant mature native hedge to match species found in the vicinity. Minimum setbacks between the southern boundary and the proposed retention basins, and from these and the proposed buildings also integrate the description of this

southern boundary in the Green Infrastructure PP. This is expected to ensure safety for users of this open space and the retention of the rural character of Worts' Causeway, as required by the Local Plan.

Landscape, Trees and Public Realm

- 8.28 Besides the framework of green boundaries, the central community green and the green pockets, the proposal also includes focal trees, as indicated in the Green Infrastructure and Land Use PPs. These, along with the focal buildings would be situated in key locations along the primary vehicular route, creating opportunities for the focal buildings and trees to terminate forward visibility. A design principles condition is recommended to ensure that the focal buildings are defined as buildings that distinguish themselves from their surroundings because of specific architectural features, a change of orientation and/or building materials, with maximum height falling within the parameters set out on the Building Heights PP. Focal trees should include appropriate large species trees, with specific species to be agreed at Reserved Matters stage.
- 8.29 The revised Trees Retention and Removal Plan indicates that most trees and hedges would be retained with the proposal, exception made to one tree (T2 on the plan) and part of the vegetation along the southern boundary. The removal of the T2 tree will provide the secondary access to the higher density area, which was considered acceptable by the Council's Tree Officer, given the overall enhanced arboricultural contribution of the proposal. As required by the Council's Landscape officer, the Green Infrastructure PP includes in the southern boundary specification text to note that 'where sections of hedge along Wort's Causeway need to be removed for access they shall be replaced with sections of instant mature native hedge to match species found in the vicinity and that the new hedge shall be protected and maintained to ensure good establishment'.
- 8.30 Recommendations made by the Cambridge City Council Disability Consultative Panel regarding shared surfaces, swales, outdoor seating and play equipment are noted and officers should refer to them when assessing the planning detailed stages, should outline permission be given to this application. The same approach is applied following consideration of CPPF suggestion for early planting of screening landscape, as this

would be part of the landscape proposals constituting reserved matters, should outline permission be given. Further detail will enable better understanding of how the planting interacts with the SuDS, play areas, foot/cycle paths and further biodiversity enhancements that are also proposed for landscaped areas that will mitigate views of the development.

- 8.31 The Council's Landscape officer has welcomed the amendments to the application, appreciating the advancement that has been made on the proposals. Conditions are recommended in to secure appropriate trees and vegetation protection, groundworks and earthworks.

Public Art

- 8.32 Whilst not objecting the proposal, the Council's Public Art officer notes insufficient information has been provided with the application, including an indicative spent for the implementation of a Public Art Strategy (PAS). Considers the proposed timber structure to be a piece of landscape infrastructure and not part of a strategy, as it does not set out any artist commission principles. This is agreed and a condition is recommended to secure a Public Art Strategy is agreed prior to development commencing. The recommendation for delivery plan(s) to be secured with any reserved matters application is also supported and a condition is recommended accordingly.

- 8.33 The Council's Public Art officer indicates the sum of £400,000 as minimum budget stipulated for the proposed development, based on other sites of the same size and costs involved to deliver a project that is appropriate to the scale of the Netherhall Farm development. In response to officer's comments, the applicants have provided further assessment on more recent cases, including Land North of Cherry Hinton (18/0481/OUT) and GB2/ Newbury Farm (19/1168/OUT). When considering these, the secured financial contribution towards public art was equivalent to £350-£400 per dwelling, against the required total of £400,000 (equivalent to £2,000 per dwelling) for the GB1 site.

- 8.34 At the time of concluding this report, an agreement has not been reached in relation to the minimum budget to be secured for the implementation of a Public Art strategy with development of Netherhall Farm. In the absence of this, and of a clear strategy to outline relative costs, it is recommended that a

commitment to an expense of a minimum of £400 per residential unit towards public art is secured by S106 agreement. This recommendation is based on recent resolutions to grant of the developments at Land North of Cherry Hinton (18/0481/OUT) and GB2 / Land at Newbury Farm (19/1168/OUT).

Conclusion

- 8.35 Officers consider that the proposal responds to the site context adequately and would enable high quality development with the next stages of this application, and is therefore compliant with Cambridge Local Plan policies 55, 56, 57, 59 and 60, subject to recommended conditions and planning obligations.

Historic Environment

Built Heritage

- 8.36 Officers agree with the Heritage Impact Assessment that the designated Grade II listed 'Old Milestone' will not be affected by the proposals for the site, and highlight in their review the impacts on the non-designated Netherhall Farmhouse (and associated buildings) Buildings of Local Interest (BLIs).
- 8.37 The Council's Conservation officer noted the Netherhall Farmstead and associated buildings are not being altered under these proposals, therefore the proposals will not affect their special interest. However, development within the local area will affect the setting of the farm buildings which will lose their context as being of agricultural use, tied into the land. To mitigate this, the applicants propose part of the development is set back from the BLIs themselves, and the access road around them, allowing for a buffer zone, leaving a 'green' area in which they can sit. In addition, the CWS meadow to the west of the access to Netherhall Farm will be preserved (and managed) as such, retaining its connection with the land, which is supported.
- 8.38 Following revision of the west boundaries proposal in the Green Infrastructure and Land Use PPs, as well as the retention of the hedge along the existing Netherhall Farm access track, the Council's Conservation officer is of the view that the proposals will comply with Local Plan policy 62 as the significance of the BLIs will not be lost.

- 8.39 Officers note the reduction of the height of the buildings on the western edge of the development, where it meets the access road to Netherhall Farm and the other existing buildings. This enables a better relation with other houses along Worts Causeway which are of the same scale and reduces the impact of this new massing on the edge of the city where it meets the open countryside.
- 8.40 Furthermore, officers note that the revised illustrative masterplan shows that the western building line has now been brought away from the access road, which gives space around the former farm buildings where there are areas of open space which served as paddocks. The new planting of the hedgerow and the cycle path to the east of the Farm access road allows for a more generous approach to the site and where the BLIs can be seen, they can be appreciated for their interest as a former farm within the City.
- 8.41 Consideration has been given to all comments made, including objection from CPPF and neighbouring residents, due to the likely significant harm caused to the setting of the Netherhall Farm BLIs. Nevertheless, taking the above into account, the Conservation officer concludes that although some views across the fields towards the BLIs will be lost, the proposal will not adversely affect the character of the BLIs as there are still some views from Worts Causeway and the buildings themselves still sit in characterful open spaces.
- 8.42 This conclusion is supported and applies Paragraph 197 of the NPPF which sets out that in weighing applications that directly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Archaeology

- 8.43 An Archaeological Assessment was submitted with the application setting out the predicted impact on archaeological assets on the site. The assessment indicated the existence of buried archaeological remains of interest on the site, including a dense middle Bronze Age field system and possible Late Bronze Age/Early Iron Age period settlement features directly to the south of the study site. Trenches identified the remnant of a

cobbled trackway with an associated roadside ditch running broadly east west, which could be regionally significant when seen in relation to the wider landscape features excavated nearby. The assessment indicates that, except for a World War II anti-tank trench of local significance, there are no other known remain on the site. The assessment proposes therefore that a programme of archaeological works be secured via a planning condition.

- 8.44 The above is supported by the Cambridge Historic Environment Team and a Written Scheme of Investigation (WSI) and pre-commencement and post-field works sections of the programme in the WSI are recommended to be secured by condition. Informative is also recommended accordingly.

Conclusion

- 8.45 In light of the site allocation the proposals are acceptable when assessed against the NPPF and Policy 62 of the Local Plan.

Biodiversity, Species and Habitats

- 8.46 Chapter F of the Environmental Statement (ES) deals with Ecology, and describes the site as mainly comprising arable farmland, field margins, calcareous grassland, semi-improved calcareous grassland, poor semi-improved grassland, woodland, and hedgerows.
- 8.47 In terms of ecological value, the arable field is of low value, and its margins generally narrow and species poor, and the semi-improved calcareous grassland meadow to the west of the CWS is of local value. The calcareous grassland of Netherhall Farm Meadow CWS is a Habitat of Principal Importance as listed on the Natural Environment and Rural Communities (NERC) Act 2006, and is considered to be of county importance, with recent surveys confirming the continued presence of the grassland community for which it was originally designated. Several hedgerows are present through the site, typically of low species richness, with the ones along Worts' Causeway and between the arable field and the semi-improved grassland (along the existing farm track at the gated access) showing a higher species diversity. The ES concludes that the hedgerows on site are Habitats of Principal Importance of local value.

8.48 Surveys carried out on the site have identified a total of 40 breeding bird species, 22 of which considered to be breeding. A typical lowland farmland bird community was present. Three of these are notable species (skylark, song thrush and dunnock) and were breeding on site with two skylark territories recorded in the arable field. A barn owl was observed using the nest box located at the adjacent Netherhall Farm, with breeding confirmed during the inspection survey and considered to be of local value. The wintering bird surveys recorded 40 species, three of which of conservation significance and six are Species of Principal Importance (grey partridge, skylark, starling, song thrush, dunnock and house sparrow.) A locally significant number of grey partridges were recorded in the arable farmland, as well as low numbers of skylark. Overall, the ES concludes the wintering bird community to be of local value, particularly when considering the urban fringe setting.

8.49 A relatively high diversity of bats for the region was recorded in the survey area, with the Common pipistrelle *Pipistrellus pipistrellus* species being the most frequently recorded. Higher levels of bat activity were recorded around the south-western corner and across the northern hedgerow. No significant areas of commuting and foraging were recorded on site. Barbastelle is one of the rarest bats in the United Kingdom and was recorded along the north western site boundary. A small roost of barbastelle is thought to be present at the adjacent Netherhall Farm, and it is likely that bats from this roost occasionally use the site to commute into the wider countryside. Whilst the diversity of bat species is relatively high, and that the rare species barbastelle is present, the overall bat community is of local value, mainly because most species were recorded very infrequently. No evidence of badger was recorded on the site.

Biodiversity Net Gain (BNG)

8.50 The Biodiversity Net Gain (BNG) report submitted as Appendix 5.1A of the Supplementary ES states that the habitats that will be provided with the proposed development include calcareous grassland, meadow and amenity grassland, woodland, hedgerows, swales and scattered trees. Using the Department for Environment, Food and Rural Affairs (Defra) Biodiversity Metric 2.0 methodology, the revised calculations conclude that the proposed development will lead to a 17% net

gain in biodiversity units on the site, which is well beyond policy requirements of no net loss.

- 8.51 This outcome has been reviewed and welcomed by Wildlife Trust (WT) and the Council's Nature Conservation officer. WT and officers are of the view that the BNG assessment provides an accurate assessment of baseline condition and the potential gains through development of the site, and that the potential 17% gain provides a comfortable buffer with regard detailed layout of the site at reserved matters.
- 8.52 The proposal for a Landscape and Ecological Management Plan (LEMP) with a 30-year lifespan is recommended to be secured by a S106 obligation and this should include details of the management of the Netherhall Farm Grassland CWS. These later will also be integrated to the site wide Ecological Design Strategy (EDS). Officers are of the view that it would be unreasonable to require the management of the Netherhall Farm Grassland CWS to be secured in perpetuity and recommend this follows the same 30-year lifespan as the LEMP. The recommended EDS condition includes the demonstration of the Biodiversity Units provided with the proposed ecological works, along with details of the works to be implemented through the proposed development, and details for monitoring and remedial measures. An informative regard hedgerow removal and wider site clearance to avoid the removal, damage or destruction of the nest of any wild bird is recommended, which supported.
- 8.53 Following concerns raised by the Local Highways Authority, the EDS condition has been revised to specifically include the junction as a potential constraint to Worts' Causeway hedgerow, requiring that detailed design and working methods are approved by the LPA to achieve the stated conservation objectives of the EDS. As previously reported, the Green Infrastructure PP has been revised to require that sections of instant mature native hedge replace the existing hedges that need removing to allow the junction/ access implementation, details of which is expected to be submitted with the reserved matters, including landscaping.
- 8.54 In response to the concerns raised, the applicants have provided the technical note dated 15 January 2021, confirming a suite of measures to mitigate the risk of impacts to bats

resulting from lighting on Worts' Causeway to be incorporated into the design scheme, including that hedgerow will be enhanced with similar planting set back into the site away from the roadside lighting to ensure that an appropriate dark corridor is maintained for bats along this route. Whilst an updated response has not been received at the time of concluding this report, the confirmation given by the applicants and the measures described in the previous paragraph are considered sufficient to overcome the issue on street lighting raised by the LHA on comments submitted on 13 January 2021.

- 8.55 Considering the above, the proposed development is considered compliant with Policy 70 of the Cambridge Local Plan. Planning obligations, conditions and informative are recommended accordingly.

Open and recreational spaces provision

- 8.56 Policy 68 of the Cambridge Local Plan requires all residential development to contribute to the provision of on-site open space, with Table I.1 of Appendix I setting out the standards for different types of open space and recreation provision, which apply to all schemes for new residential developments. The requirement is based on the net number of residents accommodated in the new development.
- 8.57 The Open Space strategy submitted with the Design and Access Statement (DAS, chapter 6) sets out the indicative population generated by the development will potentially be of 480 residents, which is similar to the estimated 468 population output used for the socio-economic chapter (Chapter E) of the Environmental Statement. The development proposal includes an approximate total of 2.077 hectares of informal open space, provided on site as natural greenspace, landscape buffer space, visual amenity (ecological sensitive), and informal green space/Sustainable Drainage Systems (SuDS). This figure is well above the 1.056 hectare which would be required to satisfy the Local Plan standards, and is a comfortable buffer in case details of the SuDS elements provided with at reserved matters stage restrict the use of certain areas to be used as open space.
- 8.58 A total of 0.1530 hectare is proposed as play provision, in the form of two Local Areas of Play (LAP) totalling 0.052 hectare and one Local Equipped Area of Play (LEAP) of 0.1010 hectare.

This is slightly above the requirements of the Local Plan for a total provision of 0.144 hectare and is therefore acceptable. In terms of the location of the proposed LEAP and LAPs, following comments by the Council's Landscape officer, the applicants have revised the Green Infrastructure PP, which now shows one LAP to be provided near the higher density area south-west of the site, with another LAP and the LEAP are proposed in the eastern edge of the site. These latter location was based on the neighbouring residents' suggestions to have one larger central equipment (including to provide for GB2) and that the play areas were near the homes, for safe access and use, according to the Statement of Community Involvement. The location of the play areas was considered acceptable by the Landscape officer.

8.59 The off-site contributions towards indoor and outdoor sports provision as proposed with the draft S106 Heads of Terms are acceptable given the site constrains and allocation to deliver up to 200 homes. This is supported by the Streets and Open Spaces officers through the Council's S106 Developers Contribution Monitoring Unit, and a planning obligation is recommended accordingly.

8.60 As part of the open space strategy, a total productive area of approximately 0.192 hectare is proposed to be implemented with community gardens, fruit trees and growing gardens, within the field west of the Netherhall Farm CWS. The Council's Nature Conservation officer has accepted this proposal, noting the west field has potential to reach CWS status with enhanced management secured through the application. Officers note however that the proposal to plant fruit trees over the entire area would not be acceptable as they can restrict ability to manage the grassland through hay cuts and ultimately over shade the grassland species and recommend that if the proposal is for a true orchard then management should reflect this. This is supported and expected to be demonstrated through the Landscape and Ecological Management Plan (LEMP), to be secured by S106 agreement in the event permission is granted.

8.61 It is acknowledged that only the next reserved matters stage will demonstrate the accurate provision of informal open spaces and play areas and as such, planning obligations to account for any shortfall in the future are recommended. Considering this and the relevant conditions and obligations set out in the

previous paragraphs, the proposals are considered in line with the relevant policies and are therefore acceptable.

Recreational pressure over SSSIs

- 8.62 Whilst not objecting to the proposal, Natural England (NE) have highlighted concerns over the recreational pressure that the proposed development could impose on Sites of Special Scientific Interest (SSSIs) in the surrounding area. A recent review by NE regarding publicly accessible SSSIs across Cambridgeshire has identified sites at risk from the effects of visitor pressure, and the revision of Impact Risk Zones (IRZs) for the relevant SSSIs to indicate where proposals for residential development pose a potential risk to these sites.
- 8.63 Details of the revision of the IRZs within Cambridgeshire are set out on the letter dated 12 July 2019 addressed to authorities within the county, which was appended to NE's consultation response dated 12 October 2020. The letter includes the reporting of increasing evidence that more people are accessing the natural environment for activities such as daily exercise, dog-walking, and enjoyment of the countryside. In contrast, studies including NE's Accessible Natural Spaces analysis, used to inform the Cambridgeshire Green Infrastructure Strategy, indicate a deficiency in levels of provision of accessible natural green space across most Cambridgeshire districts.
- 8.64 The proposed development falls within the IRZ of Cherry Hinton Pit SSSI, which has been identified in NE's recent review as to be at significant risk from the effects of visitor pressure. NE's review has confirmed many of these publicly accessible sites are small and isolated, that already experience high levels of visitor pressure. Furthermore, the SSSI's identified to be at risk already are also at recreational carrying capacity, with limited opportunity for further management actions to deal with additional visitors. NE notes grassland and woodland sites, as in the case of Cherry Hinton Pit, are particularly vulnerable with evidence of vegetation and soil damage, as well as disturbance of wildlife.

- 8.65 Where risk has been identified to SSSIs, NE's advice is for the identification of a package of mitigation measures focusing on the provision of Suitable Alternative Natural Green Spaces (SANGSs). These should be capable to meet people's needs for recreation and divert pressure away from, thus avoiding adverse impact to, sensitive sites, such as Cherry Hinton Pit SSSI. A joint proposal prepared by the Wildlife Trust, CPPF and the Magog Trust as managers of recreational areas within reasonable distance from the proposed development has been put forward in relation to developments coming forward at the GB1 and GB2 sites. These entities manage the Beechwoods LNR, the Wandlebury Country Park and Magog Down respectively, and have proposed a mitigation package entitled 'Access and Recreation Management Proposals' (dated 25 March 2020) for these recreational sites.
- 8.66 The proposals would enable the management entities to support and attract the increased recreational visits arising from the Netherhall Gardens and Newbury Farm (GB1 and GB2 respectively) developments, with the implementation of the projects. These would include the production of informational material to promote the Beechwoods LNR, the Wandlebury Country Park and Magog Down as areas in vicinity for recreation; production of signage showing walking routes within and beyond the development. Further projects relating with each of the areas and their infrastructure are proposed, including signage, dog bins, and mobility scooter storage, toilet facilities, as well as relating with their natural areas, including woodland and chalk grassland meadow management. Officers note Wandlebury Park and the Magog Downs are part of the Cambridgeshire Green Infrastructure Strategy (June 2011), and have been identified as potential quality places to accommodate Cambridge's growth and be the City's 'gateway' to the rural environment, providing 'opportunities to exercise, and spaces to play in, learn from and enjoy, therefore encouraging healthier lifestyles and a sense of well-being'.
- 8.67 Officers note the letter submitted by CPPF on 23 October 2020, following decision at Planning Committee to approve the GB2 proposal, which included the same mitigation package proposed by the Wildlife Trust, Magog Trust and CPPF. The letter aims to clarify that part of the package is the project entitled "Acquisition of land for additional car parking and associated chalk grassland creation (to ensure Biodiversity Net Gain from the car

park)” which primarily aims to increase the area and quality of chalk grassland habitat on the Gog Magog Hills. The letter explains that an ancillary benefit is that the land can be used for overflow car parking on the few occasions when the car park is full.

8.68 Having reviewed the details of the project appended to the letters, officers are of the view that the project should remain eligible to receive funds from planning obligations if members are minded approving this recommendation. Whilst the creation of chalk grassland does not improve recreational capacity of the Wandlebury Park directly, the project is linked with the Gog Farm Shop project area, and jointly the areas would act as a corridor between Magog Downs and the Golf Course SSSI and Wandlebury Park, increasing access and permeability to the recreational facilities and improve the quality of the experience by visitors, making those facilities more attractive.

8.69 In correspondence with officers the Magog Trust has advised that the project entitled ‘Surfacing of the unsurfaced car parking’ would benefit the existing car parking and would not create any additional parking area. The Trust have advised that currently access to the park is almost exclusively by car and the poor condition of the bus services and pedestrian access outside the remits of the park area, noting they have installed more cycle racks this year. Magog Downs is a facility which indeed reaches beyond the proposed developments at GB1 and GB2 site and, whilst users of the park in such proximity can access it by sustainable modes, the recreational pressure will also affect those currently accessing the park by car. Moreover, officers note the implementation of the car parking at Magog Downs, including the currently unsurfaced area, was granted permission twice by the relevant LPA (South Cambridgeshire District Council) in the past (S/0459/90/F and S/0598/97/F). In this context, the surfacing of the car parking is recommended to be retained on the list of eligible projects towards recreational pressure over SSSIs.

8.70 The Council’s Nature Conservation officer is supportive of the mitigation package proposed by the Wildlife Trust, Magog Trust and CPPF, and the mitigations would help achieve the aims of the wider Green Infrastructure Strategy for this part of Cambridgeshire. Officers consider that the mitigations would help alleviate visitor’s pressure at Cherry Hinton Pit SSSI,

caused by the additional recreational pressure from the proposed development. The mitigation package would therefore contribute to avoiding adverse impact to this sensitive site, in line with the aims of Policy 69 of the Cambridge Local Plan, and it is recommended that the mitigations are secured by S106 agreement.

Supply of Housing

Dwelling Mix

8.71 Policy 45 of the Cambridge Local Plan sets out that planning permission will only be granted for residential development where a minimum of 40% of affordable housing has been secured on site, for proposals with 15 residential units or more. The Local Plan indicates that further details on the practical implementation of this policy will be set out in an up to date Affordable Housing Supplementary Planning Document (SPD).

8.72 Furthermore, the Local Plan through Policy 45 is supportive of developments which include a balanced mix of dwelling sizes, types, and tenures to meet projected future household needs within Cambridge. Whilst not being prescriptive about the matter, Policy 45 requires dwelling mix and tenure types to have regard to the different needs for different unit sizes of affordable and market housing, which is further detailed on Cambridge's draft Affordable Housing SPD (June 2014).

8.73 The proposal is for a policy compliant scheme of a minimum of 40% of units to be provided as affordable housing on the site, in line with the Greater Cambridge Housing Strategy and Local Plan policy. The application indicates a balanced mix of dwelling sizes, types and tenures as set out below:

Unit Size and Type	Tenure Mix			% Total Homes	% Size / Total Affordable Homes
	Market Units	Affordable Units	Total		
1b2p	18	27	45	23%	34%
2b4p	18	29	47	23%	36%
3b5p	43	18	61	30%	22%
3b6p	5	6	11	6%	8%
4b8p	32	0	32	16%	0%
5b	4	0	4	2%	0%
Total	120	80	200	100%	100% (80)

				(200)	
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8.74 Applicants are reminded that in addressing development proposals coming forward, the Council will have regards to understanding of the local housing market and the level of local need for housing, based on the most up-to-date Strategic Housing Market Assessment (SHMA). This will inform both specific tenure and size dwelling mix, and the detailed applications, in case outline permission is granted, will need to demonstrate that the proposed mix of units will deliver a balanced mix of dwelling sizes, types and tenures to meet projected future household need. A condition is recommended accordingly.

8.75 It is noted that whilst the Planning Statement indicates that the tenure mix within the affordable units will be subject to a later planning stage, the amended application encompassed a standalone Affordable Housing Statement (AHS) whereby an offer of a split into up to 25% of intermediate units and a minimum of 75% of affordable and/or social rented units is made. This is supported by the Council's Housing officer as in line with Cambridge City Council draft Affordable Housing SPD (2014) and Policy 45 of the Local Plan, and the 75% / 25% tenure split is recommended to be secured by s106 agreement.

8.76 In line with the draft SPD or other document which may replace it at the time of submission, a S106 agreement should secure the delivery of the affordable units in parallel with the market units. It is recommended that the legal agreement also secures an Affordable Scheme which shall be submitted to the LPA for approval prior to development commencement. The Scheme should include the tenure and size mix to reflect household need as identified for Cambridge at the time of submission. For clarity, the fallback arrangement for an affordable housing contribution in lieu of on-site provision as set out in the draft S106 Heads of Terms submitted on 31 March 2020 is not supported.

Clustering of the Affordable Units

8.77 The indicative clustering of the affordable units is set out on the Design and Access Statement (DAS), showing that 56 affordable units will be provided as 1- and 2-bedroom flats, located in the south-western portion of the site. The other 24

affordable units are provided as 3-bedroom houses dispersed across the development, with grouping of 23 units indicated at the north-western portion of the site. In reviewing the information provided, Housing officers have recommended that applicants of the reserved matters engage in discussions with the Council regarding clustering. In their comments, officers have exemplified the anti-social behaviour which may occur with clusters, including those meeting the guidance of the draft Affordable Housing SPD. The Affordable Housing Scheme is expected to cover details of the clustering of Affordable Housing, and is recommended to be secured by S106, as described above.

Housing Provision for Qualified Persons with a Local Connection

- 8.78 During the assessment of the development proposals, the applicants have submitted a revised AHS and a draft Local Lettings Plan (LLP) as appendix. The AHS argued in favour of affordable housing provision to qualified persons with either work or social connection locally. Whilst the 'qualified person' would fall in a typical definition set out by the Council, the LLP sets out a proposal for part of the units to prioritise persons with a work within a reasonable walking or cycling distance (2 kilometre and 5 kilometre respectively) and part to persons with a social connection within 3 kilometre. The local connections would be established by the person having worked in the area for the past year and/or having lived or had close relatives living in the area for at least five years.
- 8.79 The submitted AHS compiles evidence that an unsustainable pattern of travel occurs in Queen Edith's ward, where only 7% of the people working in Queen Edith's also lived in the ward. More surprisingly, only a further 29% lived in Cambridge, and the vast majority of workers (64%) working in the ward lived outside the City, commuting mostly from South Cambridgeshire (29%), followed by East Cambridgeshire (7%) and St Edmundsbury (7%). On the other hand, among the 7% of people living and working in the ward, the vast majority (89%) walk or cycle to work, with only 8% using a van or car, which shows a clear relation of the local benefits of living and working closely to sustainable travel.

- 8.80 In parallel, the AHS argue that most workers in the ward would not be able to afford to buy, and in some cases, even rent in Queen Edith's. Information is provided showing that the lower quartile house price in Queen Edith's ward was £474,500, which was the highest of the 13 Middle Super Output Areas (MSOAs) in Cambridge City. A flat or maisonette being sold in the area represented more than 10 times average earnings in this location, going over 15 times and even more than 22 times considering houses (terraced and detached houses respectively), putting Queen Edith's in the highest end of affordability ratio of house prices over net income in Cambridge. Moreover, with the median income in Cambridge being £34,295 per year and mortgages generally being offered up to 4 times an income, buyers would have to hold a significant deposit to be able to afford the house price in Queen Edith's.
- 8.81 In terms of rental values in the ward, recent research by Savills shows that renting a property in Queen Edith's ward is no less expensive than purchasing. On a Cambridge's lower quartile income gross salary of £24,801, more than half the gross salary would be required to afford the cheapest private market rent on a one bedroom flat. Householders with the median income of £34,295 would still need to spend over a third of their gross salary on the cheapest one bedroom flat available in the market. This context undoubtedly justifies the choice of most workers in Queen Edith's to live outside the ward and even outside Cambridge, which perpetuates the unsustainable commuting patterns previously described.
- 8.82 In this context, applicants propose that the provision of 40% or 80 affordable units overall, split into a minimum of 75% (60) dwellings provided either as social or affordable rent, and a maximum of 25% (20) dwellings provided as intermediate tenure in the form of shared ownership. Within the total of 80 affordable units, 40% (32) units would prioritise qualified persons with local work connection; 30% (24) would be prioritise qualified persons with local social connection; and the remainder 30% (24) units would be offered district-wide for any qualified persons.
- 8.83 The local work connection would be established by a 2-kilometre walking catchment area and a 5 kilometre cycling catchment area, and those working within these distances of the site should be considered first for affordable housing.

Equally, those with a social connection by having lived in the area and/or having family in the area would be given priority in the affordable units.

- 8.84 Housing officers have reviewed the proposals and are supportive of the prioritization of local residents / families and workers, and the proposed distribution of 40% for local work connection, 30% for local social connection and 30% for district wide. The proposals help promote healthy and cohesive communities as well as sustainable travel, whilst delivering affordable homes, in line with the NPPF and Policy 45, of the Cambridge Local Plan. A Local Lettings Plan including a cascade mechanism is recommended to be secured by S106 agreement.

Residential space standards

- 8.85 The level of information provided with this outline application does not include details of the residential amenity, therefore is not sufficient at this outline stage for a definitive assessment. This is acceptable at this outline stage and any reserved matters application will be expected to meet the requirements within the Technical Housing Standards (2015), as set out in Policy 50 of the Cambridge Local Plan. A condition is recommended accordingly.

Accessible Homes

- 8.86 Policy 51 of the Cambridge Local Plan requires all new housing development to enable Building Regulations requirements M4(2) 'accessible and adaptable dwellings' to be met, with 5% of the affordable housing component required to meet M4(3) 'wheelchair user dwellings' and be accessible or easily adapted for residents when needed.
- 8.87 In correspondence dated 24 September 2020, applicants have confirmed their intention to meet policy requirements, which is expected to be incorporated in the detailed design of the dwellings at reserved matters stage. A policy compliant scheme would include all flats being served by a lift (including at two storeys), and the provision of accessible units that is not limited to ground floor, as pointed out by the Council's Disability Consultative Panel. This has been considered and is inclusive

of the recommended condition to secure compliance to accessibility standards defined by policy requirements.

Conclusion

- 8.88 Overall, and considering the recommended planning obligations and conditions, officers are satisfied that the information provided at this outline stage is sufficient and conclude that the proposals as amended align with policies 45, 50 and 51 of the Cambridge Local Plan and the draft Affordable Housing SPD (2014).

Services and Local Facilities

- 8.89 Chapter 8 of the NPPF advocates for healthy, inclusive and safe places, stating that when providing the social, recreational and cultural facilities and services the community needs, planning decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community. Policy 27 (p) of the Cambridge Local Plan requires that, to be supported, the development of the GB1 site is expected to contribute towards improved community facilities and services in this part of the city.

Community Centres

- 8.90 The Community Centres Strategy for Cambridge identifies Queen Edith's where GB1 is located as one of the wards with highest risk score, due to the significant numbers of its high need residents who cannot access outreach services at a community centre within a 15 minute walk-time. To address the community facility gap, the Strategy indicates that the Council should explore opportunities to increase provision through S106 funding.
- 8.91 Chapter E of the submitted Environmental Statement (ES) indicates the nearest community spaces in the area, including two churches with community rooms and halls available for hire. None of these are within the catchment area of 15-minute real walk time distance (approximately 1.2 kilometre) set out by the Council's Community Centres Strategy, as acknowledged by the ES. The proposal includes in its S106 draft Heads of Terms the pro-rata contribution recommended by the Council'

Developer's Contribution Monitoring Unit, acknowledging that the development of sites GB1 and GB2 give rise for the need for improved community facilities.

8.92 The recently approved proposal for the site at Newbury Farm (GB2) (19/1168/OUT) includes flexible use floorspace and the D1 use class, applicable to community centres. If implemented, the community centre/room will be specified to provide for the GB2 site and neighbouring areas, including the GB1 site. More recent communication from the Council's Neighbourhood Community Development team confirmed that priority should be given for any financial contributions from the GB1 development to be spent towards on-site provision on GB2 and contribute towards facility/ equipment costs and running costs for the organisation running the facility. In case the D1 community facility is not provided on the GB2 site, the GB1 financial contributions would be required to contribute towards facilities in Queen Edith's or in the surrounding wards of Cherry Hinton and Trumpington.

8.93 As such, it is recommended that S106 financial obligations are secured, primarily towards the provision of / equipment for / maintenance of a community centre/ room (within D1 use class) at the GB2 development. In the absence of this facility, towards the provision of and / or improvement of facilities and equipment at facilities in Queen Edith's or in the surrounding wards of Cherry Hinton and Trumpington, as defined by the Council.

Indoor and Outdoor Sports

8.94 The ES includes the assessment of the impact on sports facilities, concluding that while the increase in resident population will increase demand on indoor sports facilities, the uplift in population is not considered to be significant to impact on the standards set out in the Cambridge Local Plan.

8.95 The indoor sports facility strategy states that there is one swimming pool in the local impact area, using the standards set out in the local plan of 1 swimming pool per 50,000 people, uplift in population would result in a ratio of 9,700 residents per swimming pool which is substantially under the Local Plan standard. There is one sports hall in the local impact area, the Hills Road Sports Centre, and applying the open space standards, the proposed development indicates a demand for

0.04 sports halls. It is anticipated that this provision will be met by the existing supply of sports hall facilities.

- 8.96 The above is acceptable as is the applicant's proposal for financial contributions towards off-site sports provision. The details of this contribution are set out in the response received by the S106 Developers Contribution Monitoring Unit and are supported. A planning obligation set out in a S106 agreement is recommended accordingly.

Educational Facilities

- 8.97 Paragraph 94 of the NPPF states that a sufficient choice of school places should be available to meet the needs of existing and new communities and in that, LPAs should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.
- 8.98 The ES submitted with the application states in Chapter E Socioeconomics that there are six early years facilities within 2 kilometres from the site, as well as thirteen primary schools within 2 miles (3.2 kilometres) and five secondary schools within 3 miles (4.8 kilometres). When considering the impact from the proposed development, the ES indicates a surplus in primary and secondary education places and acknowledges a deficit will be created in the supply of early years.
- 8.99 The County Council as Educational Authority expands this analysis as set out in their response dated 6 May 2020, with the assessment of the educational facilities in the area, including libraries. Based on the likely population output with the proposed development, the cumulative developments in the area, and the capacity of the existing educational facilities, the assessment concludes for a deficit of spaces in all types of facilities. There would be a deficit of 117 places for early years, of 307 primary school places and of 215 places in secondary schools. The assessment also concludes that there is not sufficient existing capacity and that the new residents once the proposed development is implemented will put considerable pressure on the library and local lifelong learning service.
- 8.100 Correspondence took place between the applicants and the County Council as Education Authority regarding the level of

financial obligations required to mitigate the need for the future residents of the development. To date, the position remains as per the County's response dated 6 May 2020, for financial obligations towards early years off-site provision; expansion of one form of entry (1FE) at Queen Edith Primary School; a new secondary school to be implemented with the development of Land north of Cherry Hinton; and a library mobile/ pop-up service.

- 8.101 This is supported and is recommended to be secured by a S106 obligation accordingly. Officers note subsequent communication between the applicants and the Educational Authority, which questioned the methodology used by the County Council to calculate the financial contributions, noting also that an update on the contribution requirements have not been altered at the moment of concluding this report. The proposed contributions towards education and libraries addresses concerns raised by neighbouring residents regarding the lack of facilities in the area and the potential pressure the proposed development could impose to these.

Health Facilities

- 8.102 The ES indicates in Chapter E that the potential population growth associated with the proposed development would increase the ratio of registered patients per full-time General Practitioner (FTE GP) to 1,661. This remains below the benchmark standard of 1,800 registered patients per FTE GP and, given that the National Health System (NHS) Clinical Commissioning Group did not comment on the application following consultation, is considered acceptable. This evidence also addresses concerns raised by neighbouring residents regarding the lack of health facilities in the area and the potential pressure the proposed development could impose to these.

Conclusion

- 8.103 The revised application aligns with the expectation of the NPPF, and the proposed financial obligations towards community centre, indoors and outdoors sports and educational facilities meet requirements of Policy 27 of the Cambridge Local Plan. Accordingly, it is recommended that the proposed financial contributions are secured by S106 agreement, along with fall-

back mechanisms to mitigate any on-site provision of informal open space and play areas.

Infrastructure to Support Development

8.104 The development will be served by a single vehicular access and a primary road proposed between the Green Edge and the Townhouse character areas, looping through the residential parcels in the northern portion of the site. From the primary road there will be a secondary route connecting to the higher density parcel to the west, parallel to the primary east-west pedestrian and cyclist route. A series of mews streets and minor roads form the grid of the western main parcel, being served from the primary road. The eastern edge is designed to be car free, therefore all the properties fronting the green corridor will be served by the rear.

Sustainable Travel Infrastructure

8.105 The Local Plan sets out in Policy 80 that development will be supported where it demonstrates that prioritisation of access by walking, cycling and public transport. More specifically, Policy 27 (h) sets out that given the city's urban edge location, the development of the GB1 site will be supported subject to, amongst other requirements, the establishment of appropriate public footpaths linking the development with the surrounding chalk farmland.

8.106 The proposal has been amended to include an east-west shared path in the southern most portion of the site, which will run parallel to Worts' Causeway and be the primary link for pedestrians and cyclists the south-western access and the path within the eastern edge of the masterplan. This was previously located along Worts' Causeway now relocated within the site to avoid harm to the rural character of the Causeway and provide a safer alternative, allowing the route to be built with 3 metres of width and to meet the Highways Authority adoptable standards. The Council's Urban Design officer and the Highways Authority are is satisfied with the pedestrian and cycle network proposed for the development site.

- 8.107 Officers note that the east-west shared path will also provide a more legible route to residents wishing to travel on foot or bicycle from within the site towards Babraham Road and the nearest bus stops in the vicinity. From the pedestrian and cyclists access south-west of the site, another shared route runs along the boundary with the Netherhall Farm, forming another primary link for sustainable travel. Although not prioritized for sustainable trips, the primary vehicular route running north-south also indicates spaces for pedestrians and cyclists and give access to secondary routes all comprising shared surfaces and giving access to a restricted number of homes and on-site parking.
- 8.108 The proposed pedestrian and cycle access was designed to tie in with the GB2 pedestrian and cyclist access south of Worts' Causeway, as presented with the scheme with resolution to grant by the Planning Committee meeting of 2 September 2020. The access for pedestrians and cyclists was revised to be separated by sufficient width by the existing hedgerow to be retained in the access to the Netherhall Farm, through which emergency access would be given when necessary.
- 8.109 A further revision of the access drawing 19/124/TR/020 has been made to clearly mark that priority for pedestrians and cyclists will be given in this access point. Further details (including access levels) will be included with details for the 3-metre-wide shared footway and cycleway along Worts' Causeway, which is recommended to be secured by condition. The works inside adopted highways land will be carried out by the developers through a S278 agreement with the LHA. This further revision is considered to address Camcycle concerns regarding observation of guidance provided by the LTN 1/20.
- 8.110 From this access point, a new pedestrian and cycle crossing point across Worts' Causeway is to be constructed by the developers of the site as part of a S278 agreement. This will help improve connectivity for pedestrians and cyclists wishing to travel towards Babraham Road, via the permissive path and cycle route along the GB2 site's western boundary. From there, GB1 residents can access the Cambridge-Linton Greenway along Babraham Road, with plans for the improvement of the existing shared foot and cycleway. Financial contributions towards the project and conditions to secure details of the

Worts' Causeway crossing are recommended accordingly, as detailed in the Transport Impact section of this report.

8.111 Officers note the Design Quality Panel comments regarding the site's connectivity with the surroundings and the site's allocation requirement that more efficient pedestrian and cycle access to the Wulfstan Way centre is investigated. As it stands, improvements to the cycle and pedestrian environment connecting the development to the Wulfstan Way via Field Way are recommended to be secured by condition, as well as evidence to be presented that all efforts have been made towards a more legible and direct connection between the site and the Wulfstan Way centre.

8.112 In the course of assessing the application, applicants have advised that conversations were held with owners of private land to the north-west of the site, with aims to establish more direct links, but there was no progress in achieving these. Evidence of these discussions have not been submitted, and a condition is recommended by the LHA for applicants to present further details of the work undertaken to seek a link to Almoners' Avenue or Beaumont Avenue, to determine that all reasonable efforts have been made by the applicant. This is supported and a condition is recommended accordingly.

8.113 A new shared pedestrian and cyclist path is expected to be delivered with the development of the GB2 site (19/1168/OUT), from the site's access to the existing pavement in the northern side of Worts' Causeway, as resolved in the Planning Committee meeting of 2 September 2020. This will enable the continuation of travel by people walking or cycling northwards and the nearest community facilities via Fields Way.

8.114 To avoid the risk of any delays or that the GB2 development is not implemented, a similar condition is recommended to be imposed to the present GB1 development. The details of this new shared path will include prioritisation of non-motorised modes over the vehicular access as previously described, as well as points of cyclists' return to the carriageway, as required by the RSA/ LHA and indicated in the further revision of the access drawing 19/124/TR/020.

8.115 A bridleway is proposed to run along the western boundary of the GB2 site, with access given from Worts' Causeway. This

would provide access to horse riders travelling along Worts' Causeway from the rural areas east of the GB1 and GB2 sites, towards south of Babraham Road, where further rural areas are located within Green Belt. Given this is an edge of City location, this connection is considered sufficient to accommodate the needs of people potentially travelling on horse through the GB1 and GB2 sites. At this stage there is no evidence that requiring enhancements to this equestrian infrastructure would be justifiable and proportionate to the proposed development, which in discussion has been agreed by the LHA. A condition to secure adequate crossing over Worts' Causeway is implemented with the GB1 development to enable access to the bridleway to be implemented in the GB2 development

8.116 In their objection to the proposals, the LHA also stated that more information should be provided regarding the desire lines for pedestrians and cyclists (consideration for horse riders are above), which would justify the location for the crossings over Worts' Causeway. Whilst the LHA objection has not been removed by the time of concluding this report, further information has been provided by the applicant on a technical note dated 15 January 2021, noting an extract from the previously DAS Addendum indicating those desire lines.

8.117 Officers note that those requiring crossing over Worts' Causeway would be for the purposes of accessing the GB2 development, which includes two access points approved as previously described. The remainder of the GB2 northern boundary opposite GB1 is effectively 'fenced' by an existing double hedgerow which will be retained throughout this boundary. Officers are of the view that in addition to the LHA requirement for a staggered vehicular junction between GB1 and GB2 the applicants are not left with further alternatives to consider a crossing point in this location. It is noted that in the event the LHA does not comment on this matter and members are minded to grant this outline permission, this crossing should be object of discussion and be implemented by a S278, likewise the crossing south-west of the site.

8.118 Both access points and crossing would enable pedestrian access to the permissive path along the northern boundary of the GB2 development linking the developments with the surrounding chalk farmland to the east of both GB1 and GB2 sites. Given the above, the proposed infrastructure for

sustainable travel including access for pedestrian and cyclists is considered acceptable in terms of Policy 27 and Policy 80 of the Cambridge Local Plan. For clarity, drawing 19/124/TR/019 Rev E is not recommended to be approved with this application, as would not provide adequate links with the neighbouring context, particularly development at the GB2 site (19/1168/OUT).

Vehicular Infrastructure

8.119 The vehicular access is proposed as a simple priority-controlled junction comprising a 5.5 metre carriageway with visibility splays, and a 3-metre-wide shared footway/cycleway to the west of the carriageway. The primary road connects via a staggered junction to the GB2 in the south of Worts' Causeway, allowing for a single point of crossover between GB1 and GB2 and a single access on to Babraham Road, as required by Policy 27 (k). This is also considered relevant to enable the proposal to meet Policy 27 (j) requirements for the retention of Worts' Causeway's use for buses only during peak periods, with limited car access, and is supported. Emergency access will be given via the existing Netherhall Farm access, which will be retained with the proposal.

8.120 Applicants note on the Consultation Response document dated July 2020 that the proposed primary road will be put forward for adoption by the County Council as public highway. The developer will enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980 to secure the adoption of the road.

8.121 The LHA requires that the Causeway's carriageway be widened to 5.5 metres, highlighting the average width of 5.1 metres of the Causeway identified in the RSA. Notwithstanding objection from Camcycle in respect to this measure, officers considered the widening would not detract significantly from the existing width and, therefore, the current rural character of Worts' Causeway. Furthermore, in weighing the character of the Causeway and against safety requirements, the widening of the carriageway as required by the LHA is supported. Works are to be carried out by the developers through a S278 agreement with the LHA.

8.122 Given the above, and confirmation by the LHA that the recommendation of refusal has now been overcome, and that

the LHA has not objected to the proposed road network and access points, the proposal is considered in line with Policy 27(j)(k) and Policy 80 of the Cambridge Local Plan. Further guidance set out by the LTN 1/20 is expected to be observed by applicants of the detailed stages of reserved matters.

Transport impact

- 8.123 Having reviewed the relative impacts of the development on the A1307 corridor, the Highways Authority conclude the development is expected to increase vehicle, pedestrian and cycle flows between the site and Cambridge City, in particular along Babraham Road and Hills Road to the north of the site. As shown by the modelling outputs the proposed development is forecast to have a vehicle impact at several junctions within the vicinity of the site, albeit in different levels of impact and not in all arms of each of the junctions. The junctions assessed were: the proposed GB2 site access onto Babraham Road (AM only); Granham's Road / Babraham Road Priority Junction (AM Only); Worts' Causeway / Babraham Road Signalised Junction; Addenbrooke's Hospital partially signalised roundabout; and Hills Road / Long Road / Queen Edith's Way signalised Junction.
- 8.124 The Highways Authority notes investigation work is being considered to adjust the signals at the Addenbrooke's and along Babraham Road to install SCOOT control, which would improve the operation of the roundabout and local highway network. Furthermore, as part of the Greater Cambridge Partnership (GCP) improvements in the area, the Babraham Road / Worts' Causeway junction will undergo junction improvements to improve the junction for pedestrians and cyclists and a SCOOT signal control will be installed, which should improve the capacity of this junction.
- 8.125 The Highway Authority recognises in their response to consultation dated 24 September that significant modal shift towards sustainable modes is required to reduce the impacts on capacity of the local highway network. As such, to assist with the transition from private vehicle usage to public transport, walking and cycling the Highway Authority will seek to secure financial contributions towards the GCP Cambridge to Linton Greenway project to enable the construction of improved

walking and cycling links between the site and Cambridge City. This is recommended to be secured by S106 agreement, with a trigger of payment prior to occupation of the first dwelling.

8.126 This will form part of a mitigation package essential to mitigate development and which will also include the submission of a Travel Plan and the construction of a new pedestrian and cycle crossing point across Worts' Causeway to link to the western access into the GB2 site, with works to be undertaken by the developer as part of a S278 agreement. This is recommended to be secured by condition, which is supported.

8.127 The above deals with the transport impacts from the operational phase of the development and are part integral of the Transport Assessment submitted with the application's ES and Supplementary documents. The ES also deals with the impacts during the construction phase, concluding that the generated traffic is likely to result in temporary negligible adverse environmental effects on driver delay and on pedestrian amenity. To assess this effect, measures like wheel cleaning facilities and a traffic routing strategy are proposed by the applicant, which is recommended to be secured by a Construction Environmental Management Plan (CEMP) condition. A Traffic Management Plan has been requested to be submitted as a stand alone document, as the risks and hazards associated with construction traffic using the adopted public highway are quite different from those associated with the internal site arrangements, and a separate condition is recommended accordingly.

8.128 In light of the above, the proposal has been considered compliant with Cambridge Local Plan Policy 81 and planning obligations and conditions are recommended accordingly.

Parking management

8.129 The Planning Statement submitted with the application indicates that car and cycle parking will be provided in accordance with the provision of Appendix L and policies 80 and 82 of the Cambridge Local Plan. The detailed breakdown of the provision will be determined at subsequent reserved matters stage, which is acceptable. Chapter 7 of the DAS presents the parking standards and the distribution of car parking spaces in on-plot corner, between dwellings and frontages, as well as in integral

garages, and rear parking courts. Cycle parking will be located to avoid obstructing routes.

8.130 On review by the Council's Disability Consultative Panel and response by the Council's Access officer, applicants were required to consider a form of parking management inclusive of visitor spaces ideally marked for short stay use for the benefit of those needing deliveries and peripatetic care. The draft Car Parking Management Strategy submitted as part of the Transport Assessment in the ES proposes on-street parking will be managed in partnership with Cambridgeshire County Council, including a visitor parking scheme and other measures. In response to consultation however, the Local Highway Authority stated not to have intention to implement a residents parking scheme and that further drainage information will be required before the Authority can accept to adopt the proposed development.

8.131 As such, details of the proposed arrangements for future management and maintenance of the proposed streets within the development are recommended to be secured by condition, and these should incorporate the recommendations made by the Disability Panel and Access officer. At this outline stage, the proposal accords with Policy 82 of the Cambridge Local Plan.

Climate Change and Resources Management

Integrated water management

Provision of Water and Sewerage Services

8.132 Paragraph 149 of the NPPF states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications including for water supply and the risk of overheating from rising temperature. Policy 85 of the Cambridge Local Plan states that the delivery of new or improved infrastructure and services to support new development in a timely and phased manner will be an important element in ensuring the appropriate and sustainable implementation of new growth in Cambridge and its sub-region.

8.133 A Service Supply Statement has been submitted covering water and foul water sewage and storm water drainage, highlighting

the information reflects the existing network appraisals. It is noted in the document that ongoing load growth will occur that may feasibly affect network availability, and that it is therefore necessary to monitor and review the existing networks capacity regularly to ensure continuity of service provision.

8.134 The statement summarises the details relating to the current network conditions outlining the requirements for reinforcements and provision of supply through the existing network. In terms of water provision, it is reported that Cambridge Water (CW) has been consulted to provide a pre-development enquiry for the proposed development. CW has confirmed that the proposed development can be supplied with sufficient spare capacity from the existing main in Babraham Road, and specified budget costs for the onsite main laying and service connection the applicants should allow for, in addition to the Standard Connection and Infrastructure Charges required as usual, through Section 146(2) of the Water Industry Act 1991 (as amended).

8.135 The same Infrastructure Charges applies to new connections to public sewer, and the Service Supply Statement reports that Anglian Water (AW) as provider of sewerage service has confirmed that gravity flows will be acceptable, with current available capacity to service the site. In response to consultation, AW has however noted foul drainage from this development is in the catchment of Cambridge Water Recycling Centre (CWRC), which currently does not have capacity to treat the flows the development site. AW further note to be obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the LPA grant planning permission.

8.136 The Service Supply Statement notes that recent changes instigated by the Water Services Regulation Authority (Ofwat) has recently instigated changes into the charging regimes of the water companies. Currently the developer is not required to fund for any reinforcement works to the existing water and sewerage network beyond the nearest/ equal point of connection or network. Any necessary works directly attributable to the new demand is to be covered by the Infrastructure Charge, payable per plot for all new connections.

8.137 Every five years AW publishes a Water Resources Management Plan (WRMP), with the most recent covering the 2020-2045 period (for reference see <https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/water-resources-management-plan/>). The WRMP sets out how AW will manage the water supplies in their region to meet current and future needs, acknowledging climate change, environmental protection, population growth and the risk of drought. The referred course of action/ plan highlighted in the WRMP is one which '(i) supports population and housing growth in our region to 2045 and beyond; (ii) provides resilience against severe drought by 2025; and (iii) provides resilience against climate change immediately in 2020 and beyond.

8.138 A similar regime applies to CW, and the most recently published WRMP also covers the 2020-2045 period (<https://www.cambridge-water.co.uk/media/2546/final-wrmp-2019-cambridge-water.pdf>). CW's WRMP acknowledges their region to be one of the direst and fastest growing in the UK. The site is in the Cambridge area, which is CW's region of supply defined as a single water resource zone (WRZ) with the risk of shortages of water being equal across the whole area of supply. The WRMP states that the region is supplied by 26 groundwater sources which are linked by a highly interconnected and integrated pipe network. Storage reservoirs are linked with large diameter mains, booster stations and remotely controlled valves to allow the transfer of water throughout the supply area. The network comprises five supply zones – the Cambridge zone is the largest of these, in terms of both supply and demand. Sources which supply water direct into this zone provide more water than is needed there to meet demand, so the surplus water is transferred to other zones as required (Section 3.3 of the WRMP).

8.139 Whilst Cambridge Water has not responded to consultation throughout the process of assessing the application, the confirmation of existing provision capacity on the submitted Service Supply Statement is sufficient for the purposes of assessing this application. As no objection has been submitted from the water and sewerage service providers, this outline stage is considered acceptable, in planning terms, in relation to these matters.

Water Efficiency

- 8.140 Sustainability officers note that the development proposals include the use of water efficient fittings to achieve potable water use of no more than 110 litres/person/day, in line with the requirements of Policy 28 of the Local Plan. A condition to secure the submission of a water efficiency specification with future reserved matters applications is recommended accordingly.
- 8.141 Officers note objections from Campaign for Rural England (CPRE) and CPPF, this latter urging that the application included a commitment to sustainable measures to go beyond policy requirements. The suggestion is for a requirement that water efficiency targets consumption of 85 litres per day rather than the policy complaint 110 litres a day. CPRE advocated for financial contributions to be sought through the development to ensure the necessary infrastructure, including for water provision, is in place.
- 8.142 As explained in the previous section, infrastructure charges may be applied directly by the water companies seeking to fund any reinforcement works to the existing water and sewerage network beyond the nearest/ equal point of connection or network. This is by force of the Water Industry Act 1991 (as amended) and outside the planning process. In terms of the water consumption targets, officers note that paragraph 11 of the NPPF requires planning decision-taking to approve development proposals that accord with an up-to-date development plan without delay. The proposals in accordance with Policy 28 of the Local Plan therefore are acceptable in these terms.

Water and Land Contamination

- 8.143 Environmental Health officers note the applicant has undertaken a Phase I Desk Study (Geo-Environmental Phase I Desk Study by Brookbanks Consulting Ltd, ref: 10184 DS01 Rv1, dated March 2020) , has gathered all of the relevant information and documentation relating to the site's land-use history and environmental setting. The resulting preliminary conceptual site model (CSM) concludes that a Phase II Site Investigation is required, and officers agree this conclusion is reasonable given the information presented in the preliminary CSM.

8.144 The ES findings highlight potential risk to the underlying Principal Aquifer which forms the prime water receptor. Potential construction phase environmental effects have been identified, including direct and indirect contamination of surface water and groundwater due to mobilisation of soils, existing contamination and spillage of oils, fuels etc. from construction plant. Furthermore, direct and indirect flooding and changes to baseline drainage hydrology due to disturbance of the ground can occur during construction works. As such, the conclusions are that development may result in short term minor adverse effects on contamination of surface water and groundwater and flood risk to water resources.

8.145 For the operational phase, the ES concludes that direct contamination or deterioration of water quality may occur due to contaminants from within the development and the associated collection of surface water runoff from hard standing area, as well as direct and indirect contamination of surface water and groundwater due to surcharging of the foul water network or the discharge of untreated foul flows. These effects would result in minor adverse impact from development.

8.146 As mitigation to the above, the ES indicates that a Construction Environmental Management Plan (CEMP) will detail the site-specific procedures and methods that must be followed to minimise the potential environmental effects of construction activities at the site, with particular focus on the potential receptors onsite such as groundwater. Furthermore, a Surface Water Strategy is recommended to be required to any reserved matters application, with measures taken to prevent pollution of the receiving groundwater and/or surface water to be included in the strategy. A full suite of contaminated land conditions is also recommended to be applied.

8.147 Considering the above, the Environment Agency, the LLFA and the Council's Drainage Engineer and Environmental Health officer are satisfied that the development is acceptable. This is supported and conditions and informative are recommended accordingly.

Flood Risk and Surface Water Drainage

- 8.148 As reported by the Environment Statement (ES) submitted with the application, the EA's Flood Zones mapping shows the site to be affected by a low to high risk of surface water flooding in the low-lying topographic areas. Nevertheless, the site is considered to have low probability of flooding from other sources such as ground water, sewer, and artificial water bodies.
- 8.149 In relation to the operational phase, the submitted ES concludes that the proposals may result in minor adverse effects to off-site flooding, flood resilience and water quality. This is due to potential effects from development which have been identified during the environmental assessment, including direct and indirect flooding of surrounding watercourses, the wider catchment area, adjacent land and property due to increases in surface water runoff from positively drained hard areas; direct flooding of the development itself due to inadequate flooding resilience and management of residual flood risk.
- 8.150 The Supplementary ES sets out that during the operational phase of the development a full drainage system will be installed to control surface water run-off, which has been shown to work as a full infiltration system or as a combination of infiltration and discharge into the existing sewer network. The submitted illustrative masterplan and DAS indicate open SuDS features are included in the lowest lying areas within the site, including the north west corner and the southern boundary of the site. Following review of the information provided with the amended application on 1 September, the Council's Drainage Engineer and the LLFA are satisfied that the proposals have demonstrated that a suitable surface water drainage strategy for the site can be delivered.
- 8.151 Officers are of the view that the submitted technical note gives clarification on the infiltration tests carried out for the site and shows that the site has potential for infiltration, subject to further tests at the detail design stage. A second surface water alternative discharge to a surface water sewer part of the AW network has been shown to be possible for the south part of the site, in the event infiltration rates are not suitable. Conditions are recommended to secure a site-wide surface water strategy and details of this strategy during reserved matters stage, in the event outline permission is granted.

8.152 The applicants have suitably addressed the issues of land contamination, water management and flood risk for this outline stage, and the proposals are in accordance with Cambridge Local Plan policies 31, 32 and 33. All conditions and informative suggested by statutory consultees are agreed and are recommended accordingly.

Carbon reduction and sustainable design

8.153 The Cambridge Local Plan seeks to ensure that Cambridge develops in the most sustainable way possible. Policy 28 states that all development should take opportunities to integrate the principles of sustainable design and construction into design of proposals. The applicant has submitted a Sustainability and Energy Statement, which sets out that as a minimum the scheme will target the carbon reduction requirements set out in the Local Plan (or a 19% improvement on current Part L).

8.154 Sustainability officers note potential changes to Building Regulations as a result of the Future Homes Standard, which will impact on the precise approach that will be taken for this scheme. The Sustainability and Energy Strategy sets out a general approach to reducing emissions following the energy hierarchy but does not further specify as this will likely be subject to change, for example with the switch from gas heating to electric heating. Further detail is recommended to be secured by condition as part of future reserved matters applications, including a minimum level of carbon reduction, and the submission of further information as part of a Carbon Reduction Strategy. Sustainability officers note the recommended condition takes into consideration future changes to Building Regulations.

8.155 Reference in the Sustainability and Energy Statement is made in relation to the orientation of buildings being designed to consider solar benefit and to respond to opportunities for passive measures of shading and cooling. The approach being proposed in relation to mitigating the risk of overheating is generally supported, but with reference to large areas of glazing to maximise daylighting, care should be taken in determining glazing ratios. Consideration will need to be given to orientation, and large areas of unshaded glazing on south and west facing facades should be avoided so as to help minimise

the risk of overheating. Condition wording is recommended to secure the submission of more detailed Sustainability Statements as part of future reserved matters applications.

8.156 Sustainability officers state that taking the above into account, the proposed scheme is supported in sustainable construction terms. As such, the proposals are acceptable for an outline stage and the aims of policies 28 and 29 of the Cambridge Local Plan, and the Greater Cambridge Sustainable Design and Construction SPD. Conditions are recommended accordingly.

Waste

8.157 A Waste Audit Report was submitted with the application, outlining the processes involved in the site enabling phase, and setting out a commitment to prior to starting on site put into place a Site Waste Management Plan (SWMP). The plan will be updated / monitored throughout the construction process to assist in achieving the waste targets and aiming to reduce waste across the waste hierarchy and result in a significant reuse of materials within the site. It is indicated that the SWMP will most likely comprise the processes of waste identification; waste storage options; waste disposal options; hazardous waste; communication, training and distribution of the SWMP; monitoring and measurement; and project completion and sign off.

8.158 The Minerals and Waste Authority welcomed the commitment to a SWMP, however in line with Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011), requests a condition be imposed regarding the submission of a Detailed Waste Management and Minimisation Plan (DWMMP). This is supported and applicants are expected to cover the contents of the proposed SWMP within a DWMMP to be submitted as requested. The Council's Waste Project officer notes specific requirements to the Cambridge authority waste collections, which are expected to be observed in the DWMMP accordingly.

Light Pollution

8.159 Following review of the submitted Lighting Appraisal, Environmental Health officers note that the application site is an E2 Environmental Zone and is required to be design to achieve

the E2 limits, as defined within Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01/20.

8.160 Officers point out that during the reserved matters stage it will be necessary to establish the impact of lighting on the surrounding environment by providing details of any artificial lighting of the site. It will also be required that an artificial lighting impact assessment is undertaken with predicted lighting levels at proposed and existing residential properties. Artificial lighting on and off site must meet technical limitations and further advice provided with the Environmental Health officers' response to consultation.

8.161 The proposals align with Policy 34 of the Cambridge Local Plan and an artificial lighting condition is recommended to reflect the above recommendations.

Noise and Vibration

8.162 Policy 35 of the Cambridge Local Plan requires developments to demonstrate that no adverse impact from noise and/or vibration will occur to human health and amenity, including from cumulative effects and construction phase. When inevitable, noise impacts should be reduced preferably by high quality acoustic design.

Demolition and Construction

8.163 Environmental health officers note during construction and demolition, noise and vibration has the potential to harm the locality amenity if not controlled. Demolition is not part of the proposed development and officers recommend a condition requiring that a site wide Construction Environmental Management Plan (CEMP) be approved by the LPA. In addition, in case an outline permission is granted, a detailed construction method statement (CMS) is required to be submitted prior to development commencing, advising how the CMS accords with the site wide CEMP.

8.164 Officers also note a pumping station is to be located at the application site and possibly a substation, suggesting noise from plant associated with these uses will require assessment and possible mitigation. They advise the rating level from all

plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background sound level (LA90) at the boundary of the premises subject to this application and having regard to noise sensitive premises. Furthermore, as noise sensitive premises are located within the site boundary, the glazing of the premises and/or amenity areas will also be a location for the rating level of all plant not to exceed the existing background sound level (LA90). Tonal/impulsive sounds and other sound characteristics should be eliminated or at least considered in any assessment and should carry an additional correction (rating penalty) in accordance with the British Standard methods indicated in officers' response to consultation. Given this context, a plant noise condition is recommended.

Operation

- 8.165A Noise Assessment was submitted with the application, concluding that standard double glazing to habitable rooms located on the Worts' Causeway façade will provide acceptable internal noise levels with windows closed, with internal noise exceeding the recommended levels if windows are open for ventilation.
- 8.166 Following review of the submitted documents, Environmental Health officers note where windows are required to be kept closed to achieve acceptable noise levels inside, a ventilation system is required to provide sufficient comfort ventilation to enable the occupant adequate ventilation rates for thermal comfort without the need to open windows due to external noise. It is highlighted that during warmer weather the ventilation system needs to be able to cope with the need for increased ventilation, which necessitates an increase control for the occupier which may result in elevated noise levels. For this reason, acoustic treatment of the extract system needs to be taken into consideration in these cases, and officers advise on different systems that could be applicable in their response to consultation.
- 8.167 Environmental health officers note the requirements for reserved matters stage in case this outline application is granted permission and recommend a noise insulation scheme condition to request a full building envelope and ventilation

scheme to be provided to achieve the recommendations at the reserved matters stage.

8.168 The recommendations by the Environmental Health team are supported and, considering these, the proposals are considered in line with Policy 35 requirements.

Air quality, Odour and Dust

8.169 Cambridge Local Plan policy 36 requires applicants to demonstrate the proposed development will not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air. Furthermore, the applications for sensitive end use such as the residential, must demonstrate these adverse effects will not occur within the proposed development.

8.170 Environmental Health officers note during construction and demolition dust has the potential to harm the locality amenity if not controlled. As previously mentioned, demolition is not part of the proposed development, a requirement for both a CEMP and a CMS to be approved by means of condition is recommended, including matters of related to air quality.

8.171 Furthermore, officers agree with the findings of the Air Quality assessment (Ref: 10184/AQA/0) produced by Brookbanks Consulting Ltd and dated March 2020 that all modelled pollutants are below relevant objective levels and the impact inside the air quality management area (AQMA) is negligible. Nevertheless, and although the proposed development falls outside Cambridge's AQMA, officers acknowledge the intensification of the land use with the introduction of up to 200 new dwellings and associated infrastructure will worsen air quality both outside and inside the City's AQMA.

8.172 As such, officers recommend the development to be in accordance with the adopted Air Quality Action Plan (AQAP), with relevant measures pertaining to electric vehicle (EV) charge points, car clubs and low NOx boilers. Whilst this latter is expected to be confirmed with the detailing of the sustainability strategy at reserved matters stage, the EV charge

points and car club are expected to be implemented with the development of the GB1 site and secured at outline stage.

- 8.173 Considering the above, the proposals would comply with Policy 36 of the Cambridge Local Plan, the adopted Air Quality Action Plan and the Greater Cambridge Sustainable Design and Construction SPD.

Airport Safeguarding

- 8.174 The site is within an area of protected airspace for Cambridge Airport which is required to be kept free of obstruction from tall structures. Following requirements in Policy 37 of the Cambridge Local Plan, the application was submitted to consultation with the operator of the airport and Ministry of Defence (MOD).

- 8.175 Cambridge Airport Limited has examined the proposals from an aerodrome safeguarding perspective and states it does not conflict with safeguarding criteria. As requested, an informative is recommended to ensure Cambridge Airport is informed of any intended crane usage. MOD did not send any representations prior to the conclusion of this report.

Hazardous Installations

- 8.176 There are no gas pipelines across the application site. Following assessment of the application documents, Cadent Gas noted existing pipeline in the vicinity however did not object to the proposals. The Health and Safety Executive (HSE) did not object to the proposal, stating not to have an interest in the proposal.

Planning Obligations

- 8.177 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to assess any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.

8.178 In bringing forward the recommendation in relation to the Planning Obligation for this development officers have considered these requirements, and the outline consent once approved should be subject to a S106 Agreement to secure the necessary mitigation as follows:

- Education: Financial contributions of £3,125,054 towards off-site early years provision; 1FE expansion of Queen Edith Primary School; New secondary school at Land north of Cherry Hinton development; mobile service stop; and monitoring fees.
- Community Facilities: Financial contributions to be calculated proportionately to the number and size of dwellings approved with each reserved matters application, towards the provision of a Community Facility (including equipment) within D1 use class of the Use Classes order 1987, with amount of gross internal floor area to be provided by the City Council which fulfils the community needs of the residents of GB1 and GB2. Where the Community Facility at GB1 / GB2 is not provided, the money is to be allocated towards the provision of and / or improvement of Community Facilities and equipment at facilities within Queen Edith's, Trumpington and/ or Cherry Hinton wards.
- Indoor Sports Facilities: Financial contributions to be calculated proportionately to the number and size of dwellings approved with each reserved matters application, towards the provision of and / or improvements and upgrading to the sports hall, gym and changing rooms at Netherhall Sports Centre, Queen Edith's Way, Cambridge.
- Outdoor Sports Facilities: Financial contributions to be calculated proportionately to the number and size of dwellings approved with each reserved matters application, to be allocated across two projects:
 - £35,000.00 (plus indexation) for the provision of and / or improvements to the playing pitches at Nightingale Recreation Ground;
 - The remaining balance (plus indexation) for the provision of and / or improvements and upgrades to the existing

artificial pitch, and grass pitches at Netherhall Sports Centre.

- Informal Open Space: Any shortfall in the 100% provision of on-site informal open space to trigger financial contributions will be made to the City Council within 14 days of development commencement. This will be calculated proportionately to the number and size of dwellings approved with each reserved matters application. In this being the case, the financial contribution will be made towards the provision of and / or improvement of and / or access to Informal Open Space facilities at Nightingale Recreation Ground.
- Play provision for children and teenagers: Any shortfall in the 100% provision of on-site on-site Children and Teenager's Space as defined in the Public Open Spaces Standards, financial contributions will be made to the City Council within 14 days of development commencement. The contributions will be calculated proportionately to the number and size of dwellings approved with each reserved matters application. In this being the case, the financial contribution will be allocated across two projects:
 - 80% of the pro-rata financial contribution (plus indexation) for the provision of and / or improvements to the equipment and facilities at Nightingale Avenue play area; and
 - 20% of the pro-rata financial contribution (plus indexation) for the provision of and / or improvements to the equipment and facilities at Holbrook Road play area.
- Maintenance Commuted Sum: Where it has been agreed by the City Council to transfer ownership of any part of the application land (including but not exclusive to open space land, play areas and SuDS) to Cambridge City Council a commuted sum contribution calculated by the City Council will be required to be used for the maintenance of the adopted areas.
- Transport: Financial contributions of £300,000 (three hundred thousand pounds) to be triggered prior to occupation of the first dwelling and towards the Greater Cambridge Partnership's Cambridge South East Transport

improvements for the A1307 between Addenbrooke's and Babraham Park and Ride, specifically to be used towards:

- the implementation of SCOOT signal control
 - improvements to the junction of Worts' Causeway with Babraham Road, and
 - a greenway cycle route along the A1307 between Cambridge and Linton.
-
- Landscape/ Ecological improvements:
 - Landscape and Ecological Management Plan (LEMP) covering a period of 30 years including management and monitoring of the Netherhall Meadow CWS and implantation of biodiversity enhancements, to be approved by the LPA; and
 - Financial contributions of £225.46 per dwelling approved at reserved matters stage, to be paid prior to commencement of the residential development and allocated towards projects as jointly proposed by the Wildlife Trust, CPPF and the Magog Trust, to allow projects to be implemented prior to occupation of the dwellings.
-
- Public Art:
 - Minimum expense of £400 (four hundred pounds) per dwelling approved at reserved matters stage, towards the implementation of the approved site-wide Public Art Strategy (PAS) and the relevant Public Art Delivery Plan (PADP), allowing its implementation prior to occupation of that reserved matters application.
-
- Affordable Housing:
 - Minimum provision of 40% of affordable units site-wide and with each reserved matters/phase of the development, with a tenure split of a minimum of 75% of social rented and/or affordable rent units and up to 25% of intermediate units;
 - Requirements for engaging with a Registered Provider and rent levels to be approved by the Local Planning Authority;

- Affordable Housing Scheme with details of size and tenure mix, clustering, residential space standards and accessible units, to be approved by the Local Planning Authority;
- Local Lettings Plan to prioritize 40% of the units to persons with local work connection; 30% to persons with local social connection; and 30% to persons from the district regardless of local connection, with details to be agreed with the LPA prior to development commencing;

For clarity, the fallback arrangement for an affordable housing contribution in lieu of on-site provision as set out in the draft S106 Heads of Terms submitted on 31 March 2020 is not supported.

- Car Club: Submission of a car club scheme, including the financial contribution for the maintenance of the car club space provided with the GB2 development, and provision on the GB1 site in the event the car club space is not provided with the GB2 development.
- City Council S106 monitoring fees of £10,000 (ten thousand pounds).

9.0 CONCLUSION

- 9.1 Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise (Section 38 (6) of the Planning and Compulsory Purchase Act 2004). The NPPF represents current government planning policy and is a material planning consideration that must be considered where it is relevant to a planning application. This includes the presumption in favour of sustainable development found at Paragraph 11, which requires approving development proposals that accord with an up to date development plan without delay.
- 9.2 The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development. The benefits and dis-benefits of the development proposals have been evaluated against the objectives of the

NPPF and the presumption in favour of sustainable development, as summarised below.

Economic Dimension

- 9.3 The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. The ES submitted in support of the application includes an estimate of the economic benefits arising during the construction phase of the development.
- 9.4 The number of construction jobs supported by the construction phase, is based on estimated construction costs of the proposed development. It is estimated that the development will during a three-year construction period:
- Create the equivalent to 137 full-time equivalent (FTE) jobs annually.
 - Create additional 207 indirect and induced FTE jobs during each year.
 - Generate £25.8 million of net additional gross value added (GVA) annually, including direct and indirect and induced GVA.
- 9.5 Officers consider that the temporary direct and indirect positive economic impacts of the construction and operational phases are of major significance.

Social Dimension

- 9.6 The provision of up to 200 new homes, of which a minimum of 40% affordable homes to prioritise those with social and/or work connections in the area, will support the creation of a cohesive and healthy community. The provision will contribute to addressing the housing need locally with accessible services, community facilities and open spaces. Officers consider that the social benefits of the scheme arising from the provision of new housing is of major significance.
- 9.7 Whilst the submit ES concludes the proposed development would not have significant socio economic adverse effects and therefore no mitigation would be required, impact on the existing

educational, recreational and community development facilities have been previously identified by the relevant authorities.

- 9.8 This has been considered when assessing the application and financial contributions towards the creation/ enhancement of community centre, indoor and outdoor sports provision, and education and libraries are required. Officers consider that direct social benefits arising from the proposed development are the provision of on-site open space and play areas.
- 9.9 The development will also contribute to the implementation of the planned transport infrastructure to improve sustainable travel and the promotion of healthy communities in the area. Improvements to Beechwoods Local Nature Reserve, Magog Down and Wandlebury Country Park will contribute to the creation of better recreational infrastructure in the area. Such contributions generate wider social benefits and are considered of major significance.

Environmental Dimension

- 9.10 The enhancement of biodiversity in the area will generate a biodiversity gain of 17% to be provided on the site. The submitted ES concludes that during construction the proposed development will result in the loss of breeding habitat for birds and, which is expected to be mitigated through nest box scheme and barn owl box scheme to be detailed in the LEMP. Whilst bat roosts have not been identified on the site, the LEMP will also include details of the sensitive lighting scheme. The design scheme also includes implementation of new species-rich native hedgerows. An EDS condition will also ensure the design features of the development, including lighting and those applied to the access junction are reflective of the development's aims of biodiversity conservation.
- 9.11 As the development become operational, a risk of potential impacts resulting from increased recreational pressures, particularly on Netherhall Meadow CWS is identified by the ES. The LEMP will incorporate a site wide monitoring strategy over a 30 year-period, which includes the CWS area. Design features are expected to restrict access. To the CWS. The implementation of such measures would ensure that no significant residual effect from the development in either construction or operational phase.

- 9.12 The environmental assessment also concluded that the creation of new dwellings near designated sites can result in indirect impacts on these areas from increased recreational pressures. Funding proposals have also been agreed to enable project costs arising from the potential increase in visitors to the nearby parks and green areas for visitors. This will aid in increasing capacity and preventing displacement of visitors to more sensitive nature conservation sites including the nearby Cherry Hinton Chalk Pit SSSI.
- 9.13 Mitigation and adaptation to climate change will be facilitated through the proposed site wide sustainability strategy, to ensure the proposal will achieve Cambridge's requirements target for carbon reduction. The proposal will contribute towards air quality through financial obligations for the maintenance of the car club space provided with the GB2 development. The agreed transport mitigation package will also bring environmental benefits, prioritising sustainable travel modes. On this basis, the environmental benefits generated by the development are significant.
- 9.14 The Water Environment chapter of the ES identified potential construction phase impacts for the proposed development, comprising contamination of surface water and flooding and changes to baseline drainage hydrology. Mitigation measures are proposed and comprise of implementation of SuDS based on a surface water drainage scheme to be approved by the LPA and Following the implementation of SuDS based on a surface water drainage scheme, the assessments reported above do not identify any likely significant adverse residual impacts. No adverse residual impacts are anticipated either.
- 9.15 Potential impacts to the water environment at the operational phase were also identified by the ES, the receptors in relation to such impacts being the underlying Principal Aquifer and the existing drainage network. Those impacts comprise offsite flooding; onsite flooding; contamination of surface waters from onsite activities; and increase on foul drainage to the existing network.
- 9.16 During operation, a full drainage system will be installed to control surface water run-off. This has been shown to work as a full infiltration system or as a combination of infiltration and

discharge into the existing sewer network. The implementation of sustainable drainage systems within the site boundary will provide a long-term negligible effect by improving water quality and reducing peak rates of runoff from the site. The assessments do not identify any likely significant adverse residual impacts, and officers agree that the potential impacts can be fully mitigated. Provision is made within the recommended conditions to ensure prudent use of natural resources at the site, including water efficiency measures, flood management and those to minimise waste and pollution.

- 9.17 Transport potential effects include pressure on the existing network, with additional vehicular movements generating traffic on A1307 / Babraham Road, a key vehicular corridor into and leading out of the City. The proposed development will incorporate a package of measures to mitigate the minor adverse to negligible environmental effects of the traffic generated. This package of measures is focused on sustainable transport strategies aimed at limiting the demand for private car travel generated by the development and improvement to junctions. A Travel Plan will be implemented to encourage residents, staff, school trips and visitors to the development to travel by alternative means of transport to the private car. The ES concludes that the proposed mitigation measures will result in a neutral environmental effect from the proposed development and some beneficial effects for non-motorised road users, a conclusion that is agreed by officers.

Summary

- 9.18 Overall, the proposed development will bring significant measurable economic, social and environmental public benefits that accord with the three dimensions of sustainable development set out in the NPPF. Officers are of the view that the dis-benefits, includes any minor or negligible adverse environmental impact can be addressed through recommended conditions and planning obligations set out in this report. All mitigation measures are largely capable of being enforced by the LPA through planning conditions, either as part of management documents, as standalone conditions or obligations, or financial contributions secured via S106.

10.0 RECOMMENDATION

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

1. **Expiration of Planning Permission - General**

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. **Expiration of Planning Permission - Reserved Matters**

a) An application for the approval of the reserved matters pursuant to appearance, landscaping, layout (including internal access arrangement) and scale shall be made to the Local Planning Authority before the expiration of three years from the date of this permission;

b) The development to which this permission relates shall begin no later than whichever is the later of the following dates: - a) the expiration of three years from the date of this outline planning permission; or b) the expiration of two years from the approval of the relevant phase of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3. **Reserved Matters Submission
Approved Drawings**

The development hereby permitted shall be carried out in accordance with the parameter plans and further 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.

4. **Urban Design Principles**

Any reserved matters submissions shall be in accordance with approved parameters plans and the following principles:

- a) A series of focal buildings and focal trees should be located along the primary vehicular route as indicated on the Land Use and Access Parameter Plans, with key locations are dictated by the meandering of the road, which creates opportunities for focal buildings and trees to terminate forward visibility.
- b) Focal buildings are defined as buildings that distinguish themselves from their surroundings because of specific architectural features, a change of orientation and/or building materials. The maximum height of focal buildings is expected to fall within the parameters set out on the Buildings Height Parameter Plan.
- c) Focal trees should include appropriate large species trees, with specific species to be agreed at Reserved Matters stage.
- d) The roofscape of the development needs to be articulated using devices such as varying ridge heights, eaves heights, roof types, dormers, and/or chimneys to ensure that the massing does not dominate the skyline.
- e) The design of the Farmstead Character Area shall include buildings which reflect a rural, farm-like character, in line with Netherhall Farm. Proposed buildings in this part of the site should be of the highest quality and be designed to blend into their setting. Particular attention should also be given to deliver an increased articulation of roofscape in this area of development.
- f) Dwellings along the eastern green edge should be designed to address views towards the Green Belt.
- g) The eastern green edge should be designed to achieve a looser arrangement of large detached or semi-detached dwellings. Occasional larger spaces should allow for physical and visual permeability through this frontage to the remainder of the scheme behind, promoting connectivity and allowing residents to enter the dwelling easily via the front door.
- h) Dwellings in the green eastern edge should be designed to principally front the green edge, with multiple active frontages to provide overlooking onto the open space. The dwellings should present a positive and confident frontage onto the open space and far-reaching views across the Green Belt. Whilst small and subtle changes of orientation and set back between buildings is required to create a soft and informal edge to the Green Belt, it is expected that the edge is designed with an architectural coherence and confidence.

- i) Boundary treatment to properties along the green eastern edge should consist of low front boundaries and/or hedge planting to maintain a green and open aspect.
- j) Within the green eastern edge, private parking should preferably be located on plot. Rear parking courts may only be used in exceptional circumstances, such as to provide access to homes directly overlooking the Green Edge. Where rear parking courts are used, they should be small in size, servicing no more than four homes per court. Pedestrian routes through the blocks to help sub-divide the courts should be introduced as shown in the Illustrative Masterplan. The homes along the routes should include doors and/or windows to provide passive surveillance of the courts and the pedestrian routes. Alternative housing typologies such as mews houses, courtyard homes and homes with dual-orientation and side gardens should also be considered as an alternative to the use of rear parking courts.
- k) Access arrangements for deliveries and bin collection to homes without vehicular access to their front need to be designed and tested from the outset of preparing the reserved matters application.
- l) Turning heads on dead-end streets need to be designed to look like spaces to avoid road infrastructure dominating the green edges.

Reason: To ensure that the development is in keeping with the character of the area, is designed to be attractive, high quality, accessible, inclusive and safe, in line with policies 56, 57 and 59 of the Cambridge Local Plan (2018).

5. **Arboricultural Impact Assessment**

Any reserved matters application shall be accompanied by an updated Arboricultural Impact Assessment for approval by the Local Planning Authority. Any layout changes that increase the impact on the site's tree stock might not be approved.

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.

6. **Housing Mix**

As part of any reserved matters application including residential units a balanced mix of dwelling sizes, types and tenures will be included to meet projected future household needs within Greater Cambridge. The mix of dwellings and tenure types shall have regard to the differing needs for different unit sizes of affordable housing and market housing.

Reason: To ensure a balanced mix of dwellings which meet the needs for different unit sizes of affordable housing and market housing, in line with Policy 45 of the Cambridge Local Plan (2018).

7. **Residential Space Standards**

Any reserved matters applications shall demonstrate through the provision of floorspace details that all dwellings comply with the Residential Space Standards set out under Policy 50 of the Local Plan.

Reason: To ensure a good residential design, in line with Policy 50 of the Cambridge Local Plan (2018).

8. **Wheelchair User Dwellings**

Not less than 5% of residential dwellings within any reserved matters application containing dwellings shall be designed to meet the wheelchair user dwellings M4 (3) standard of the Building Regulations 2010. In the event that such standards are replaced by a comparable national measure for building design applicable at the time of submission of such Reserved Matters, the equivalent measure shall be applicable to the relevant part of the proposed development.

Reason: In order to create accessible and adaptable homes, in accordance with policy 51 of the Cambridge Local Plan 2018.

9. **Surface Water Management Strategy**

Any reserved matters application shall include a detailed surface water strategy pursuant to the reserved matters site for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy.

The strategy shall be based upon a SuDS hierarchy, as espoused by the publication 'The SuDS Manual CIRIA C753'. The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site.

The strategy shall be based upon the principles within the agreed FRA (ref: 10184 FRA01 RV2) dated March 2020 and Technical Notes dated 12th June 2020 and August 2020 and shall include:

- a) Details of the design, location and capacity of all SuDS features;
- b) Full results of the proposed drainage system modelling for 3.3% Annual Exceedance Probability (AEP) (1 in 30), 1% AEP (1 in 100) storm events storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) Full details of the proposed attenuation and flow control measures;
- e) Site Investigation (including long term groundwater level measurement) and test results to confirm infiltration rates;
- f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- g) Full details of the maintenance/adoption of the surface water drainage system that shall include ownership and long-term adoption;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The development shall be carried out in full accordance with the approved details and no building pursuant to that particular reserved matters site for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures have been fully completed in accordance with the approved details.

Reason: In order to reduce the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site, in line with policies 31 and 32 of the Cambridge Local Plan (2018).

10. **Carbon reduction**

Any reserved matters applications shall be accompanied by a Carbon Reduction Statement, setting out how the proposals meet the minimum requirement for all new residential units to achieve reductions in CO2 emissions of at least 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations as committed to in the approved Sustainability and Energy Statement (Brookbanks, August 2020). Any changes to this level of carbon reduction as a result of future changes to Building Regulations or local planning policy will be agreed in writing by the local planning authority.

The statement shall demonstrate how this requirement has been met following the outline energy strategy set out in the Energy and Sustainability Statement. The development will be implemented in accordance with the measures set out in the Carbon Reduction Statement. Where on-site renewable or low carbon technologies are proposed, the statement shall include:

- a) A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance programme; and
- b) Details of any mitigation measures required to maintain amenity and prevent nuisance.

The proposed renewable/low carbon energy technologies shall be fully installed and operational prior to the occupation of any approved buildings.

No review of the requirements 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, Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, January 2020).

11. Water efficiency

Any reserved matters applications including a residential component shall be accompanied by a Water Conservation Strategy. This shall include a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition). This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day as a minimum.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28, Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, January 2020).

12. Sustainability Statement

Any reserved matters applications for buildings shall be accompanied by a Sustainability Statement setting out how the proposals have integrated the principles of sustainable design and construction into their design. The topics to be covered in the Statement shall include, but are not limited to:

- o Climate change adaptation including measures to reduce the risk of overheating in all new buildings, following the cooling hierarchy. Priority should be given to the role of green infrastructure and building design, including orientation, ventilation, shading, thermal mass, and cool materials. Use of toolkits to assess the risk of overheating and inform design strategies will be supported;
- o Water management;
- o Site waste management;
- o Use of materials and embodied carbon;
- o Wider approaches to sustainable design and construction.

The measures outlined in the Sustainability Statement shall be implemented prior to occupation, unless otherwise agreed in writing by the local planning authority.

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, Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, January 2020).

13. Acoustic Design and Noise Insulation Scheme Report - Residential

Any reserved matters application for residential type or other noise-sensitive uses pursuant to this approval shall include a noise assessment of external and internal noise levels and an Acoustic Design and Noise Insulation / Mitigation Scheme Report as appropriate, detailing the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to but not exclusively the site layout, building orientation, building fabric, glazing and ventilation) and other mitigation to reduce the level of noise experienced externally and internally at the residential units as a result of traffic noise levels in the area shall be submitted to and approved in writing by the local planning authority.

The Acoustic Design and Noise Insulation / Mitigation Scheme Report shall include a site specific Noise Impact Assessment and shall describe the acoustic design approach that will be followed and provide details of the noise insulation / mitigation measures / features to be used and implemented to reasonably achieve acceptable internal and external noise levels with reference to and in accordance with 'BS8233:2014- Guidance on sound insulation and noise reduction for buildings (or as superseded).

The relevant Reserved Matters Application shall be constructed in accordance with the approved Acoustic Design and Noise Insulation / Mitigation Scheme Report and any building noise insulation scheme and any alternative form of ventilation provision as required as part of the scheme shall be fully implemented prior to occupation of the residential units and other noise sensitive development and shall be maintained and retained thereafter.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan policy 35.

14. Artificial Lighting

Any reserved matters application pursuant to this approval shall include an artificial lighting scheme to 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 - GN01:20 (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/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan policy 34.

15. Public Art Delivery Plan

Any reserved matters applications pursuant to this outline permission shall include details of the approved Public Art Strategy, in the form of a Public Art Delivery Plan (PADP) with the following elements:

- 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.

16. Detailed Waste Management and Minimisation Plan (DWMMP)

Prior to the commencement of development or any reserved matters approval, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the Local Planning Authority. The DWMMP shall include details of:

- a) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction;
- b) Anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;

- c) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;
- d) Any other steps to ensure the minimisation of waste during construction;
- e) The location and timing of provision of facilities pursuant to criteria a/b/c/d;
- f) Proposed monitoring and timing of submission of monitoring reports;
- g) The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development;
- h) A RECAP Waste Management Guide toolkit shall be completed, with supporting reference material;
- i) Proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material, access to storage and collection points by users and waste collection vehicles.

The DWMMP shall be implemented in accordance with the approved details.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide (2012); and to comply with the National Planning Policy for Waste (October 2014).

17. **Site Visit**

Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A report of this meeting will be issued to the LPA for approval.

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.

18. 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.

19. Plant Noise

No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation scheme as required has been submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and retained as such.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan policy 35.

20. **Arboricultural Method Statement and Tree Protection Plan**
Prior to any works, including archaeology, and to equipment, machinery or materials are brought onto the site for the purpose of development (including demolition), in any phase of a reserved matters application 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.

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.

21. **Earthworks**
No development shall take place until details of earthworks have been submitted to and approved in writing by the local planning authority. These details shall include excavation related to sustainable drainage, proposed grading and mounding of land areas including the levels and contours to be formed and showing the relationship of proposed earthworks to existing vegetation and surrounding landform.

Any landform shall be carried out in accordance with the approved details and in accordance with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites', Defra and Protecting and Enhancing Soils PPS, CIWEM. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of the earthworks are acceptable. (Cambridge Local Plan 2018; Policies 55, 57 and 59)

22. **Management and Maintenance of Streets**

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 until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in line with Policy 81 of the Cambridge Local Plan (2018).

23. **Groundworks**

No development shall take place, including archaeology, until the details of all groundworks and soil movement related to the development are submitted and approved by the local authority. Details should include a Soils Management Plan detailing protection of ground to be reinstated to open space, sustainable drainage or general landscape, methodology of soil stripping, storage, handling, haul routes, formation level decompaction measures, soil re-spreading and decompaction as well as soil disposal (if necessary).

All groundworks should be carried out in accordance with the approved details and in accordance with the recognised 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites', DEFRA and Protecting and Enhancing Soils PPS, CIWEM.

Reason: To ensure that the details of the groundworks are acceptable, in line with Policies 55, 57 and 59 of the Cambridge Local Plan 2018.

24. **Site-Wide Ecological Design Strategy (EDS)**

No development shall take place until a Site Wide Ecological Design Strategy (EDS) that demonstrates the agreed 17% BNG through habitat retention, enhancement and creation has been submitted to and approved in writing by the Local Planning Authority. The EDS shall include the following:

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints, including the Worts Causeway hedgerow and Netherhall Farm County Wildlife Site
- c) Detailed designs and/or working methods to achieve stated objectives, including Worts Causeway junction and favourable condition of the Netherhall farm County Wildlife Site
- d) Extent and location/area of proposed works on appropriate scale maps and plans, clearly demonstrating Biodiversity Units provided.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works.
- h) Details of initial aftercare and long-term maintenance, including a 30-year Management plan for the Netherhall Farm County Wildlife Site
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: In the interests of environmental protection in accordance with Policy 70 of the Cambridge Local Plan.

25. **Archaeology - Written Scheme of Investigation**

No development shall commence until the applicant, or their agents or successors in title has secured the implementation of a programme of archaeological work within the development area and in accordance with a Written Scheme of Investigation that has been submitted by the applicant and approved in writing by the Local Planning Authority or their Archaeological Advisers on their behalf. The pre-commencement aspects of archaeological work should include:

- a) Submission of a Written Scheme of Investigation that sets out the methods and timetable for the investigation of archaeological remains in the development area, which includes soil management plan and responds to the requirements of the Local Authority archaeology brief;
- b) Completion of mitigation fieldwork in accordance with an approved Written Scheme of Investigation.

Reason: To secure satisfactory mitigation measures and to conserve the interest of the historic environment evidence in compliance with NPPF and Policy 61 of the Cambridge Local Plan.

26. Site Wide Electric Vehicle Charge Point Provision and Infrastructure Strategy

Prior to the commencement of development, a site wide Electric Vehicle Charging Point provision and infrastructure strategy including an implementation plan shall be submitted to and approved in writing by the Local Planning Authority.

The strategy shall be appropriate for the proposed end use(s) of the development and shall provide full details of the provision of allocated parking spaces for dedicated electric vehicle charging in line with the principles set out in the NPPF, the Cambridge Local Plan and Cambridge City Council's Air Quality Action Plan. The strategy shall include consideration of both active (slow, fast and rapid) and passive electric vehicle charge point provision and design to enable the charging of electric vehicles in safe, accessible and convenient locations. The Strategy shall include the following:

- o 100% provision of a dedicated active slow electric vehicle charge point with a minimum power rating output of 7kW for each residential dwelling with allocated / dedicated on-plot parking;
- o Minimum 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW for residential dwellings with communal and courtyard parking;
- o Dedicated Slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of non-residential parking spaces and

- o Either at least one Rapid electric vehicle charge point for each 1,000m² non-residential floorspace, or at least one Fast electric vehicle charge point for each 1,000m² non-residential floorspace, should a Rapid charge point not be technically feasible
- o The electric vehicle charge point parking spaces shall be exclusively reserved for electric vehicle charging.
- o Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.
- o Electric vehicle charge points shall be compliant with BS7671 and BS61851 or as superseded

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

27. Construction Environmental Management Plan (CEMP)

Prior to the commencement of development, a site wide Demolition and Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include the following aspects of demolition and construction:

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.

- d) Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.
- e) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local authority for consideration at least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.
- f) Soil Management Strategy.
- g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - noise
- h) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - vibration.
- i) Dust management and wheel washing measures in accordance with the provisions of the Greater Cambridge Sustainable Design and Construction SPD (Adopted January 2020).
- j) Use of concrete crushers.
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- m) Screening and hoarding details.
- n) Consideration of sensitive receptors.
- o) Complaints procedures, including complaints response procedures.
- p) Membership of the Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the agreed plan.

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

28. **Site-Wide Surface Water Drainage Scheme**

No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be subsequently implemented in full accordance with the approved details prior to occupation of the first dwelling.

The scheme shall be based upon the principles of the agreed Flood Risk Assessment prepared by Brookbanks Consulting Limited (ref. 10184 FRA01 RV2) and the Technical Note: Additional Drainage Information prepared by Brookbanks Consulting Limited dated August 2020 and shall also include:

- a) Full calculations detailing the existing surface water run-off rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change, inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) Full details of the proposed attenuation and flow control measures;
- e) Site Investigation and test results to confirm infiltration rates;
- f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Confirmation from 3rd party asset owners for connection to their system if required.

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

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development, in line with the NPPF and policies 31 and 32 of the Cambridge Local Plan (2018).

29. **Construction Method Statement (CMS)**

Prior to the commencement of that part of the development for which reserved matters have been approved a detailed construction method statement (CMS) shall be submitted and approved by the local planning authority in writing. The CMS shall be accompanied by a statement that demonstrates how the proposal accords with the approved site wide Construction Environmental Management Plan (CEMP). In addition the CMS shall also provide a specific construction programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices.

Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the local planning authority.

Reason: To protect human health and amenity in terms of noise and local air quality in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

30. **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:
 - o Detailed history of the site uses and surrounding area (including any use of radioactive materials)
 - o General environmental setting.
 - o Site investigation strategy based on the information identified in the desk study.
- b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

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

31. Site Investigation Report and Remediation Strategy

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 31 and in accordance with the approved investigation strategy agreed under clause (b) of condition 31, 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.

32. Public Art Strategy

Prior to commencement of development, a Public Art Strategy (PAS) shall be submitted to and approved in writing by the Local Planning Authority. The PAS shall include the following:

- a) Introduction
- b) Description of Site
- c) Description and Definitions of Public Artwork
- d) Funding
- e) Details of the project/s for artists as part of the public art programme
- f) Delivery mechanisms
- g) Care, Maintenance and Decommissioning
- h) Action Plan

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.

33. Traffic Management Plan

No demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Local Planning Authority. The principle areas of concern that should be addressed are:

- a) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted highway)
- b) Contractor parking, for both phases all such parking shall be within the curtilage of the site and not on the street.
- c) Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway.
- d) Control of dust, mud and debris, in relationship to the functioning of the adopted public highway.

Reason: In the interests of highways safety, in compliance with the NPPF and Policy 81 of the Cambridge Local Plan (2018).

34. Worts' Causeway Pedestrian and Cyclist Crossings

Prior to above ground construction works, details of new crossing points across Worts' Causeway indicated in drawing 19/124/TR/020 Rev F, including their accurate location, shall be submitted to and approved in writing by the Local Planning Authority. Construction works to implement the crossings shall be undertaken by the applicant prior to occupation as part of a S278 agreement.

Reason: To mitigate the impact of the development and in support of the sustainable access to the development, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

35. Pedestrian and Cyclist NW Connectivity

Prior to above ground construction works, details of the work undertaken to seek a link to Almoners' Avenue or Beaumont Avenue shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Cambridgeshire County Council, to determine that all reasonable efforts have been made to improve pedestrian and cyclist connectivity.

Reason: To mitigate the impact of the development and in support of the sustainable access to the development, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

36. Pavement North of Worts' Causeway - Field Way to Bus Gate

Prior to the first occupation of the development, details of a 3m wide shared pedestrian and cycleway on the north side of Worts' Causeway, between the existing bus gate and the junction with Field Way shall be submitted to and approved in writing by the Local Planning Authority.

This shall include scaled and dimensioned plans and sections showing any proposed hard and soft elements, including an entry point within Field Way to enable cyclists to return to the carriageway travelling in a northerly direction. Development shall only be carried out in accordance with the approved details and as part of a S278 agreement.

Reason: To mitigate the impact of the development and in support of the sustainable access to the development, in compliance with the NPPF and policies 80 and 81 of the Cambridge Local Plan (2018).

37. Travel Plan

Prior to first occupation of the development a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include the provision of cycle discount vouchers and/or bus taster tickets for residents, and specify further methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking.

The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: To mitigate the impact of the development and in the interests of encouraging sustainable travel to and from the site, in compliance with policies 80 and 81 of the Cambridge Local Plan (2018).

38. Access Points

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

Reason: In the interests of highway safety and to ensure satisfactory access into the site, in compliance with the NPPF and Policy 81 of the Cambridge Local Plan (2018).

39. 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 32 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.

40. 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 32 and implemented under condition 40 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.

41. **Visibility Splays**

Prior to the first occupation or bringing into use of the development, hereby permitted, visibility splays shall be provided each side of the vehicular access in full accordance with the details indicated on the submitted plan 19/124/TR/020 Rev F. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

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

42. **Fire Hydrants**

Prior to first occupation of the development hereby permitted, fire hydrants shall be installed and fully operational in accordance with a scheme for the provision of fire hydrants that has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors in accordance with Cambridge Local Plan policies 56, 57 and 85.

43. **Archaeology - Post-Field Works**

The following post-fieldwork sections of the archaeology programme shall be fully implemented in accordance with the timetable and provisions of the approved Written Scheme of Investigation:

a) Completion of a Post-Excavation Assessment report and an Updated Project Design for the analytical work to be submitted for approval within six months of the completion of fieldwork, unless otherwise agreed in advance with the Local Planning Authority;

b) Completion of the approved programme of analysis and production of an archive report; submission of a publication synopsis and preparation of a publication report to be completed within 18 months of the approval of the Updated Project Design, unless otherwise agreed in advance with the Local Planning Authority;

c) Deposition of the physical archive in the Cambridgeshire Archaeological Archive Facility or another appropriate store approved by the Local Planning Authority and deposition of the digital archive with the Archaeology Data Service or another CoreTrustSeal certified repository within 1 year of completion of part b.

Reason: To secure satisfactory mitigation measures and to conserve the interest of the historic environment evidence in compliance with NPPF and Policy 61 of the Cambridge Local Plan.

44. 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 32 above. The approved remediation shall then be fully implemented under condition 40.

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.

45. Phasing of Development

The development shall be carried out as single phased development in accordance with Chapter B of the Environmental Statement dated March 2020 and Supplementary Environmental Statement dated August 2020 (both documents by Litchfields).

Reason: To secure the coherent and comprehensive development of the site and a reasonable timescale for the benefit of future occupiers and other residents and ensure compliance with policies 35, 36, 56, 59 of the Cambridge Local Plan (2018).

46. Widening of Worts' Causeway Carriageway

The carriageway of Worts' Causeway shall be widened via a Section 278 Agreement from its existing width to a maximum of width of 5.5m between the Netherhall Farm Access and the junction with Cherry Hinton Road/Limekiln Road.

Reason: For the safe and effective operation of the highway, in line with the NPPF and Policy 81 of the Cambridge Local Plan (2018).

47. **Construction Traffic**

No construction traffic associated with the site shall be permitted to use Worts Causeway as an access to, or an exit from the site for its length from its junction with Babraham Road to the eastern most side of 22 Worts Causeway.

Reason: In the interests of highways safety, in compliance with the NPPF and Policy 81 of the Cambridge Local Plan (2018).

48. **Private Water Drainage onto Public Highway**

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

Reason: For the safe and effective operation of the highway, in line with the NPPF and Policy 81 of the Cambridge Local Plan (2018).

49. **Access Way Material**

The proposed access ways shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

Reason: In the interests of highways safety, in compliance with the NPPF and Policy 81 of the Cambridge Local Plan (2018).

50. **Vegetation Protection**

In this condition "retained trees, hedges and identified vegetation" means an existing tree(s) and vegetation which are to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the first occupation of the dwellings hereby approved.

(a) No retained tree or hedge shall be cut down, uprooted or destroyed, nor shall any retained tree or hedge be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).

(b) If any retained tree or hedge is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree or hedge shall be undertaken in accordance with BS 5837:2012 and the approved plans and particulars before any equipment, machinery or materials are brought onto the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area (Cambridge Local Plan 2018 policies 59 and 71).

INFORMATIVES

Crane Usage

The operation of cranes could present a serious hazard to air navigation, particularly during the approach and departure phases of flight when the aircrafts are at low altitudes. Notification of the intended crane usage is required by the UK Civil Aviation Authority (CAA).

Public Sewer Connection

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

Protection of Existing Assets

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

Building Near to a Public Sewer

No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

Adoption of Sewers

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

Greater Cambridge Sustainable Design and Construction SPD

To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular

section 3.6 - Pollution and the following associated appendices:

- o 6: Requirements for Specific Lighting Schemes
- o 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
- o 8: Further technical guidance related to noise pollution

Electrical Vehicle Charge Point

To satisfy the condition requirements the applicant / developer will need to demonstrate that practical consideration has been given to all aspects of Electric Vehicle (EV) charge point infrastructure installation and that the provision of an operational EV charge point or multiple points is deliverable, as part of the residential and/or commercial development. The intention or commitment in principle to install an active EV charge point will not be considered acceptable. Information should include numbers of charge points, intentions for active and passive provision, location, layout (including placement of EV infrastructure), Charge Rates of active EV charge points (slow, rapid or fast) and availability of power supply. Further information on things to consider when designing and delivering EV charge points and the information required to discharge the associated planning condition can be found at: <https://www.cambridge.gov.uk/air-quality-guidance-for-developers>.

Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance: Chief Executive Gillian Beasley www.cambridgeshire.gov.uk
<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-andwaste/watercourse-management/> . Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

Source Control

It is acknowledged that within the submitted Flood Risk Assessment there is mention of consideration of source control features, such as permeable paving and green roofs, at the reserved matters application. In line with Section 6.3.7 of the Cambridgeshire Flood and Water Supplementary Planning Document, source control must be included in every development. Therefore, we expect to see source control included within the reserved matters application.

Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

Pollution Control from Parking

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or impermeable parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

Infiltration

Infiltration rates should be worked out in accordance with BRE 365. If infiltration methods are likely to be ineffective then discharge into a watercourse/ surface water maybe appropriate; however soakage testing will be required at a later stage to clarify this.

Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS)

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

Foul Water Drainage

Foul water drainage (and trade effluent where appropriate) from the proposed development should be discharged to the public foul sewer, with the prior approval of AWS, unless it can be satisfactorily demonstrated that a connection is not reasonably available. Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.

Oil Storage

Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

Conservation

Opportunities should be provided for wildlife habitat enhancement through enlargement and/or appropriate management of existing habitats and through creation of new habitats.

Breeding Birds

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

De Watering

There have been changes to the licensing process for de-watering purposes. A provision of the Water Act 2003 was that abstraction of water for de-watering purposes would require an abstraction licence. This provision is now being implemented and we are inviting applications from existing abstractors from January 2018. There will be a transitional period where abstractors will have up to two years to apply for a licence of a previously exempt activity. When the 2-year application period has closed the Environment Agency can take up to a further 3 years to determine any application. More information on this and how to apply for a de-watering licence can be found on our website using the below link:
<https://www.gov.uk/guidance/apply-for-a-new-abstractionlicence-for-a-currently-exempt-abstraction> .

Local Highway Consent

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

Application Number	20/03501/FUL	Agenda Item	
Date Received	18th August 2020	Officer	Alice Young
Target Date	13th October 2020		
Ward	Abbey		
Site	Land At Barnes Close		
Proposal	Demolition of existing garages and hardstanding and the construction of 6 No. modular homes.		
Applicant	Cambridge City Council Mandela House 4 Regent Street Cambridge CB2 1BY		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal would not harm the character of the area - The proposal would provide a good quality living environment for the specific needs of future occupiers without compromising the amenity of existing occupiers. - The proposal would not result in highway safety issues or a significant increase in parking pressure.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site, land at Barnes Close, comprises 24 garages and is located at the southern end of Barnes Close, a residential street. Surrounding the site to the west, north and east are residential terraced dwellings. To the south of the site is a commercial premise and associated car park. An existing segregated cycle and pedestrian access leads to and through

the site from Barnwell Road. The application site has no site constraints as it falls outside the conservation area and controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The proposal, as originally submitted, sought consent for 7 modular homes with associated landscaping. The plans have since been amended to address Officers' concerns, removing a unit from the scheme, to propose a total of 6 modular units, the access being widened and the area re-landscaped. The air source heat pump and associated plant were also relocated during the application process.
- 2.2 The amended proposal seeks planning permission for the demolition of existing garages and hardstanding and the construction of 6 No. modular homes. The proposed modular homes would be sited along the western boundary facing east with quasi private terraces, a green buffer of soft landscaping and a multi-modal access path to the east. The proposed units would have an internal floorspace of 24m² accommodating a living kitchen area, shower room and bedroom. The existing access through the site would be retained and formalised through the site. This would skirt the parameters of the site along the southern and eastern boundaries. The units would be served by an air source heat pump and associated plant room located to the south of the homes, east of the cycle parking provision (which totals 6 spaces). To the north, a car club parking space would be provided for maintenance and support services provided in association with the modular homes. A refuse store would be sited in the north-western corner of the site.
- 2.3 The application is accompanied by the following supporting information:
1. Planning Statement
 2. Drawings
 3. Traffic Management Plan
 4. Dust Risk Assessment and Management Plan
 5. Drainage Statement
 6. Management Strategy
 7. Phase 1 Contamination Assessment
 8. Planting Plan

3.0 SITE HISTORY

No relevant site history.

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3 28, 31, 35, 36 47, 50, 51, 55, 56, 57, 59 81, 82

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

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (2020) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

	<p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 Original comments: **No objection** subject to the following conditions:
- Traffic management plan
 - Condition survey of highway
- 6.2 The proposal removes 24 potential off street car parking spaces and while the applicant states in the Planning Statement that the garages are mostly used for storage no supporting data is provided to support this assertion. As the streets in the vicinity provide uncontrolled parking, the displaced demand for car parking is likely to appear on-street in competition with existing residential uses. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.
- 6.3 In response to the submission of a traffic management plan: While accepting that the site cannot provide any off street motor vehicle parking for contractors and sub-contractors, non-empirical observations of even domestic construction projects suggests that the predicted level of contractor vehicles may be an underestimate. Therefore, the Highway Authority would seek that as part of the submitted Traffic Management Plan that a

daily register of contractor and sub-contractor vehicles that are parked on street be maintained so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

- a. The name of the driver
- b. The registration number of the vehicle
- c. Make of vehicle
- d. Arrival time
- e. Departure time

6.4 The Highway Authority would also 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.

Environmental Health

6.5 Original comments: **Not possible to comment.** Given the location of the proposed ASHP and plant room (at a boundary shared with existing gardens and in close proximity to an existing sensitive facade), the applicant will need to provide an assessment of the potential acoustic impacts of the proposed plant and demonstrate that the proposed plant location is suitable given the adjoining site use.

6.6 Following submission of a Dust Risk Assessment and Management Plan: Satisfied with the detail contained within the Dust Risk Assessment and Management Plan and require no further information on demolition / construction dust management and control. Additionally, given the confirmation that piled foundations will not be required, I require no further information on piling either.

6.7 Notwithstanding the above, we still have concerns regarding the location of the proposed ASHP and plant room and currently do not have enough information demonstrating that our standard plant noise requirements can be achieved. As such, my comments provided on 24th September 2020 largely remain relevant. For ease and completeness, those previous comments are repeated below without reference to dust and piling.

- 6.8 Following the submission of a plant noise assessment and the relocation of the air source heat pump: The development is **acceptable** subject to the following conditions: construction hours, collection during construction and plant/machinery/equipment compliance.

Sustainable Drainage Engineer

- 6.9 **No Objection** subject a surface and foul water drainage scheme condition.
- 6.10 The proposals are not in accordance with policies 31 and 32 of the Cambridge Local Plan as sufficient surface water drainage details demonstrating the principle of draining the site have not been submitted to the LPA for the proposed development. Therefore, the above condition is required.

Landscape Architects

- 6.11 **No Objection** subject to a landscape maintenance and management plan.

Sustainability Officer

- 6.12 **No Objection** subject to a carbon reduction and water efficiency condition.
- 6.13 The proposals for these 7 modular homes are supported from a sustainability perspective, in terms of both their environmental and a social sustainability. The main elevation of the homes faces east and will benefit from additional green infrastructure, and as such the risk of overheating from excessive solar gain should be minimised. It is also noted that mechanical ventilation with heat recovery, with summer bypass, is proposed, which is welcomed from an indoor air quality perspective, subject to these units being appropriately maintained.
- 6.14 With regards to energy use, a communal air source heat pump is proposed, and an email from the applicant highlights that the units have been designed to deliver a 31% CO₂ reduction over current Part L. This approach, which exceeds the requirements of policy 28 of the Local Plan, is welcomed. As detailed carbon calculations have yet to be completed, a condition is

recommended to secure submission of calculations so that we can verify that the requirements of policy 28 have been met. I would also recommend that the submission of a water efficiency specification for the units be conditioned in light of the requirements of policy 28, which apply to all new residential units. It is noted that colleagues in Environmental Health have asked for further details in relation to potential noise from the heat pumps, and it may be that the heat pump may require some form of acoustic screening to satisfy these requirements.

Designing Out Crime Officer

- 6.15 **No objection.** I have viewed the documents in relation to crime, disorder and the fear of crime and have no comment or objection at this time.

Access Officer

- 6.16 Many homeless people are disabled. Units must have flat thresholds, good colour contrast door and support rails in bathrooms. One unit should be designed for a wheelchair use.

Urban Design

- 6.17 Original submission: The applicant needs to demonstrate that the current functional uses of the site, such as car access, parking and bin collection, have been considered and successfully resolved. The scheme will require a revised layout with a reduction and repositioning of Units, and to allow for the continuation of the existing cycle and pedestrian route through the site. Taking the above into account, and in the absence of information, the proposed scheme is **not supported** in Urban Design terms.
- 6.18 Amended submission: **No Objection.** Supportive subject to materials condition. The Urban Design Team have reviewed the revised submission for application 20/03501/FUL, and **our previous comments (dated 11/11/2020) have been addressed** as follows:
- As shown on the Proposed Site Layout (dwg. 109-03, date 15/12/2020) one unit has now been removed, reducing the unit numbers from 7-6. The remaining units have been moved further north, maintaining the existing building line to the west

and allowing for an open and visible route through the site. This change is acceptable in design terms and resolves our previous concerns.

- The pedestrian and cycle path (no.10, Landscape Masterplan) has been widened to 2.5m. In line with guidance on the provision of adequate 2 way cycle lanes, as set out in the Local Transport Note 1/20, the route should be for cycles only with access route (04) providing an alternative route for pedestrians. The hedge proposed to the south of the site should be shortened up to the Pod threshold boundary and the access path to the units continued through to connect up with the wider (3m+) section of the footpath/cycle link. This will allow for pedestrian use of the access path and a clear turning for cyclists at the south east corner of the site.
- How the existing site is currently used by the neighbouring houses to the west remains unclear. Currently the site is likely to be used for car access, related parking, and may be used for bin collection, as this appears to be the only vehicle access point to these dwellings. In line with Policy 57 part d, of the Cambridge Local Plan (2018), the applicant needs to demonstrate that the current functional uses of the site, such as car access, parking and bin collection, have been considered and successfully resolved.

6.19 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 **objected** to the application:

- 2 Barnes Close
- 5 Barnes Close
- 7 Barnes Close
- 8 Barnes Close
- 12 Barnes Close x 2
- 13 Barnes Close
- 125 Barnwell Road
- 163 Barnwell Road

- 169 Barnwell Road x 2
- 34 Peverel Road
- 50 Peverel Road x 2
- 138 Peverel Road x 2

7.2 The **objections** can be summarised as follows:

Impact on surrounding and future residential amenity

- The proximity of the pods to the adjacent residential properties is too close. Privacy and security for both parties are vital and this may cause feelings of resentment on both parties.
- Anti-social behaviour (noise levels, drinking, drug taking and aggressive behaviour). The police are already under pressure and this may cause ill feelings on both sides.
- The Council is discriminating against us, their tenants
- Stress, worry and anxiety
- Privacy and security of adjacent neighbours.
- Noise resulting from foot and cycle traffic funnelled through a reduced width access. The proposed boundary treatment is insufficient. If this goes ahead the boundary fencing should be erected as a priority given the impact on privacy and security.
- Loss of storage space for existing residents using the garages
- Impact on those working from home, loss of earnings.
- The site is a dead end which is very hidden and hard up against residential boundaries – is this the most suitable location for this type of development? It is not overlooked and therefore could lead to anti-social behaviour
- Limited outside space for new tenants
- The pods are unsuitable for their intended use due to their size, cramped layout and duration of stay. No adequate private amenity space to dry washing etc is provided. This is significantly (just less than two thirds) of the minimum space standards detailed in the National Space Standards and policy 50 of the Cambridge Local Plan. The calculations of the internal space standards should be on the proposed plans and in a design and access statement as per policy 50. No material consideration overrides this standard of amenity and sets a precedence for further insufficient development. Formally homeless people deserve the same standard of living others enjoy, and this proposal would not prepare residents for moving onto larger residential units.
- Natural light for future occupiers and privacy of neighbours compromised due to rear windows sited a minimal distance

from the western boundary and these windows overlooking adjacent neighbours.

- Rear alleyway behind the pods with no natural surveillance
- Noise from the air source heat pump needs to be sufficiently assessed. There are concerns that this would be unacceptable, negatively impacting the health and wellbeing of surrounding occupiers.
- Crime, fear of crime and community cohesion which should be given considerable weight (NPPF section 91).

Parking, highway safety and access

- Parking is a major issue within Barnes Close.
- Being offered parking which we would pay for out on the main road is not practical or safe and is a considerable distance from Barnes Close properties.
- Car insurance will increase
- Loss of car parking will hinder access for disabled residents and access for emergency and goods vehicles
- Half of the houses down Barnes Close do not have driveways and thus the removal of the garages will increase congestion on the streets
- The garage block is not derelict or disused, has been recently refurbished and does not attract anti-social behaviour. This is a community facility used by residents.
- The turning area for Barnes Close is double parked with cars. Removing the spaces and reducing space available for turning, while increasing the number of residents will not result in conflict between neighbours given the scarcity of parking spaces.
- The Barnwell Road car parking plans which would replace the parking lost through this development would not be an improvement to the neighbourhood.
- No suitable alternative sites for displaced parking has been offered and therefore the modular homes should not go ahead until this has been decided.
- The residents will benefit more by using this space for parking especially as the existing car parking is not ideal
- Access to no. 13 Barnes Close and other car parking spaces
- Construction access concerns given narrow nature of Barnes Close
- Vehicles should not block driveways or access to properties
- Potential risk to cyclists and pedestrians emerging from the passageway where vehicles are turning and accessing no.12's

driveway. The depth of the garages allows cyclists to see cars and slow down as they come around the corner of the garages. This is a well utilised route, used by school children.

- City Council policies on encouraging cycling would be seriously compromised as the cycleway would have to be removed.
- The cycle/pedestrian access would not be appropriate given its width and 90 degree turn, severely inhibiting cycle access, especially for those with protected characteristics under the Equality Act 2010. This would lead to conflict between users of the access and discourage cycling contrary to policy 80 of the Cambridge Local Plan and paragraph 91 of the NPPF.
- The inadequate provision of the cycleway would push cyclists onto Barnwell Road and the congested junction between Peverel road and Barnwell Road, increasing accidents.
- Alternative routes for cyclists are often flooded or dangerous

Concentration – policy 47

- The need to build this accommodation here is not necessary given the scheme on Newmarket Road
- Policy 47 (d) states that there should not be two or more of these sites on the same street or in a small area. This proposal would equate to two of these sites being in the same area (Barnes Close is at the opposite end of the Peverel Estate). This is a small area and the concentration is excessive.
- This community has already accommodated a new modular home housing development on the Newmarket Road site which is only 0.3 miles away.
- The development strategy of this type of specialist housing is piecemeal. Rather this should be integrated within larger proposed developments, meeting NPPF guidelines. The proposed pods would not adequately address the larger scale issue.
- Concentration will put pressure on surrounding facilities and result in anti-social behaviour.
- While the Newmarket Road scheme is a temporary consent, there is no requirement to remove or not replace the units after the 3 year time period has lapsed.

Overdevelopment

- Too many units in a cramped space, impacting on wellbeing
- Overdevelopment
- The area is not large enough to provide 7 pods

- Implications for COVID19 given cramped living conditions and proximity to neighbours

Sustainability

- The proposal is not sustainable. The lifetime of the pods are only 60 years far less than a typical new build, meaning that future generations would have to foot the cost and disruption of renewing or replacing these pods.
- Given the pods are exposed on all sides, this would likely lead to a substantial heat loss requiring significant energy to maintain a habitable temperature.
- While it states that the units are 31% more efficient than Part L, this is hardly surprising given that the habitable volume is more than 30% less than the NPPF and policy 50 require.
- The air source heat pump also is far away leading to significant losses.
- Unsustainable materials
- To meet present needs with little or no regard for the needs of future generations.

Miscellaneous

- I don't object to the concept but this is in the wrong location.
- There are significant positives to the provision of this type of housing but.
- Lack of support for local residents after previous bad experiences with people that have been rehomed.
- There are better suited sites for this development. The area is a family area with lots of vulnerable people of all ages, and there is a school close by.
- Limited assessment of other sites prior to this one has occurred.
- Big increase in housing density and reduction in community facilities
- Selection of the proposed residents does not appear to be rigorous. This is irresponsible and negligent of the council to put the surrounding residents at risk of crime and anti-social behaviour.
- The management strategy states that there will not be 24hr support. This is insufficient support given the complex needs
- Is residential support given on the site?
- No detailed plan has been submitted in relation to how proposed residents move on to more permanent homes.
- Surface drainage needs to be addressed so as not to drain onto the rear garden of no. 13 Barnes Close

- Rubbish could accumulate on the boundary with no. 13 Barnes Close
- Inaccuracies, errors and misrepresentations in the planning application. The application form states that no works would alter the vehicle access proposed to or from the public highway, this is untrue. Hardstanding between the existing garages which provides access to the garages and to the parking spaces outside 169 Barnwell Drive will be removed. Section 8 (relating to rights of way); Section 9 (car parking); Section 17 (non-residential floor space) are also inaccurate.
- None of the plans show the pods in the context of their surroundings, the visual impact is not clear.
- Misrepresented no. 13's boundary
- Clear conflict of interest given that the Council will profit financially from the scheme and the Council are deciding on their own scheme.

7.3 **A petition against the application with 101 signatures has been submitted.** The majority of concerns raised in this petition have been covered in the above objections. Yet for clarity these have been summarised below:

- Loss of 24 garages and resulting impact on parking pressure (which is considered high already) and amenity of surrounding residents who use them for car parking or storage
- Alternative parking offered is not appropriate
- Anti-social behaviour, security, safety and disruption posing a threat to the neighbourhood
- Concerns relating to the selection process for the new occupiers
- Impact on the cycle and pedestrian access from Barnwell Road
- Construction disruption
- Suggests alternative garage sites across the city

7.4 Camcycle, a volunteer-led charity, has objected to the application on two grounds.

1. The proposal would cut off the existing cycle route, which is a violation of the Council's public sector equality duty and duty to maintain public rights of way. Discrimination of those with protected characteristics as not everyone can dismount to access the through path. Policy 56 requires inclusive design that is fully accessible for all users. Policy

80 requires developers to safeguard existing cycle routes. There should be separate footway and cycleway with ample width, however 3m width shared use pathway may be sufficient for this short segment. This access should be maintained through the construction phase of development.

2. The proposed cycle parking does not comply with appendix L or policy 82 of the Cambridge Local Plan 2018. Access is compromised given insufficient widths.

7.5 The owners/occupiers of the following addresses have written in **support** of the application:

- Annexe 232 Peverel Road
- 232 Peverel Road

7.6 The representations **supporting** the development can be summarised as follows:

- The Newmarket Road site has been a reasonable success and so this should be supported elsewhere. No reports of drug misuse or any danger has been reported here and therefore, it is likely that the proposed residents at this development will also not pose a danger to surrounding residents.
- The existing site is generally useless to most and only serves as storage
- The proposal maintains the existing public footpath and adds greenery, enhancing the area
- Only criticism is the amount of hardstanding proposed and its sustainability implications in relation to embodied carbon. This could be mitigated against.
- Trust in the people organising this alongside those living in the homes.
- The redevelopment of the disused garages into housing is much better use of the space creating an environment where homeless people can feel safe and restart their lives.
- This project will change people's lives and enrich the community.
- The use of the garages for car parking is limited.

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

8.0 ASSESSMENT

Background

- 8.1 As part of the Foundation 200 project by the Hill Group, Cambridge City Council have been gifted 16 modular homes for formally homeless people. The proposed modular homes will be installed by the Hill Group and gifted to and managed by a charitable organisation. The site will be leased by the City Council. The charity who manage the pods will be selected by the City Council in coordination with Hill.
- 8.2 The proposed modular homes will be used as a steppingstone away from hostel accommodation to more permanent tenancies. These units would be utilised as transitional accommodation for single homeless people with assured shorthold tenancies starting at 6 months, with the option of staying for up to 12-18 months. The Council in coordination with the chosen charity will select tenants from the housing waiting list (using the Housing First approach) who are considered to have moderate or significant needs, not complex needs. Also the mix of needs at the proposed Barnes Close site will be considered when selecting future tenants. A dedicated support worker will be on call for the occupants of the site, alongside the variety of other support services offered by the chosen charity and other organisations within the city to ensure occupants are supported throughout their tenancy to build resilience to move on to other more permanent forms of housing. As the modular homes are a gift to the chosen charity, a Deed of Gift associated with the modular homes which specifies that the modular homes can only be used for single people who are legally homeless. However, it is recommended that conditions secure single occupation and the management strategy.

Principle of development

- 8.3 Policy 3 supports residential development within the urban area of Cambridge to create strong, sustainable, cohesive and inclusive mixed-use communities, making the most of effective use of previously developed land and enabling the maximum number of people to access services and facilities locally. The application site falls within the bounds of the city, on previously developed land, and provides much needed specialist housing, in compliance with policy 3.

- 8.4 Policy 47 is applicable in this instance given the specialist nature of the housing proposed. Policy 47 supports the delivery of specialist housing provided that the development is:
- a. supported by evidence of the demonstrable need for this form of development within Cambridge;
 - b. suitable for the intended occupiers in relation to the quality and type of facilities, and the provision of support and/or care;
 - c. accessible to local shops and services, public transport and other sustainable modes of transport, and community facilities appropriate to the needs of the intended occupiers; and
 - d. in a location that avoids excessive concentration of such housing within any one street or small area
- 8.5 The principle of development is considered acceptable as the proposal adheres to the above criterion as set out below.
- 8.6 Criterion a) requires evidence of demonstrable need for this housing type. Homelessness in Cambridge, like elsewhere in the UK, is an increasing issue which urgently needs to be addressed. The most visible form of homelessness is rough sleeping. In 2016, it was estimated, from a single night survey, that over 4,000 people were sleeping rough across the UK, over a 134% increase since 2010. Despite Cambridge's wealth, the city is no exception, where a recent rough sleepers count found 26 people were sleeping rough. Yet, these figures are likely to be much higher than the recorded statistics. This was evident when in response to the COVID-19 pandemic the City Council rapidly housed 120 rough sleepers in emergency accommodation. Specialist housing which meets the specific needs of those transitioning from rough sleeping to more traditional forms of housing is required to successfully break the cycle of homelessness. It is clear that there is demonstrable need for secure housing specifically designed and catered for former homeless people to meet this urgent housing need.
- 8.7 Criterion b) and c) will be discussed in the relevant sections of this report.
- 8.8 Criterion d) protects against excessive concentration of a specialist housing type within one street or small area. Barnes Close is located within the Peverel Road Estate, enclosed by

Barnwell Road to the west, Newmarket Road to the north and The Westering to the east. Only two other specialist housing of this type have been permitted across Cambridge, on Newmarket Road to the north of the Christ the Redeemer Church, north-east of the application site and on Dundee Close in Chesterton. While the Newmarket Road scheme is within the same ward as the proposal, approximately 0.3 miles between the two sites, it is Officers' view that this would not amount to an excessive concentration of this housing type within a small area. It is considered that the distance between the two sites is sufficient so as to not amount to an excessive concentration and is proportionate to the number of existing and proposed units provided.

Context of site, design and external spaces

- 8.9 The site currently comprises 24 residential garages located on the western and eastern site boundaries. Adjacent to the south-western corner of the site is a segregated two way cycle and pedestrian access which when entering the site becomes less formalised and moves through the site north connecting to Barnes Close.
- 8.10 The proposal seeks to demolish the existing garages and erect 6 modular homes for formerly homeless people. The units which would be domestic in scale, would be sited on the western boundary facing east with the access being maintained and improved wrapping around the units to the south and east. As such, the modular homes would create a 'street'frontage visible from Barnes Close and the accessway through the site. While the units would have a modular form and Barnes Close is relatively uniform with a traditional appearance, the proposed units would not sit uncomfortably within the surrounding context, given the units' domestic frontage. Further, Officers' are satisfied that the proposed landscaping will assist in integrating the units into Barnes Close.
- 8.11 The proposed cycle path has been amended to be of sufficient width to enable cyclists to pass each other without conflict, allowing movement throughout the site. The path width is maintained throughout the site as 2.5m with the 90 degree turn curved slightly and the planting low so visibility is high and to allow ease of movement. This width is in line with the provision of adequate 2 way cycle lanes, as set out in the Local Transport

Note 1/20. Separate access for pedestrians could be achieved through the site using the existing access to the proposed modular homes and this could be secured via a landscaping condition if members thought it necessary. Camcycle and third-party representations have raised the inadequate width of the access as a concern, however, Officers are now satisfied that the amended scheme addresses Officers' earlier concerns (with the minimum width of the cycle lane increasing from 1.7m to 2.55m enlarged to 4.2m on the corner) and these representations. To ensure the cycle way is maintained throughout the development, a condition is recommended.

- 8.12 While the application site is located outside the city centre, it is Officers' view that this is a sustainable location. The site is within walking distance to several bus stops which provide easy access to the city centre and the wider area. Services and amenities sited on Barnwell road are within a short walking distance allowing future residents to meet their needs in a sustainable way. The proposal also includes provision of cycle storage facilities for future occupiers and it is officers' understanding that cycles would be provided to residents as part of the scheme. Altogether, it is considered that the proposal would be appropriately sited within the city to provide adequate access to services, amenities and transport links for future site occupiers.
- 8.13 The proposal would be appropriate within its context and provides good access to services and transport links and therefore, the proposal would be compliant in terms with Cambridge Local Plan (2018) policies 47, 55, 56, 57, 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

No. 169

- 8.14 No. 169 Barnes Close is sited directly west of the application site. Currently the garages are sited directly adjacent to the built form of no. 169 on the common boundary and span beyond the length of no. 169's rear garden. The proposed units whilst 3.1m in height would be sited away from this common boundary and by virtue of the existing situation, it is Officers' view that the proposal would not result in significant overbearing to no. 169's

rear garden or habitable rooms. Whilst the units would be directly east of no. 169's rear garden, given the proposed scale, massing and proximity to no. 169's rear garden, alongside the existing massing of the garages, the proposal would not result in a significant overshadowing impact to no. 169. The built form would project marginally beyond the building line of no. 169 as would the proposed cycle store. However, the resultant impact of this mass on no. 169's front habitable rooms would be minimal. Boundary fencing would enclose the site along the western boundary and thus despite the units containing windows on the western elevation, these windows would not give rise to overlooking to no. 169.

No. 12

- 8.15 No. 12 is located east of the application site and has a single storey garage sited on the shared boundary. By virtue of the scale, massing and siting of the proposed modular homes in relation to no. 12 and existing garages, the proposal would not create an undue overbearing or overshadowing impact to no. 12. A boundary treatment condition is recommended to preserve the amenity of no. 12.

No. 13

- 8.16 No. 13 is situated north of the application site. Vehicular access to the rear garden of no. 13 is located on the common site boundary. The proposal would not restrict access to this vehicular access given the turning space provided. The proposed bin store would be located on the northern boundary of the site, adjacent to the rear garden of no. 13. However, given its proposed scale, this would not adversely impact the amenity of no. 13.

Noise and disturbance

- 8.17 The proposed units are well-insulated and each unit would be occupied by a single person. The proposed units have acoustic insulation exceeding the standard set out by Part E of the Building Regulations, minimizing noise and disturbance to neighbours. Given the residential nature of the proposal, insulation proposed and the robust management strategy proposed, the proposal would not create significant noise and disturbance to surrounding residents arising through comings

and goings. It is important to note that the Environmental Health Officer has no objection to the proposal on amenity grounds.

- 8.18 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and in this respect, it is considered compliant with Cambridge Local Plan (2018) policy 57.

Amenity for future occupiers

- 8.19 The proposed units would have an internal floorspace of 24m². Whilst this would be below the internal space standards detailed in policy 50 which stipulates a minimum requirement of 37m², it is officers' view that there is sound justification for the units being below the minimum standard and that the units would still provide a good quality living environment for those intended to occupy the units. Due to the internal arrangement alongside the high internal ceiling height (above 2 metres) and large windows on the front elevation, it is considered that the proposed unit would not create a cramped internal environment, rather a compact and pleasant space. The intended occupants of the proposed units would be single individuals as per the Housing First model with only moderate and significant support levels, not complex. The selection process would be managed and safeguarded by the Council and the selected charity, to ensure tenants are the right fit for the accommodation. Given the intended occupants, the internal footprint proposed would limit the amount of up-keep and the potential of overnight guests whilst still providing a sufficient amount of internal space, and to a good quality, for a single person. Moreover, there is a critical and urgent need for this particular type of housing which provides supported yet independent accommodation away from the hostel environment or emergency housing which are often not appropriate for the intended occupiers. Whilst the access to the units would be level, the units themselves would not fully comply with part M4(2) compliant. However, given policy 51 is intended to provide Lifetime Homes and these units would be used as move on housing and not permanent dwellings, it is considered that it would not be appropriate to apply the policy 51 criteria to this application.

- 8.20 As the proposed units do not comply with certain policies (such as accessibility/space standards) that would normally be applied to conventional housing, it is essential that any

permission be subject to controls to ensure the units are used for the specific specialist purpose proposed (namely occupied by homeless people in accordance with the Housing First Initiative Criteria, with associated warden-controlled accommodation). Conditions are proposed to control this.

Highway Safety

- 8.21 Despite raising concerns regarding the amenity impact resulting from displaced vehicles, the Highway Authority are of the opinion that the proposal would not adversely impact upon highway safety. A sufficient turning area to the north of the proposed modular homes has been provided to accommodate vehicles entering and exiting the neighbour to the north of the application site.
- 8.22 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car parking

- 8.23 The proposal involves the removal of 24 existing garages and the erection of 6 modular homes which would be attributed a car parking space, designated as a car club space. This would result in a net loss of 23 car parking spaces. A survey has been provided which shows that only two garages are currently used by properties in Barnes Close, 5 in Barnwell Road and 3 additional in the wider 100m area. The remaining garages (14) are used by properties across the Abbey district. It is also important to note that the garages are mainly used for storage given that the scale of garages is not large enough to accommodate a standard sized vehicle. The agent has confirmed that the garages measure internally 4.9m by 2.33m, with a door width of 2.14m. This is, according to appendix L of the Local Plan, to be insufficient to accommodate a standard sized vehicle internally and to gain access. It is noted that potentially some of these garages are used as car parking spaces for smaller vehicles, and therefore it is likely to lead to a degree of displacement onto Barnes Close and the surrounding streets which are uncontrolled. However, taking the above into account, it is considered that the proposal would not result in harm that would be significant enough to warrant refusing the

application. Providing one car club parking space on site is considered appropriate given the specialist nature of the modular units proposed and the sites sustainable location.

- 8.24 Officer's note the substantial objections from third parties regarding the impact of the loss of the garages, including that they are in relatively good condition and that there is existing parking stress on pavements and streets locally. This is, however, an existing problem and whilst an approval of the scheme may marginally increase parking stress locally, this would not be significant and the limited harm caused would be more than outweighed by the social benefits arising from the nature of the scheme.

Cycle parking

- 8.25 Cycle storage is proposed to the south of the units accessible via the access path which adjoins the shared cycle and footpath through the site and Barnes Close to the north. The siting of the store is considered appropriate given its convenient location and the site constraints. The communal cycle store would have the capacity to accommodate six cycles, which conforms to the minimum cycle parking standards of one space per bedroom up to 3 bedrooms. The cycle store would be covered and secure with the access providing sufficient width to turn the cycle to exit if desired. The Landscape Masterplan suggests the external appearance would be finished in timber batten clad, which is considered acceptable. A condition is recommended to secure the cycle store prior to occupation and ensure the details are as proposed.
- 8.26 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Refuse arrangements

- 8.27 The proposed refuse arrangements comprise a shared bin store along the northern boundary, conveniently sited and easily accessible for future occupiers. Officers are satisfied that the store can accommodate the required number and size of bins to adequately provide for the proposed units. How the waste is being managed is unclear, so Officers' recommend a waste management condition to the functional needs of the occupiers are met.

8.28 The proposal is compliant with Cambridge Local Plan (2018) policy 57 and the RECAP Waste Guide.

Third Party Representations

8.29 Third party representations have been addressed in the below table.

<p><u>Impact on surrounding and future residential amenity:</u></p> <ul style="list-style-type: none"> • Privacy • Noise and disturbance • Loss of storage • Poor quality for future occupiers, cramped, limited outside space for new tenants, contrary to policy 50. Formally homeless people deserve the same standard of living others enjoy, and this proposal would not prepare residents for moving onto larger residential units. • Poor natural light. • Crime, fear of crime and community cohesion which should be given considerable weight (NPPF section 91). 	<ul style="list-style-type: none"> • The majority of points raised have been addressed in the residential amenity section of this report. • Loss of storage would result from the development, given that some of the residents use the garages currently as a storage space. However, this is not considered significant harm to surrounding residents when weighed against the public benefit of providing such housing. • Officers' disagree, light and overall amenity for future occupants would be acceptable. • Crime and the fear of crime effect community cohesion and have been taken into account when assessing this application. The Designing Out Crime Officer has no objection to the application and therefore it is considered that crime or the fear of crime resulting from the development would not be significant.
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Parking, highway safety and access

- Parking is a major issue within Barnes Close.
 - Loss of car parking will hinder access for disabled residents and access for emergency and goods vehicles.
 - Half of the houses down Barnes Close do not have driveways and thus the removal of the garages will increase congestion on the streets
 - The turning area for Barnes Close is double parked with cars. Removing the spaces and reducing space available for turning, while increasing the number of residents will not result in conflict between neighbours given the scarcity of parking spaces.
 - The Barnwell Road car parking plans which would replace the parking lost through this development would not be an improvement to the neighbourhood.
 - No suitable alternative sites for displaced parking has been offered and therefore the modular homes should not go ahead until this has been decided.
 - Potential risk to cyclists and pedestrians
- Concerns regarding the loss of car parking and increase in parking pressure have been addressed in the relevant section of this report.
 - The turning area north of the site for Barnes Close is considered sufficient to accommodate a vehicle turning within this space. The Highway Authority have not objected to the application and thus, no significant impact to highway safety is likely to arise.
 - The agent carried out a site selection process and found this to be the most appropriate for the proposed use.
 - Conflict between users has been assessed in the highway safety section of this report.

<p>emerging from the passageway where vehicles are turning and accessing no.12's driveway. The depth of the garages allows cyclists to see cars and slow down as they come around the corner of the garages. This is a well utilised route, used by school children.</p> <ul style="list-style-type: none"> • The cycle/pedestrian access would not be appropriate given its width and 90 degree turn, severely inhibiting cycle access, especially for those with protected characteristics under the Equality Act 2010. This would lead to conflict between users of the access and discourage cycling contrary to policy 80 of the Cambridge Local Plan and paragraph 91 of the NPPF. 	
<p><u>Concentration – policy 47</u></p> <ul style="list-style-type: none"> • The need to build this accommodation here is not necessary given the scheme on Newmarket Road • Policy 47 (d) states that there should not be two or more of these sites on the same street or in a small area. This proposal would equate to two of these sites being in the same area (Barnes Close 	<ul style="list-style-type: none"> • Assessment of the proposal against policy 47 is set out in the principle of development section of this report. It was considered that the principle of this specialist housing in this location would not lead to an excessive concentration within the area.

<p>is at the opposite end of the Peverel Estate). This is a small area and the concentration is excessive.</p> <ul style="list-style-type: none"> • Concentration will put pressure on surrounding facilities and result in anti-social behaviour. • While the Newmarket Road scheme is a temporary consent, there is no requirement to remove or not replace the units after the 3 year time period has lapsed. 	
<p><u>Overdevelopment</u></p> <ul style="list-style-type: none"> • Too many units in a cramped space, impacting on wellbeing • Overdevelopment • The area is not large enough to provide 7 pods • Implications for COVID19 given cramped living conditions and proximity to neighbours 	<ul style="list-style-type: none"> • The proposal has been amended to reduce the number of units on site to 6, in response to Officers' concerns. The proposal is not considered to constitute overdevelopment, given the single storey nature and built footprint.
<p><u>Sustainability</u></p> <ul style="list-style-type: none"> • The proposal is not sustainable. The lifetime of the pods are only 60 years far less than a typical new build, meaning that future generations would have to foot the cost and disruption of renewing or replacing these pods. • Given the pods are exposed on all sides, this 	<ul style="list-style-type: none"> • Sustainable development is socially, environmentally and economically sustainable with longevity. The proposal seeks to erect 6 modular homes to meet the urgent housing need and break the cycle of homelessness. Therefore, this scheme aims to enhance the

<p>would likely lead to a substantial heat loss requiring significant energy to maintain a habitable temperature.</p> <ul style="list-style-type: none"> • While it states that the units are 31% more efficient than Part L, this is hardly surprising given that the habitable volume is more than 30% less than the NPPF and policy 50 require. • The air source heat pump also is far away leading to significant losses. • Unsustainable materials • To meet present needs with little or no regard for the needs of future generations. 	<p>social sustainability of the city by providing these much needed homes. These homes aim to quickly plug the gap in the system where there is not enough emergency housing for those who fall into homelessness. These units are seen as a temporary fix to a wider issue of limited move on accommodation within the city. Further, the units meet the environmental sustainability requirements set out within our Sustainable Design and Construction SPD and Local Plan policies. The modular homes are gifted to the chosen charity and thus pose as an economic opportunity to aid those out of homelessness. Taking the above into account, the proposal is considered to be acceptable in terms of sustainability.</p>
<p><u>Miscellaneous</u></p>	
<ul style="list-style-type: none"> • There are better suited sites for this development. The area is a family area with lots of vulnerable people of all ages, and there is a school close-by. • Limited assessment of other sites prior to this one has occurred. 	<ul style="list-style-type: none"> • The site suitability has been assessed and found to be acceptable. The area is predominately residential with commercial services providing for everyday needs located on Barnwell Road. The site

	<p>is easily accessible and therefore poses as a sustainable location of this type of development, given the reliance on foot and cycle.</p> <ul style="list-style-type: none"> • Other sites were considered prior to this site, however this was seen to be the most viable. The application has been assessed on its merits and has been found to be acceptable.
<ul style="list-style-type: none"> • Selection of the proposed residents does not appear to be rigorous. This is irresponsible and negligent of the council to put the surrounding residents at risk of crime and anti-social behaviour. • The management strategy states that there will not be 24hr support. This is insufficient support given the complex needs • Is residential support given on the site? • No detailed plan has been submitted in relation to how proposed residents move on to more permanent homes. 	<ul style="list-style-type: none"> • The selection of tenants is detailed in the management strategy submitted and states that they will be jointly selected by the Council and the chosen charity (which would likely have a pre-existing relationship with the tenant). They are best placed to select tenants who are the best fit of this housing type. The management strategy states that no tenant will have complex needs whereby they need more intensive support. Tenants that are selected will either have moderate or significant needs and will be supported by additional services. This is a model that has been found to be acceptable in other instances and no information has been

	<p>provided to result in a departure from this view.</p> <ul style="list-style-type: none"> • The management plan details that proposed residents will move on when they are ready to sustain a more permanent form of housing. This will be reviewed by the Council in connection with the chosen charity and tenant after the initial 6 month assured tenancy. Typical tenancies will last up to 12-18 months.
<ul style="list-style-type: none"> • Big increase in housing density and reduction in community facilities 	<ul style="list-style-type: none"> • The proposal would only result in an increase of 6 individual people and therefore in comparison to the density of the surrounding development would not pose as a big increase in housing density. While the proposal would result in the loss of storage and car parking for surrounding residents, this is not designated as a community facility in planning policy.
<ul style="list-style-type: none"> • Surface drainage needs to be addressed so as not to drain onto the rear garden of no. 13 Barnes Close 	<ul style="list-style-type: none"> • The Sustainable Drainage Officer has no objections to the application subject to a condition relating to surface and foul water. This information will therefore be secured via condition. A consent cannot be carried out

	<p>unless these details are agreed in writing by the LPA and carried out in accordance with the approved details.</p>
<ul style="list-style-type: none"> • Rubbish could accumulate on the boundary with no. 13 Barnes Close 	<ul style="list-style-type: none"> • A waste management plan will be conditioned to prevent against the accumulation of rubbish.
<ul style="list-style-type: none"> • Inaccuracies, errors and misrepresentations in the planning application. The application form states that no works would alter the vehicle access proposed to or from the public highway, this is untrue. Hardstanding between the existing garages which provides access to the garages and to the parking spaces outside 169 Barnwell Drive will be removed. Section 8 (relating to rights of way); Section 9 (car parking); Section 17 (non-residential floor space) are also inaccurate. • None of the plans show the pods in the context of their surroundings, the visual impact is not clear. • Misrepresented no. 13's boundary 	<ul style="list-style-type: none"> • A site visit has been carried out by several Planning Officers and the site in actuality alongside the proposed plans have been assessed. • Whilst there may be a discrepancy on the application form, the plans are clear and accurate and officers do not consider that this has prejudiced any third parties from making representations. Disputes over rights of access and boundary locations are civil matters.
<ul style="list-style-type: none"> • Clear conflict of interest given that the Council will profit financially from the scheme and the Council are deciding on their own 	<ul style="list-style-type: none"> • This application is a Regulation 3 application under the Town and Country Planning General Regulations

scheme.	1992 (as amended) due to the land being owned by Cambridge City Council and Cambridge City Council also being the applicant for the proposals. For clarity, the applicant is not the Cambridge Investment Partnership (CIP). CIP has only acted in the capacity as an agent on this application. The application has been assessed on its merits against national and local policy which have both been subject to robust assessment by independent reviewers.
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9.0 CONCLUSION

9.1 In conclusion, it is considered that the proposal would not harm the prevailing character of the area whilst providing a good quality environment for the future occupiers. Officers are mindful of the substantial objections and concerns raised by third parties in relation to the scheme and have borne these in mind in reaching a balanced conclusion on the merits of the scheme. Clearly, the management of the scheme will be integral to the successful integration of the units into the wider community. A management strategy has been conditioned to ensure such management will be carried out appropriately and the Council will retain part control over the units with the chosen charity. Officers consider that the proposal would not give rise to any significant impact on residential amenity for existing occupiers in the vicinity, including impacts related to the loss of the existing garages. As such the recommendation is one of 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. 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.

This should include a daily register of contractor and sub-contractor vehicles that are parked on street be maintained so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

- a. The name of the driver
- b. The registration number of the vehicle
- c. Make of vehicle
- d. Arrival time
- e. Departure time

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

4. 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)

5. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

6. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

7. The development, hereby permitted, shall not be used or occupied until the approved approach to meeting a 19% reduction in carbon emissions compared to Part L 2013 has been fully implemented. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised approach to meeting a 19% reduction in carbon emissions shall be submitted to and approved in writing by the local planning authority. The approved revised approach shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

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

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

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

The scheme shall include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented with the hydraulic model;
- c) Detailed drawings of the entire proposed foul and surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Site investigation and test results to confirm infiltration rates;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water;
- i) Formal agreement from third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

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

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

10. No person shall occupy any of the 4no. homeless accommodation units hereby permitted unless such person meets the qualifying homeless resident status in accordance with the Cambridge City Council's First Tenant Selection Criteria as defined within the Housing First for Cambridge Proposals for Expansion and Development dated January 2019 (as amended) and shall have been approved in accordance with the details provided within the approved 'Foundation 200 Modular Homes - Barnes Close: Management Strategy - Allocation and Support'.

Reason: To ensure the modular units hereby approved are only used and occupied in accordance with Cambridge Local Plan 2018 Policy 47 as specialist housing and not as permanent residential accommodation of any other description or use.

11. Any of the modular units hereby approved shall only be occupied by a single occupant of qualifying status (pursuant to condition 10 hereof) for a maximum aggregate period of eighteen months in any two calendar years unless otherwise agreed in writing with the Local Planning Authority.

Details of all licences tenancies or other forms of writing creating a right to occupy a modular unit shall be maintained for a period of ten years and made available for inspection at the request of the local planning authority.

Reason: To ensure the modular units hereby approved (1) are used and occupied in accordance with Cambridge Local Plan 2018 Policy 47 as specialist housing and not as permanent residential accommodation of any other description or use; and (2) to protect the amenity of the occupiers consequential that the modular units do not meet the internal space standards as set out in Policy 50 of the Cambridge Local Plan 2018 .

12. For the avoidance of any doubt, the modular homes hereby permitted, notwithstanding the provisions of Schedule 2, Part 1, Classes A, B and E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification): the enlargement, improvement or other alteration, the insertion of new windows and the provision within the curtilage of any building or enclosure, 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 50, 55, 61 and 71)

13. No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include non-masonry walling systems; windows; doors and entrances; roof cladding; external metal work, rainwater goods, edge junctions and coping details; colours and surface finishes. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

14. The cycle path hereby permitted shall be laid out in accordance with drawing 109-03 dated 15.12.2020 with minimal disruption to the existing cycle route.

Reason: To ensure the cycle route is maintained available for public use throughout the development (Cambridge Local Plan 2018 policy 80 and 81).

15. 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)

16. The cycle store hereby permitted, in accordance with drawing 109-3 dated 15.12.2020, shall be erected prior to first occupation or the bringing into use of the development and retained as such thereafter.

Reason: To ensure the amenity for future occupiers (Cambridge Local Plan 2018 policy 56, 57 and 82).

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

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

18. No demolition or construction works shall commence on site until a condition survey of the adopted public highway from the junction of Barnes Close with Peverel Road to the site, be carried out in conjunction with a representative of the Highway Authority to record the condition of the adopted public highway, so that any subsequent damage caused by the development can be noted and repaired at no expense to the Highway Authority.

Reason: For the safe and efficient operation of the Highway.

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. Should the use of the modular homes for specialist housing for homeless persons and associated cycle parking and stores hereby permitted cease to be occupied in accordance with the agreed management strategy under condition 15, the approved development shall be removed from the site within 3 months of the cessation of use and the land restored in accordance with a detailed scheme to be submitted and approved in writing by the Local Planning Authority.

Reason: to ensure the modular units hereby approved are only used and occupied in accordance with Cambridge Local Plan 2018 Policy 47 as specialist housing and not as permanent residential accommodation of any other description or use and to protect the visual amenity of the local area in accordance with Policy 55 of the Local Planning Authority.

Application Number	19/1221/FUL	Agenda Item	
Date Received	3rd September 2019	Officer	Mary Collins
Target Date	29th October 2019		
Ward	Abbey		
Site	Land rear of 29 - 31 Peverel Road		
Proposal	Erection of 1no. detached dwelling		
Applicant	Ms G Bovolenta		
	Land to the rear of 31 Peverel Road		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> • The development would have an acceptable impact on the character of the area • The development would not have a significant adverse impact on residential amenity. • The development would not have a significant adverse impact on highway and pedestrian safety. • The development would not be detrimental to an adjacent tree of public amenity value.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site lies to the north of Nos. 29 & 31 Peverel Road and comprises part of the former gardens to those properties.
- 1.2 No. 31 Peverel Road is a two storey end of terrace property finished in render. Peverel Road skirts around the front and side of the site, and there is a grass verge in between the site and the highway with a Sycamore tree. The surrounding area is

residential in character and formed primarily of terraced properties.

- 1.3 There is an existing access over a grass verge onto Peverel Road which is within the application site and in the ownership of the applicant.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought for the erection of a detached dwelling on the site, which has been sectioned off from the retained gardens of 29 & 31 Peverel Road with boundary fencing.
- 2.2 The proposed dwelling would have a rectangular footprint and would be approximately 7 metres wide by 13.5 metres long at ground floor level. The first floor would be cantilevered to the principal elevation and would over sail the ground floor by approximately 1.25 metres. It would be 7 metres wide by approximately 9 metres in depth. The ground floor would project to the rear of the main two storey section of the dwelling by approximately 4.4 metres would have a single storey with a flat roof.
- 2.3 The dwelling would present a hipped gable roof to the front and rear. It would have a central rooflight on the ridge. It would be approximately 7.5 metres to the ridge and approximately 5 metres to eaves level.
- 2.4 The external materials would be buff facing brick and red roof tiles. The dwelling would have a rendered horizontal band to the front
- 2.5 Revised drawings were received during the course of the application to alter the design and siting of the proposed dwelling. The application originally proposed a two storey contemporary flat-roofed 4-bedroom dwelling. The main section of the proposed dwelling now has a pitched roof with a hip to the front and rear. The first floor terrace has been removed and the number of bedrooms has been reduced from four to three. The proposed dwelling has also been inset from the boundary with 33 Peverel Road and

2.6 The application is accompanied by the following supporting information:

1. Design Statement
2. Drawings
3. Shadow drawings

3.0 SITE HISTORY

Reference	Description	Outcome
17/0740/FUL	Erection of one 3 bedroomed detached dwelling.	Refused 20.10.2017
17/1740/FUL	Erection of one 3 bedroomed detached dwelling.	Approved 07.12.2017

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 31 32 35 36 37 50 51 55 56 57 59 71 81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

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

Revised drawings

The Highway Authority requests that the application be refused in its present format as the proposed site layout drawing (which was not included in the original submission of Sept, 2019), shows the south-eastern corner of the proposed building as extending beyond the red line of the site into the adopted public highway.

The design as proposed makes no allowance for off-street car parking as the whole width of the grass verge to the east of the site is adopted public highway and as such cannot be used for private parking.

A condition should therefore be added to any permission requiring that the existing dropped kerb that provides vehicle access to the site be removed and returned to a full face kerb.

Second revision

The details overcome the Highway Authority's request that the application be refused.

Drainage

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

Environmental Health

- 6.3 Pollution from the demolition and construction phase has the potential to affect the amenity of surrounding properties if not controlled. In the interests of amenity, recommend the standard construction and delivery noise/hours and piling conditions. Policy 36 of the approved and published Cambridge Local Plan 2018 supports the delivery of the Air Quality Action Plan (AQAP). In accordance with the AQAP where residential dwellings have an allocated car parking space require the provision of an active slow electric vehicle (EV) charge points in 100% of the car parking spaces. This can be secured by condition.

Any boilers installed should be low NOx and meet a dry NOx emission rating of 40mg/kWh. Recommend the bespoke low NOx informative.

Tree Officer

- 6.4 If the application is permitted the foundations will have to be limited dig along with the services within the Root Protection Area. This information should be detailed in an Arboricultural Method Statement. Recommend a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP); site clearance pre-commencement site meeting; implementation of approved tree protection methodology; Replacement planting.

Cambridge International Airport

- 6.5 No objection. The proposed development does not conflict with safeguarding criteria. Request to be kept informed of any intended crane usage to survey these for any infringements of Obstacle Limitation Surfaces.

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

7.0 REPRESENTATIONS

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

- 27 Peverel Road
- 33 Peverel Road
- 35 Peverel Road
- 72 Peverel Road
- 76 Peverel Road

7.2 The representations can be summarised as follows:

Original submission

- Noise from building work
- Is the plot big enough
- Would like to receive assurances that the large ash tree to the front of the property will be maintained in the future and will not be removed.
- Roof terrace, especially, directly overlooks several neighbouring properties,
- The neighbouring properties are all traditional, rendered with pitched roofs. This modern property is not in keeping with the area at all.
- The dwelling would overshadow No.33's dwelling and garden area
- Parking provision. Parking is already dangerous on the corner due to a large number of vehicles parking up on the pavement near 31 Peverel Road. This makes the corner blind, and the road narrow. Question whether the provision of a single parking space (on land of debateable ownership) is adequate for a four bedroom house.
- Too large for the proposed area, and in order to meet the minimum floor space requirements for a four-bedroom house, the proposal is sacrificing the privacy of a number of neighbouring properties.

Revised drawings

33 Peverel Road

After reviewing the amended drawings and contacting the architects.

have been assured that the horizontal 45 degree line regarding the length of building has now been met. Also the first floor bathroom window will be of obscure glass.

With these points considered would like to retract previous objection.

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

8.0 ASSESSMENT

Principle of development

- 8.1 The principle of development is acceptable and in accordance with the Cambridge Local Plan 2018 policies 1 and 3.
- 8.2 At the time of submission of this planning application there was an extant planning permission at the application site for a detached dwelling reference 17/1740/FUL. This permission expired on 7th December 2020. This is a material consideration in the assessment of this planning application.
- 8.3 The original submission differs from the previous consent 17/1740/FUL in that the application site is larger being deeper and now extending beyond the rear garden of 29 as well as 31 Peverel Road. The proposed dwelling would be constructed on the common boundary with No. 33 Peverel Road. The design of the original proposed dwelling as submitted was also different. The main two storey section was designed with a flat roof with an additional section to the rear at ground floor level with a terrace above.
- 8.4 Officers considered that the proposed dwelling as originally submitted, by reason of its form, material appearance and massing would be out of keeping with the prevailing pattern of development and would be incongruous in the street scene and

detrimental to the visual amenity of the surrounding area. It was also considered that the proposed dwelling by reason of its massing and proximity to the northern boundary would be overbearing and detrimental to the amenities of the adjacent property which lies to the north at 33 Peverel Road.

- 8.5 During the course of the current application, revised drawings were received showing the proposed dwelling redesigned to recreate the profile and position of the approved dwelling as much as possible and set away from the common boundary with 33 Peverel Road.
- 8.6 The main section of the proposed dwelling would have a similar depth to the approved dwelling and would have a pitched roof with a hip to the front and rear. It would have an additional section to the rear at ground floor level. It now provides, three, two person bedspaces.

Context of site, design and external spaces

- 8.7 The prevailing style of dwellings within the surrounding area are traditional pairs of dwellings with hipped roofs with some with gable roofs and of similar appearance and age.
- 8.8 The proposed dwelling would be set back from the principal elevation of the adjacent pair at 33/35 Peverel Road and would respect the position of these existing dwellings.
- 8.9 In terms of its scale and massing, the height of the proposed dwelling would be lower than the adjacent pair of dwelling and its width would be similar. Its eaves would be lower than the eaves line of the adjacent pair and it would be subservient to this pair.
- 8.10 Views of the side of the dwelling from the public realm would be recessive and the mature Sycamore on the amenity land to the front of the application site would partially screen the side elevation from view particularly in the summer months.
- 8.11 In the opinion of Officers the proposal complies with Cambridge Local Plan (2018) policies 55, 56, 57, 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

29 Peverel Road

- 8.12 The first floor windows to the rear of the proposed dwelling would be inset by 6.6 metres from the common boundary and would serve a bedroom and en-suite. Given this inset, there is unlikely to be a detrimental loss of privacy through overlooking into the rear gardens of this property.
- 8.13 Given the relationship of first floor windows between the two properties, a detrimental loss of privacy through interlooking would not occur as a result of the proposal.
- 8.14 A first floor side window facing the rear elevation of 29 and 31 Peverel Road would be fitted with obscure glazing and as such this would prevent loss of privacy through interlooking at first floor level.

31 Peverel Road

- 8.15 The proposed dwelling is to the north of 31 Peverel Road. The side elevation of the proposed dwellinghouse is inset from the boundary and 4.4 metres away from the boundary. The proposed dwelling is not considered to be overbearing or to result in an undue loss of outlook to this property.

33 Peverel Road

- 8.16 The proposed dwelling is to the south of 33 Peverel Road and would be inset by approximately one metre from the common boundary
- 8.17 No. 33 has two windows in its side elevation facing the proposal, but both are to non-habitable rooms/spaces. Therefore, the impact on light and enclosure to these windows is acceptable.
- 8.18 No. 33 also has a conservatory which faces south and west into its garden and which is located some 6.9m to the north of the proposed side wall of the proposed house. As the conservatory is dual aspect, daylight reaching the conservatory space would

not be unduly impacted upon. Officers are not concerned that views from the conservatory would be unduly enclosed.

- 8.19 No. 33 also has a patio which wraps around the southern and western sides of the conservatory. It is already partially overshadowed by the attached garage and a pergola which covers part of it.
- 8.20 The two storey side wall of the proposed dwelling would be inset from the common boundary with this property by approximately one metre. There would be an approximate gap of 4.3 metres between the main sides of the existing and proposed properties, between which sits an attached garage belonging to no. 33. There would be an intervening distance of approximately 7 metres from the side of the proposed dwelling to the side of the conservatory to the rear of the dwelling at no. 33.
- 8.21 The proposal extends 5.3 metres past the rear elevation of No. 33 at two storey height and a further 4.4 metres at ground floor level. As per BRE guidance a 45 degree horizontal angled plane was taken from the midpoint of each window into a habitable room in the rear elevation of No. 33. None of these planes are cut by the proposal, which indicates that the impact on daylight entering these rooms will be acceptable.
- 8.22 BRE Guidance recommends that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.
- 8.23 In this instance, there will be loss of light to part of no.33's patio, mainly in the area between the side elevation of the dual aspect conservatory and the rear elevation of the house at the equinoxes. The extent of additional overshadowing caused by the proposal would be minimal compared to the substantial long garden that no. 33 already has, and at least of half of the garden area would still receive at least two hours of sunlight on

21 March. As such it is considered that any loss of light through overshadowing would not be detrimental.

8.24 Following the submission of amended drawings and a shadow study, the neighbour at No.33 has confirmed that their original concerns regarding overshadowing have been resolved.

8.25 To ensure the flat roof to the rear of the dwelling is not used as an external amenity area, a condition will be attached to restrict this and ensure the privacy of adjoining residential properties.

8.26 In the opinion of Officers 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) policies 56 and 35.

Amenity of future occupiers

8.27 Policy 50 relates to residential space standards and states that new residential units will be permitted where their gross internal floor areas meet or exceed the residential space standards set out in the Government's Technical housing standards – nationally described space standard (2015) or successor document.

8.28 The proposed dwelling would exceed the standards. In this regard, it 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:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m²)	Proposed size of unit	Difference in size
1	3	6	2	102	142	40

Size of external amenity space:

8.29 The outdoor amenity space is to the south and west of the proposed dwelling. In the opinion of Officers, the proposal provides an adequate level of residential amenity for future

occupiers and it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 56.

Accessible homes

- 8.30 The development has been assessed for compliance with Policy 51 and complies with the requirements of Part M4 (2) of the Building Regulations, Accessible and Adaptable Homes.
- 8.31 In the opinion of officers, the proposal provides an adequate level of residential amenity for future occupiers and is compliant with Cambridge Local Plan (2018) policies 50, 51 and 56.

Highway Safety

- 8.32 In the opinion of Officers the proposal is compliant with Cambridge Local Plan (2018) policies 80 and 81.

Car and Cycle Parking

- 8.33 There is one onsite parking space provided which is situated on the existing hardstanding off Peverel Road. The car parking standards are a maximum and therefore there is no requirement to provide onsite parking. The Highways Officer has requested that the existing dropped kerb from Peverel Road that previously provided motor vehicle access to the site when used in association with 31 Peverel Road be removed and returned to a full face kerb.
- 8.34 The previous permission granted the use of this dropped kerb to access a parking space. With respect to this request from Highways, as the existing hardstanding and dropped kerb are already in place, it is considered that in this instance parking to the front of the proposed dwelling would be acceptable given the fall back position and Officers consider there is no need to impose the condition requested.
- 8.35 The City Council promotes lower levels of private car parking particularly where good transport accessibility exists. There are bus stops on Barnwell Road and the site is within walking distance or cycling distance of shops along Newmarket Road and the City Centre. It is noted this is not an area of parking control and on-street parking is available in this area.

8.36 Two bicycles are indicated on the site plan. The standards require one cycle space per bedroom and that these are in a covered and secure structure. There is space at the application site for the siting of a three bike cycle store and this will be required by condition.

8.37 In the opinion of Officers the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Refuse

8.38 Provision would be required for the siting of three wheeled bins for household refuse. This has been shown on the submitted drawings.

8.39 In the opinion of Officers, the proposal is compliant with Cambridge Local Plan (2018) policy 56.

Trees

8.40 There is a Sycamore tree situated on the grass verge to the front of the application site which offers amenity value and public benefits to the area and would provide a degree of screening to the proposed dwelling. The Council's Arboriculturalist is content that the tree can be protected from the impacts of development through both construction and proximity to the proposed dwelling. Conditions are recommended to be attached to ensure protection of this trees during the construction period as well as requiring limited dig foundations ensuring the tree's health and longevity.

8.41 In the opinion of Officers, the proposal is compliant with Cambridge Local Plan (2018) policy 71.

Drainage

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

8.43 Policy 31 of the Cambridge Local Plan 2018 (Integrated water management and the water cycle) requires flat roofs to be either

a Green Roof or Brown Roof. A condition will be attached to require the single storey flat roofed section to the rear is this.

8.44 In the opinion of Officers, subject to the conditions required above the proposal is compliant with Cambridge Local Plan (2018) policy 31.

9.0 CONCLUSION

9.1 This proposed dwellinghouse would be an acceptable addition to the streetscene and would not have a detrimental impact on the amenity of neighbours. The proposal would respect the adjacent tree of public amenity value.

9.0 RECOMMENDATION

APPROVE for the following reasons:

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

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

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

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

3. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 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)

4. 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.

5. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of this meeting shall be provided to the Council for approval.

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.

6. The approved tree protection methodology (AMS) 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.

7. 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.

8. 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)

9. 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)

10. 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)

11. Prior to the installation of any electrical services, information to demonstrate that at least one operational electric vehicle charge point will be installed at the site, shall be submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

13. Prior to the occupation of the development, hereby permitted, the first floor side window to the landing shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall be non-opening under 1.7 metres from internal floor level. The glazing shall thereafter be retained in accordance with the approved details.

No further windows or openings shall be inserted at first floor level in the side elevations of the development 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).

14. The flat roof(s) hereby approved shall be a Green Roof or Brown Roof in perpetuity unless otherwise agreed in writing by the Local Planning Authority A Green Roof shall be designed to be partially or completely covered with plants in accordance with the Cambridge Local Plan 2018 glossary definition, a Brown Roof shall be constructed with a substrate which would be allowed to self-vegetate.

Reason: To ensure that the development integrates the principles of sustainable design and construction and contributes to water management and adaptation to climate change (Cambridge Local Plan 2018 policies 28 and 31)

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

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

16. Prior to first occupation for the use hereby permitted, carbon reduction measures shall be implemented in accordance with a Carbon Reduction Statement which shall be submitted to and approved in writing by the local planning authority prior to implementation. This shall demonstrate that all new residential units 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).

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

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

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

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

20. The flat roof area of the development hereby permitted shall not be used as a balcony, roof garden or amenity area without the grant of further specific planning permission from the Local Planning Authority.

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

21. No development shall take place above ground level, other than demolition, until detail of the external materials (including samples where necessary) to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and 57)

22. 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 fencing shall provide hedgehog gaps.

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)

INFORMATIVE: The foundations will have to be limited dig along with the services within the RPA. This information should be detailed in an AMS and should be submitted to discharged required conditions.

INFORMATIVE: Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

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

INFORMATIVE: Please inform Cambridge International Airport of any intended crane usage so they can survey these for any infringements of Obstacle Limitation Surfaces.

INFORMATIVE: Under the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (as amended) permitted development rights were granted to the development of ground source or air source heat pumps for dwelling houses and flats. The MCS Planning Standards were developed to act as a resource for this and contains the requirements, including noise prediction methodologies, that ground source or air source heat pumps must comply with to be permitted development under the above Act. Development would not be permitted development if it failed to comply with The MCS Planning Standards. It would be a reasonable step to require that any new ground source or air source heat pump complies with the MCS Planning Standards. This should ensure that internal and external noise levels are kept to a reasonable level at any nearby residential premises.

INFORMATIVE: The granting of any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features. In addition, equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.

Application Number	20/02791/FUL	Agenda Item	
Date Received	22nd June 2020	Officer	Rebecca Claydon
Target Date	17th August 2020		
Ward	East Chesterton		
Site	196 Green End Road		
Proposal	Demolition of no. 196 and No. 198 Green End Road and construction of 7no. Apartments (5no. 2bed, 1 3bed and 1no 1bed) and commercial space.		
Applicant	Other Dama Developments C/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> • The design and scale of the development is of high quality and would enhance the character and appearance of the surrounding area. • The proposed development would not have any adverse impact to the residential amenity of adjoining neighbours and would provide acceptable living conditions for the future occupiers • The proposal would provide residential development on a brownfield site and is located in a sustainable location
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site comprises of 196 and 198 Green End Road and associated land, located in the ward of East Chesterton. The site sits on the corner of Green End Road which intersects with Scotland Road to the west. Although the surrounding area

is primarily residential in character, it is located adjacent to an off-licence to the immediate north east of the site and is opposite Chesterton Methodist Church.

- 1.2 Green End Road has limited parking, with with-flow cycle lanes on both sides of the road. The site falls within a Neighbourhood Centre. There are no other relevant site constraints.

2.0 THE PROPOSAL

- 2.1 The application seeks approval for the demolition of 196 and 198 Green End Road. It proposes the construction of 7no. apartments (5 two-bed flats, 1 three-bed flat and 1 one-bed flat) and ground floor commercial space which would comprise of 111 square metres of floor space. The proposal would have integrated cycle and bin storage. All plots would have a private external amenity space in the form of balconies, as well as access to a shared roof terrace (72 sqm) located on the second floor.
- 2.2 The scheme has been amended in order to address concerns raised following consultation. The application is accompanied by supporting information, including visualisations of the scheme from surrounding vantage points.

3.0 SITE HISTORY

Reference	Description	Outcome
08/0802/FUL	Change of use from one dwelling house to two flats including existing external staircase.	Permitted
15/0395/FUL	Proposed demolition of 2x flats and development of site to form 1x Cycle shop and 2x 2 bed apartments, 3x 1 bed apartments and 1x studio	Withdrawn
19/1516/FUL	Demolition of no. 196 and No. 198 Green End Road and construction of 7no. Apartments (4No. 1 Bedroom and 3No. 2 Bedroom) and commercial space.	Withdrawn

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 29 31 32 34 35 36 42 45 50 51 55 56 57 59 64 65 69 70 71 72 80 81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local
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	Government March 2015 (material consideration)
Supplementary Planning Documents	Cambridgeshire and Peterborough Flood and Water Sustainable Design and Construction SPD (2020)
Material Considerations	<u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008) Arboricultural Strategy (2004) Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001). Cambridge and Milton Surface Water Management Plan (2011) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Cambridge City Council Draft Air Quality Action Plan 2018-2023 Cambridge City Council Waste and Recycling Guide: For Developers. Cambridge Walking and Cycling Strategy (2002) Cambridgeshire Design Guide For Streets and Public Realm (2007) Cambridgeshire Green Infrastructure Strategy (2011) Cycle Parking Guide for New Residential

	Developments (2010)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 Original comments: No objection, conditions recommended.
- 6.2 Amendment comments: No objection, conditions recommended.

Environmental Health

- 6.3 Original comments: The development is acceptable subject to the imposition of condition(s)/informative(s), including:
- Hours of opening
 - Collections and deliveries
 - Dust
- 6.4 Amendment comments: The development proposed is acceptable; previous comments remain relevant.

Urban Design and Conservation Team

- 6.5 Original comments: **Objection:** Proposed scheme is not supported in Urban Design terms because it does not satisfactorily fulfil Cambridge Local Plan (2018) Policy 50: Residential space standards and Policy 57: Designing New Buildings. A number of changes needed to the layout to ensure that functional design aspects concerning refuse storage, cycle parking and car parking are well resolved.
- 6.6 Amendment comments: **No Objection:** The applicant has addressed many of the issues raised previously, improving the functional design, cycle storage and commercial space. Further detail is needed on the building material and appearance to ensure a contemporary and quality finish; can be dealt with via condition in event of approval. Taking the above into account, the proposed scheme is supported in Urban Design terms.

Landscape

- 6.7 Original comments: **No Objection:** Marked improvement for residents and retail visitors/workers compared to previous application.
- Cycle store – suitable in size but not conveniently located
 - Not clear how access to the bin store will function
 - White space between two trees – clarification needed
 - Adequate amenity areas for number of occupants
 - Reversing distance for the two disabled bays is slightly below 6m but due to increased width of the bay can be considered compliant for reversing manoeuvres as demonstrated by the manoeuvring diagrams shown on the site plan drawing
 - Ground floor unit amenity area acceptable
 - Tree planting is welcome, although space provided for them is very meagre. At least one of these trees should be a large canopy tree.
- 6.8 Amendment comments: none received.

Sustainable Drainage Engineer

- 6.9 Original comments: **No Objection.** The development proposed is acceptable subject to the imposition of conditions. Proposals have not indicated a surface water drainage strategy however, as this is a minor development and there are no surface water flood risk issues, it would be acceptable to obtain this information by way of a condition.

Waste

- 6.10 Original comments: None received.

Amendment comments: Seeks clarification regarding how the bins will get to the pavement for collection and the distance from the bin store to the pavement.

Access Officer

- 6.11 The Blue Badge space needs to be marked out to the correct dimensions.

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

7.0 REPRESENTATIONS

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

Original:

- 19 Water Street (objection)
- 189 Green End Road (objection)
- 197 Green End Road (objection)
- 10 Tenison Road (objection)
- 204 Green End Road (objection)
- 206A Green End Road (objection)
- 22 Camside / Camcycle (objection)

Amendments:

- 10 Tenison Road
- 189 Green End Road (objection)

7.2 The representations can be summarised as follows:

- Increase in traffic and car parking pressure resulting from proposals, adding to existing car parking issues, as well as safety concerns as it is a heavily used junction, including for cyclists.
- The access to bus stop could be more difficult to use as a result of the proposal.
- There is no indication of staff car parking; not enough car parking for the occupants.
- The existing front garden of no. 196 is often used for car, van and lorry parking – loss of this space would encourage pavement-straddling parking
- Proposed parking spaces would in reality only accommodate 4 cars
- Clarification as to how retail car parking arrangement would work
- Existing traffic calming measures do not work in area – greater amount of activity should not be encouraged

- The proposal is not sympathetic to character of Green End Road; unacceptable height, scale and massing.
- The proposal exceeds neighbouring building lines and is partly against the pavement line. Concerns that this would result in the proposal being overbearing.
- There are no other apartments in area; they are mostly terraced houses.
- Unsympathetic materials; revisions continue to have out-of-character dark brickwork.
- The development is cramming maximum into minimum.
- Surface rainwater will run into existing drains and river causing flooding.
- Fire escape routes for Plots 2, 4 and 6 are too close to the kitchen.
- Concern about type of commercial use for the commercial unit; potential increase in anti-social behaviour.
- Proposals are contrary to Strategic Objectives in Cambridge Local Plan (2018) – biodiversity and climate change.
- Loss of trees and impact to biodiversity; the proposal would be unsustainable.
- Clarification of sizes of bins.
- Existing litter problem from neighbouring shop.
- Concerns regarding impact of the balconies on neighbour amenity (overlooking and noise); concern regarding noise pollution resulting from roof-top space; additional noise pollution generated by the intensification of the site.
- Concern regarding amenity space in terms of air quality.
- Various queries regarding the DAS.
- Concern regarding the similarity of new application to previous application.
- Ground floor plan does not show type of bike rack to be installed and stands shown are 600mm apart which is too close and against policy. Sheffield stands should have distance of 1000mm.
- Recommend provision of internal spaces for larger cargo and adapted cycles to better facilitate residents without access to cars.
- Building would interrupt wind flow.
- Urban Design comments only address NW building line; clarification over purpose of Urban Design report.

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

8.0 ASSESSMENT

8.1 From the consultation responses and representations received the main issues are as follows:

1. Principle of development
2. Context of site, design and external spaces
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Inclusive access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations

Principle of Development

Policy 3 supports residential development on windfall sites, subject to existing land use and compatibility with adjoining uses. The site is located in a primarily residential area and is adjacent to a commercial unit. Therefore, it is considered that, subject to a suitable design coming forward, additional residential units on this site can be supported in principle. There are two existing detached dwellings on site which are both currently vacant. As the proposal is for a regeneration of the site for a greater number of residential units there is no conflict with policy 3.

8.2 Policy 72 aims to promote and retain an appropriate mix and balance of uses for the day-to-day needs of local people. The application site is within a defined neighbourhood centre and proposes commercial shop usage on ground floor level. Policy 72 sets out acceptable ground floor level uses for development within designated Neighbourhood Centres, which includes shops (A1 use). Therefore, the principle of A1 (now class E) use at ground floor level is considered to be acceptable.

8.3 Whilst third-party concerns have been raised about the specific type of commercial use, this is not known at this stage and it is not considered reasonable to implement a condition restricting

any changes allowed under Permitted Development Rights. The residential unit of Plot 1 is located on ground floor level; however, whilst Policy 72 states that C3 residential units would not be acceptable at ground floor level in neighbourhood centres, Plot 1 is set back considerably from the pavement edge with car parking located in front in the approximate location of the existing residential unit. Therefore, the location of Plot 1 on ground floor level is considered to be acceptable.

- 8.4 The principle of the development is acceptable and in accordance with policies 3 and 72 of the Cambridge Local Plan (2018).

Context of site, design and external spaces

Response to context

- 8.5 The proposal would sit on the corner of a primarily residential area and in a prominent position. It would have a curved and staggered form, extending out close to the corner of the bend in the road, with a series of balconies and a recessed upper floor. Its rendered main form and set back flat roof upper storey would appear in contrast to neighbouring buildings. The surrounding residential dwellings generally are two stories in height, of a semi-detached or detached nature with pitched roof forms.
- 8.6 The proposal would not exceed the height of the neighbouring properties, with the exception of the lift shaft element which would be higher than the neighbouring shop unit by approximately 1.04m. As this element would be 2.5m in width when viewing the proposal from the north-west, it is not considered that this element would have a significant impact to the surrounding area. The stepping back of the upper floor level would also further limit any impact of the proposed building upon the character of the area. The massing of the proposed development is broken up by the stepping of the heights of the development and the projecting elements of the balconies. Urban Design Officers are satisfied with the height of the proposed building. Given this and due to the fact that the height of the proposed building generally does not exceed the height of the surrounding dwellings, it is considered that the proposal in terms of height and massing is acceptable.

- 8.7 Policies 55 and 57 also require that proposals be in keeping with the surrounding area in terms of materiality. The application proposes the use of primarily white rendering, with dark grey brickwork at ground floor level and feature balconies consisting of Hardie Plank cladding. Whilst third parties have raised concerns regarding the proposed materials, Urban Design Officers are satisfied that the proposed colour palette is acceptable. This is further supported by the fact that the surrounding properties are not consistent in terms of rendering and materiality. Urban Design officers have recommended conditions regarding further details on the materials of the proposed building and appearance to ensure a contemporary and quality finish. This is considered to be a reasonable condition to add, in order to ensure that the proposal offers a high-quality design.
- 8.8 It is acknowledged that the building line is forward of numbers 200 and 202 Green End Road on the south west elevation, in order to accommodate the commercial unit. However, consideration has been given to the existing building lines of the surrounding properties as the proposal then steps back on the two-storey element to the south west which does meet the building line of nos. 200 and 202. Furthermore, the building line to the north west of the site is consistent with the adjacent shop which Officers consider to be acceptable in design terms.
- 8.9 During the course of the application revised drawings were submitted which implemented a white render on the upper storey, a feature roof overhang and a raise in the height of the parapet wall. It is considered that these amendments have reduced the impact of the second floor to the surrounding area, reducing any overbearing impact and therefore successfully integrating the proposal into the surrounding area.
- 8.10 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 60.

Carbon reduction and sustainable design

- 8.11 Limited information has been provided by the applicant regarding carbon reduction and sustainable design; conditions are recommended to secure carbon reduction and water conservation measures in accordance with Cambridge Local Plan 2018 policies 27, 28 and 30 and the Greater Cambridge

Integrated water management and flood risk

- 8.12 The site is located within Flood Zone 1 and is at low risk of surface water flooding. The existing site is covered by buildings and areas of hardstanding and the proposals would include the installation of a green roof which would increase the permeable area. Officers are therefore satisfied that an acceptable surface water drainage scheme could be secured through conditions which could better the drainage on site, ensuring compliance with Policies 31 and 32 of the Cambridge Local Plan 2018.

Inclusive access

- 8.13 The Design and Access Statement states that the proposed development complies with Building Regulation M4(2) to provide accessible and adaptable dwellings. Notwithstanding this, a condition has been recommended to secure this requirement and to ensure compliance with Policy 51. A lift is provided internally in order to provide accessibility to the upper levels of the residential units.
- 8.14 The proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.15 The surrounding properties are a mix of commercial and residential units.

200 Green End Road

- 8.16 To the south east of the site is 200 Green End Road, which would be the property most affected by the proposal. The building line of the proposal would be set back from the common boundary with no. 200 by approximately 1.05m and the existing side elevation of no. 200 is set back approximately 3.16m from the common boundary. 198 Green End Road as existing meets the common boundary with No. 200 and given

this, and the fact that the proposal would not exceed the height of No. 200, it is not considered that there would be a significant overbearing impact to the occupiers of No. 200 as a result of the proposal. In addition, the shadow studies on page 8 of the Design and Access Statement show that there would be limited overshadowing to No. 200 as a result of the proposal.

- 8.17 There are no windows proposed on the south east elevation, with the exception of one window serving the kitchen/living space of Plot 6, which would be considerably set back from the common boundary. The proposed rear fenestration has been angled so that it would not directly overlook the rear garden of no. 200. The proposed shared roof terrace would be on the south east of the second floor, however to prevent overlooking, the parapet wall is proposed to be 1.1m high with an additional 0.7m strip of obscure glazing, giving a total height of 1.8m. A condition is recommended to ensure that the glazing would be obscure glazed. Therefore, it is not considered that there would be any overlooking impact to the occupiers of no. 200.
- 8.18 The presence of the shared roof terrace and the increased comings and goings resulting from the intensification of the site may lead to an increase in noise impact to no. 200, as well as other surrounding residential units. However, the site is located on a busy corner and the hard-standing belonging to 196 Green End Road is often use for car parking and other associated activities. In addition, the part of the site closest to No. 200 would be residential units, and the 1.8m combined height of the parapet wall and obscure glazing of the shared roof terrace would help to contain noise emanating from the use of the terrace.
- 8.19 The Environmental Health team have recommended various construction conditions, as well as a condition controlling the hours of use of the commercial premises, in order to protect neighbouring amenity. These are considered to be reasonable and have been attached as recommended conditions.
- 8.20 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

8.21 Concern was initially raised by Officers regarding the small size of the proposed amenity space for future occupants as well as a potential lack of acceptable daylight to the occupiers of Plot 1 and its associated amenity space. The applicants provided a further Daylight and Sunlight Assessment and amended the scheme to provide a shared roof terrace which has overcome the concerns relating to amenity space.

8.22 Whilst third-parties have raised concerns regarding the air quality of the amenity spaces, consultees have raised no issues in this respect and therefore Officers are satisfied that the balconies represent a good quality of amenity space for the future occupants.

8.23 Policy 50 of the Cambridge Local Plan 2018 sets out internal residential space standards. All of the proposed units comply, and exceed in the case of Plots 2, 6 and 7, with the standards. As a result, it is considered that the units would provide a high-quality living environment for the future occupants. 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 (ml)	Proposed size of unit	Difference in size
1	2	3	1	61	61	0
2	3	4	1	74	77.5	+3.5
3	1	1	1	39	39	0
4	2	3	1	61	61	0
5	2	3	1	61	61	0
6	2	3	1	61	64	+3
7	2	4	1	70	74	+4

Size of external amenity space: The shared roof terrace for all plots would be 72 square metres.

8.24 In the opinion of officers, 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 and 51.

Refuse Arrangements

- 8.25 The proposal includes segregated waste storage for the commercial unit and the residential units. The Waste Project Officer has raised concerns regarding kerb side distance. Third parties have raised concerns regarding waste, citing an existing litter problem at the adjacent shop. Whilst there may be existing waste issues, the application site is a separate entity and Officer's consider that the waste arrangement is acceptable. In order to overcome concerns raised by the Waste Project Officer, a condition has been recommended requiring further details regarding waste collection arrangements.
- 8.26 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.27 Concerns have been raised that the development, as a result of its corner location and increased intensification, particularly given the presence of the proposed commercial space, would increase the amount of cars to and from the site, thus impacting upon highway safety. The Highways Officer has raised no objection to the proposals and has recommended a condition requiring that the two pedestrian visibility splays remain unobstructed for the lifetime of the development, as well as other conditions to ensure highway safety, which are considered to be reasonable.
- 8.28 There is a bus stop located opposite the site and concern has been raised that the proposal would impact the use of the bus stop. However, given its location opposite the site, officers are satisfied that there would be no impact to the use of the bus stop resulting from the proposal.
- 8.29 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.30 The site does not fall within the Controlled Parking Zone. The development would provide two car parking spaces for the shop and two spaces for residents at the south west corner of the site, as well as one disabled car parking space allocated to the shop and one disabled car parking space for residents to the

north east of the site, which are of adequate dimensions. Given that the Council operates minimum car parking standards, the level of car parking provision is considered to be acceptable.

- 8.31 14 cycle parking spaces have been provided for residents within a secure ground floor bike storage area, including 1 space for cargo bike storage. There are an additional 4 cycle spaces for visitor parking. A fold down bike maintenance work top has also been proposed within the storage area. There is both stair and lift access to Plots 2-7 from ground floor level so residents can access the bike storage area without having to leave the building (with the exception of Plot 1). Whilst there is a slight under provision of cycle storage, officers are confident that, given the proposed height of the ground floor level, that a satisfactory amount of cycle parking can be provided within the space. A condition is recommended to ensure the appropriate level of provision, securing compliance with Policy 82 and Appendix L (car and cycle parking requirements).

Third Party Representations

- 8.32 There have been concerns raised that the proposal leaves little pavement for pedestrian access on the corner of Green End Road. There is an existing footpath located outside of the red line which can be seen on the Location Plan. At its narrowest point this measures approximately 1.8m in width. This is considered to be adequate and Officers have no concern about the width of pedestrian access on the corner of Green End Road.
- 8.33 Third party representations raised questions regarding Drainage. As stated above, the Council's Sustainable Drainage Engineer has raised no issues and has requested the imposition of a condition to ensure a suitable surface water drainage scheme. Therefore, Officers have no concerns regarding drainage issues resulting from the proposal.
- 8.34 Multiple concerns were raised, and clarification sought regarding the level of car parking provision and the potential increase in vehicular movement on the corner, impacting highway safety, as well as concerns about the loss of the existing hardstanding area adjacent to no. 196. As stated in section 8.27 the Highways Officer has raised no objection subject to conditions. In addition, given that the Council has

maximum car parking standards rather than minimum, it is considered that the level of provision is acceptable. The area of existing hardstanding is informal and it is therefore not considered that the loss of this area would result in a significant increase to local parking pressure.

8.35 Concerns have been raised regarding the fire escape routes for Plots 2, 4 and 6. Consultees have raised no concerns regarding this issue. Any concerns regarding fire access would be addressed at Building Control stage.

8.36 Third parties have also raised concerns around the sustainability of the proposals, citing concern that the proposals would impact biodiversity and climate change objectives. The proposal includes the provision of a green roof in line with Policy 31 (integrated water management and the water cycle) of the Cambridge Local Plan 2018 which would contribute significantly to the overall sustainability of the site. In addition, whilst there would be some loss of trees, it is considered that the loss would be limited as the site has a large area of hardstanding. The proposal mitigates the loss with by replacing the loss with trees and areas of soft landscaping, as well as the proposed green roof.

8.37 Third-parties have raised concern about the building potentially interrupting wind flow; the building is not higher than that of the surrounding buildings with a relatively small massing and is therefore not considered to have an impact to the aerodynamics of the area.

8.38 Other third party concerns have been addressed in the preceding sections of this report.

9.0 CONCLUSION

9.1 This is a distinct contemporary mixed use residential / commercial development that will stand proud on this corner of Green End Road. This part of Green End Road would benefit from some regeneration to upgrade the appearance of the area and the site provides an opportunity for this. The proposed development would provide much needed small flats, each with private amenity areas and a raised external communal deck and which accord with the national internal space standards. The flats would help meet housing need together with an

appropriately sized ground floor commercial unit animating the corner. The proposal is a distinct design and would, in the view of officers', successfully contrast with the existing character of the area. It would have an acceptable impact on the occupiers of the adjoining properties. It is recommended that the application is approved, 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. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

4. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

5. 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).

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

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

7. The A1 use hereby permitted shall only be open to customers between the following hours:- Mon-Fri: 07:00 and 19:00, Saturdays: 09:00 until 19:00 and Sundays: 10:00 and 16:00.

Reason: To protect the amenity of properties from noise.
(National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration).

8. All service collections / dispatches from and deliveries to the A1 unit as approved including refuse / recycling collections shall only be permitted between the hours of 07:00 to 21:00 Monday to Friday and 08:00 to 19:00 on Saturdays. Service collections / dispatches from and deliveries to the A1 unit are not permitted at any time on Sundays or public holidays.

Reason: To protect the amenity of properties from noise. (National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration).

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

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

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

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;

- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Site Investigation and test results to confirm infiltration rates;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

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

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

12. The two pedestrian visibility splays of 2m x 2m as shown on drawing number EP795-19-05 Rev H must be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway for the lifetime of the development.

Reason: In the interests of highway safety.

13. The proposed driveway must be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway..

Reason: for the safe and effective operation of the highway.

14. Prior to the first occupation of the proposed units a scheme to prevent potential irregular motor vehicle parking within the curtilage of the site beyond the North East end of the flats must be submitted and approved by the Planning Authority. The approved scheme should then be fully implemented prior of first occupation.

Reason: In the interests of highway safety.

15. Prior to the occupation of the new dwellings the existing vehicular access must be narrowed to accommodate the proposed access width within the site and the redundant dropped kerb be removed and the footway returned to having a full-face kerb.

Reason: for the safe and effective operation of the highway.

16. Prior to the occupation of the development, hereby permitted, the balcony belonging to the shared roof terrace, 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. 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).

17. Prior to the commencement of the development above slab level, with the exception of below ground works, full details including large scale detail drawings, 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; render; windows,; doors and entrances; porches and canopies;, roof cladding; external metal work, balustrades, rain water goods, edge junctions and coping details; colours and surface finishes, 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.

Reason: To ensure that the appearance of the external surfaces is appropriate and that the quality and colour of the detailing of the facing materials maintained throughout the development. (Cambridge Local Plan 2018 policies 55 and 57).

18. 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 (existing retained or proposed) that, within a period of five years after planting (or replanting if previously failed), 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)

19. Prior to the occupation of the development, a management company shall be appointed to ensure that waste generated by the development is adequately managed, collected and stored away promptly after collection.

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

20. The development, hereby permitted, shall not be used or occupied until, carbon reduction measures have been implemented in accordance with a Carbon Reduction Statement which shall be submitted to and approved in writing by the local planning authority prior to implementation. This shall demonstrate that all new residential units 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.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Carbon Reduction Statement shall be submitted to and approved in writing by the local planning authority. The revised Carbon Reduction Statement shall be implemented and thereafter maintained in accordance with the approved details.

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 and Greater Cambridge Sustainable Design and Construction SPD 2020).

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

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

22. No development above slab level shall commence until a biodiversity enhancement scheme 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 / or bat boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation of the boxes and biodiversity enhancements as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: to provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170).

23. Notwithstanding the approved plans, all flat roofed elements (except those identified as communal terraced areas) within the development shall be green or brown roofs. No development above ground level, other than demolition, shall commence until full details of these green or brown roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved and the green or brown roof(s) maintained for the lifetime of the development in accordance with the approved details. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable. The green roofs shall be installed in accordance with the approved details and shall be maintained thereafter for the lifetime of the development. The development shall be retained as such thereafter.

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

24. Notwithstanding the approved plans, the building 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)

INFORMATIVES

Fire Tender Informative

Fire Service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building Regulations. There should be vehicle access for a pump appliance to within 45m of all points within the dwelling-house in accordance with paragraph 11.2 of Approved Document B Volume 1. Where the proposed new dwelling cannot meet access requirements for fire appliances, compensatory feature(s) should be provided.

Application Number	20/03020/FUL	Agenda Item	
Date Received	10th July 2020	Officer	Luke Waddington
Target Date	4th September 2020		
Ward	Romsey		
Site	184 Thoday Street		
Proposal	Proposed side and rear extension to create 4 Flats		
Applicant	Mr Seb Edwards c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> The development would not have a significant detrimental visual impact on the street. The proposed new building would not have a significant detrimental impact on neighbouring properties or highway safety
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is located on the eastern side of Thoday Street. The dwelling is a two storey semi-detached building built from brick with a hipped tile roof. The building is set back from the street with a parking area at the front, and a rear garden accessed via a side passage. The site is surrounded by other residential dwellings.

1.2 The site is outside the controlled parking zone and is not within a conservation area or an area at risk from flooding.

2.0 THE PROPOSAL

2.1 It is proposed to erect a two-storey side and rear extension, single storey rear extension and roof extension and to subdivide the existing dwelling into 4 separate flats with private and shared amenity space. There would be 1x 2 bedroom flat and 1x 1 bedroom flat on the ground floor (flats 1 and 2), a 1

bedroom flat on the first floor (flat 3) and a 1 bedroom flat on the second floor (flat 4). Flats 1-3 would each have an area of private amenity space. Cycle and bin storage would be located to the rear, next to a shared garden, with access at the side. There would be 1 car parking space at the front.

- 2.2 Amended plans have been submitted to revise the layout of the proposed flats, to include private amenity space, and amend the design of the extensions.

3.0 SITE HISTORY

Reference	Description	Outcome
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None relevant		
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4.0 PUBLICITY

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

5.0 POLICY

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

- 5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3 31 32 35 36 50 51 53 55 56 57 58 69 70 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
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	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)
Supplementary Planning	Sustainable Design and Construction (2020)
Material Considerations	<u>City Wide Guidance</u> Cambridge City Council Waste and Recycling Guide: For Developers. Cycle Parking Guide for New Residential Developments (2010)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objections however it is noted that the streets in the vicinity provide uncontrolled parking, and as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, this demand is likely to appear on-street in competition with existing residential uses. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application. It is also noted that the street lighting column shown on drawing number 2057/04 block plan is within the adopted public highway and not within the curtilage of the site as shown.
- 6.2 A condition is requested to require provision of a traffic management plan.

Environmental Health

- 6.3 No objections, conditions are requested in relation to construction hours, and collections during construction.

Refuse and Recycling

- 6.4 At present it states on the plans that there will be a 360 litre and a 240 litre bin for rubbish and same for recycling, this means these bins are shared, it would be better to give each flat their own 240 litre bin for rubbish and recycling and then they are responsible for this.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.5 The development proposed is acceptable subject to the imposition of a condition relating to provision of a scheme for the disposal of foul and surface water drainage.
- 6.6 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations: 163, 165, 167, 186 Thoday Street, 16 Peverel Close

- 7.2 The representations can be summarised as follows:
- Overdevelopment of site
 - Out of scale and character with neighbouring buildings
 - Increase in noise and waste
 - Intensification of use and increased disturbance from subdivision
 - Overlooking of adjacent properties and those on Fairfax Rd and Ross Street
 - Loss of distinction between public space at front and private space at rear impacting negatively upon the privacy of residents
 - Change in character from family orientated area
 - Lack of car parking provision which is already limited

- Amenity space at the rear is poorly related to the flats it serves
- Insufficient cycle parking and bin stores
- May result in further blocking of light to side bedroom window at 182 Thoday Street
- Gable end would be out of character with hipped roofs in area
- Flats 3 and 4 do not conform to roof heights for residential space standards
- Internal stairs do not comply with Building Regulations

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

8.0 ASSESSMENT

8.1 From the consultation responses and representations received the main issues are as follows:

1. Principle of development
2. Context of site, design and external spaces
3. Water management and flood risk
4. Residential amenity
5. Highway safety
6. Car and cycle parking
7. Third party representations

Principle of Development

8.2 Policy 53 of the Cambridge Local Plan states that a proposal to support a single dwelling into self-contained flats will be supported where:

- a. the proposed development (the original building including acceptable extensions and roof conversions) has an internal gross floor area of at least 120 sq m (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room sizes (see Policy 50);
- b. the ground or lower ground floor includes a family unit (two bedroom plus) with garden access;

- c. the proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;
 - d. the proposal would result in a good standard of amenity for its occupiers and is designed to avoid cumulative and negative impacts on neighbouring residential properties; and
 - e. the proposal includes appropriate refuse, recycling and cycle storage to serve the development.
- 8.3 The proposed development would have an internal gross floor area of approximately 202 sq m, and would satisfy the minimum room sizes set out in policy 50 and would therefore comply with criteria a. The ground floor of the proposed development would include a two bedroom unit with direct access to a private amenity area and access to a shared garden and is considered to satisfy criteria b. It is considered that the proposal would comply with criteria c, d and e and would not result in a significant adverse impact upon the character or amenity of the area or of neighbouring properties and would include appropriate refuse and cycle storage.
- 8.4 The principle of development is therefore considered acceptable subject to all other material planning considerations. The reasoning for this assessment in relation to criteria c d and e will be set out in the proceeding sections of this report.

Context of site, design and external spaces

- 8.5 The proposed development would involve the extension of the dwelling to the side and rear to incorporate the proposed flats. The two-storey side extension would have a hipped roof to match that of the existing dwelling, would be stepped back from the existing front elevation and would have a set-down roof ridge, both of which denote subservice to the existing dwelling.
- 8.6 The proposed single storey rear extension would be of a scale and design that broadly reflects the extension at the neighbouring dwelling, number 186, and would not be notable within public views being sited at the rear of the dwelling.
- 8.7 The proposed rear extension projects from the rear elevation at first and second floor level, however this extension remains

below the roof ridge of the existing dwelling and the neighbouring dwelling, and steps in, to break up the bulk of the proposed extensions when viewed from the side. The element that projects the most in terms of its distance from the main rear elevation (accommodating the bedroom for flat 3 and the kitchen for flat 4) is not considered to be prominent within public view, being located at the rear of the dwelling and set in away from the side elevation. While the roof element over the living area for flat 4 would be visible from Thoday Street when approaching from the south, it too would be set back from the side elevation, allowing the form of the hipped roof to be maintained and reducing the prominence of this element. The gable end referred to in third party comments has been removed from the design.

- 8.8 Flats 1, 3 and 4 would be accessed through the existing front door. Flat 2 would be accessed from the side. This arrangement of entrances would allow the proposed development to retain the appearance of an extended dwellinghouse as viewed from the public realm.
- 8.9 Officers are of the view that the bulk of the combined extensions is broken up sufficiently to mitigate its impact upon the street scheme and the character of the existing building, which is considered to be retained, as the extensions in public view present themselves as generous domestic extensions, several of which are already present along Thoday Street. Number 149 features two storey side and rear extensions, and 163 hosts a large two storey side extension and loft conversion. It is also noted that the neighbouring dwelling 182 has been extended with a two storey rear and side extension and number 166 also hosts a first and second floor/roof extension.
- 8.10 Within this context the proposed development is not considered to be significantly out of character or overtly obtrusive within the street scene. Conditions would be attached to any consent granted to ensure that the materials match the existing materials, and to require details of hard and soft landscaping works. Subject to these conditions it is considered that the proposed development would not cause significant harm to the character and appearance of the area or the existing dwelling and would comply with Policies 53 c, 56, 57 and 58 of the Cambridge Local Plan 2018.

Integrated water management and flood risk

- 8.11 A condition has been requested by the Sustainable Drainage Officer which would require submission of a surface and foul water drainage scheme. This is considered to be reasonable and in accordance with Policy 31 and will be attached to any consent granted. The proposed development would also include a flat roofed single storey extension. Criteria f. of Policy 31 requires that any new flat roof be either a green or brown roof. A condition will be added to any consent to ensure that this element of Policy 31 is complied with and retained for the life of the development.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.12 The proposed side extension would bring two storey built form closer to the side elevation of 182 Thoday Street, which contains a window serving a bedroom that faces the blank side elevation of the existing dwelling. The proposed extension would reduce the gap between the window and 184 Thoday Street. However there would remain a separation distance of 5.5 metres from this window, as such it is not considered that there would be a significant adverse impact upon this window in terms of loss of light, beyond that already resulting from the 2 storey massing of the existing dwelling to the north of this window
- 8.13 The proposed two storey rear extension would project approximately 0.75 metres past the rear elevation of number 186 Thoday Street. The nearest first floor rear window at 186 is approximately 2 metres from the extension. As such it is not considered that the projection of the proposed two storey extension would result in a significant adverse impact upon the room served by that window in terms of overbearing or loss of light.
- 8.14 The proposed two storey rear extension and loft extension would contain windows and a terrace at first floor level. Amended plans were submitted to remove a terrace serving flat 4 within the loft extension.

- 8.15 Views over the garden of 186 from the proposed first floor terrace would be blocked by the side wall of the element containing the bedroom for flat 3. To prevent views to the south of the primary amenity area / patio of number 186 a screen would be required on the southern side of the proposed terrace. A condition would be applied to any consent to ensure an obscure glazed screen is erected. With a screen views from the terrace would be largely directed down the garden of the application site. While there may be some oblique views from the terrace and windows of flat 3, towards these would be towards the rear portion of the garden of 186 and 182, views of this nature would be available from the first-floor bedroom windows present in the existing dwelling.
- 8.16 The first floor side window serving the kitchen area of flat 3 would be subject to a condition to ensure it is obscure glazed and restricted opening, to mitigate any potential for mutual overlooking between the window and the first floor side window at 182 Thoday Street. As the kitchen and living area are served by another window facing toward the rear it is considered that this would not harm outlook or amenity for future occupants.
- 8.17 The proposed single storey rear extension would project approximately 2.5 metres past the rear elevation of the single storey rear extension at no.186, and would project slightly past a recently approved addition to that extension. The projection of the proposed single storey extension is not considered to result in a significant overbearing impact on the rear amenity area of no.186 due to its single storey flat roof height and the limited extent of the projection.
- 8.18 There is a window and a door in the side elevation of single-story extension at 186. However these serve a utility room and a shower room as opposed to habitable rooms and as such the presence of the proposed single storey extension is not considered to result in a significant adverse impact on residential amenity in respect of these windows.
- 8.19 There is a ground floor window in the rear elevation of 186 that serves a dining room. The recently approved extensions at 186 would remove the window and wall off the gap between the rear elevation of 186 and its single storey extension. While this consent is live it has not yet been implemented. The dining room window faces the wall of the rear extension at 186 and a

passage which runs between the side of the extension and the boundary with the application site. The shared boundary alongside the extension at 186 is marked with a timber fence approximately 2 metres high and an overgrown outbuilding within the application site, constructed from brick with a pitched roof. The brick building is approximately 1.5 metres behind the rear elevation of no.184.

- 8.20 Based on the title plan provided by the applicant showing the rear wall of the original dwelling, there would be a fallback position for an extension to the existing dwelling of an additional 1 metre from the existing rear elevation, under the permitted development rights conferred through Class A part 2 of the General Permitted Development Order. An extension of this length would largely fill the gap between the existing rear elevation of the building and the overgrown brick outbuilding.
- 8.21 When taking the availability of this fallback into account, it is considered that the presence of the proposed extension would not result in a significant adverse impact to the adjacent window beyond that which already exists, due to the presence of the rear extension at 182 and the adjacent brick outbuilding.
- 8.22 The comments of the Local Highway Authority and third parties with regard to parking capacity on nearby streets are noted, however there are bus stops at Milton Road, Green End Road and Kings Hedges Road which are all within 220 metres of the site. The site is 500 metres from the Mill Road East District Centre and is approximately 600 metres from bus stops on Mill Road. from Arbury Court District Centre. Taking into account the size of the units as predominantly 1 bedroom, the proximity of the District Centre and the availability of public transport is it not considered that the proposed development would result in a significant increase in parking from upon residential streets.
- 8.23 In the opinion of officers, the proposal would not result in a significant adverse impact upon residential amenity and it is considered that it is compliant with Cambridge Local Plan (2018) policies 53, 55, 56 and 58.

Amenity for future occupiers of the site

8.24 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 (ml)	Proposed size of unit	Difference in size
1	2	4	1	70	72	+2
2	1	1	1	37	46.8	+9.8
3	1	2	1	50	55.8	+5.8
4	1	1	1	37	37	0

8.25 The proposed units would provide sufficient floorspace to meet the residential space standards set out in Policy 50.

8.26 Flats 1-3 all have direct access to a private amenity area and all flats have access to a shared amenity area at the rear. The plans have been amended to remove a balcony serving flat 4 to address the perception of overlooking that it would have caused. Policy 50 states that conversions should seek to meet the space standards as far as is practicable, however in this instance the removal of the balcony is considered to be reasonable given the potential for impact on residential amenity, the small size of the 1 person unit at flat 4, and the availability of shared amenity space.

8.27 There would be a floor to ceiling height of 2.25 metres in flat 3 and 2.1 metres in flat 4. It is recognised that this does not meet the ceiling height standards set out in Policy 50 para. i, which states that 75% of the gross internal floor area of a unit should have a floor to ceiling height of 2.3m. Policy 50 states that new homes created through residential conversions, should seek to meet or exceed the standards as far as it is practicable to do so.

8.28 In this case higher ceiling heights would result in a higher roof ridge, which would not allow the proposed ridge to be stepped down from the existing. This stepped ridge as currently proposed allows the extension to read as a subservient addition to the existing building, as set out previously in this report. On balance, when weighing these two material considerations together, the proposed ceiling heights are not considered to warrant refusal in this instance given they do not fall significantly short of the standards, and due to the desire to

maintain a development that is acceptable in terms of visual amenity.

- 8.29 The proposed development is therefore considered to comply with Policies 50, 53, 56 and 58 of the Cambridge Local Plan 2018.

Refuse Arrangements

- 8.30 An area for bin storage is located to the rear of the property, which would provide shared bin storage. Comments have been received from the Council's waste team advising that it would be preferred to provide each flat with its own bin for rubbish and recycling, for ease of management and encouraging responsible refuse disposal.
- 8.31 It is considered there would be sufficient space within the site for a bin store that would accommodate the arrangement set out above. As such details of the bin store would be requested by condition. Subject to this condition the proposed development is considered to be capable of providing appropriate refuse storage and is compliant with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.32 The Local Highways Authority has been consulted and has no objections subject to a condition requiring submission of a traffic management plan for construction. This is reasonable and necessary in the interests of highway safety, and will be attached to any consent granted.

Car and Cycle Parking

- 8.33 One car parking space would be provided at the front of the site, as is the case for the existing dwelling. For car parking outside of a controlled parking zone, Policy 82 Appendix L states there should be no more than a mean of 1.5 spaces per dwelling. The proposed development complies with this maximum standard.
- 8.34 Cycle parking would be provided within covered stores at the rear of the property. This is sufficient to satisfy the requirements for cycle parking within Policy 82 of the Cambridge Local Plan.

Biodiversity

- 8.35 Officers consider that through the introduction of measures such as additional native planting, bird and bat boxes and hedgehog holes a modest net gain in biodiversity could be accomplished within the proposed development. A condition would be added to any consent granted to require submission of details for ecological enhancements in accordance with Policies 59 and 69 of the Cambridge Local Plan 2018 and paragraph 170 of the NPPF 2019.

Third Party Representations

- 8.36 Comments have been received stating that the stairs do not meet Building Regulations However Building Regulations are separate from the Planning system and cannot form part of the planning assessment, unless repeated within Planning policy and legislation. While Building Regulations requirement M4 (2) can be required of new build units under Policy 51 of the Cambridge Local Plan, this requirement does not apply to dwellings resulting from a conversion.

9.0 CONCLUSION

- 9.1 Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

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 external materials to be used in the construction of the development hereby approved shall be as specified on the approved plans and within section 7 (materials) of the application form dated 8th July 2020.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and 57)

4. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

5. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

6. No demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority (using the guidance notes below as a framework). The principle areas of concern that should be addressed are:
 - i. Movements and control of muck away lorries
 - 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

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

Reason: in the interests of highway safety

7. Prior to commencement of development a scheme for the disposals of surface water and foul water that can be maintained for the lifetime of the development shall be provided to and agreed in writing with the local planning authority. This would need to include:
- a) The existing drainage arrangements of the site including discharge location and rate where appropriate;
 - b) The proposed discharge location in accordance with the drainage hierarchy and reasonable evidence this can be achieved;
 - c) A site plan identifying indicative locations for sustainable drainage features;
 - d) Evidence to support b) which must include infiltration/percolation testing or written confirmation from the appropriate water authority/third party that a discharge to its drainage system is acceptable.
 - e) Details of foul discharge location.

All external areas should utilise permeable surfaces.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with Cambridge Local Plan (2018) Policies 31 and 32.

8. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure including provision for gaps in fencing for hedgehogs; 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.

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

9. 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 (existing retained or proposed) that, within a period of five years after planting (or replanting if previously failed), are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

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

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

Reason: To ensure appropriate provision for the secure storage of bins in the interests of residential amenity. (Cambridge Local Plan 2018 Policies 53, 55, 57 and 58)

11. All flat roofed elements within the development shall be green or brown roofs. No development above ground level, other than demolition, shall commence until full details of these green or brown roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved and the green or brown roof(s) maintained for the lifetime of the development in accordance with the approved details. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable. The green roofs shall be installed in accordance with the approved details and shall be maintained thereafter for the lifetime of the development. The development shall be retained as such thereafter.

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

12. The development hereby approved shall not be occupied until a biodiversity enhancement scheme 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 / or bat boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation of the boxes and biodiversity enhancements as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170).

13. Prior to the occupation of the development, hereby permitted, the first floor window on the south facing elevation serving flat 4 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 and 58).

14. Prior to the occupation of the development, hereby permitted, the screen to the south side of the first-floor terrace at flat 3 shall be installed and shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent. The screen shall thereafter be retained in accordance with the approved details.

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

INFORMATIVES

1. Traffic Management Plan: notes for guidance

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.

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.

iv. If contractor parking is to be on street the applicant must maintain a daily register of contractor (and sub-contractor vehicles) that are parked on street, so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

- a. The name of the driver
- b. The registration number of the vehicle
- c. Make of vehicle
- d. Arrival time
- e. Departure time

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

i. If it 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.

5. Fire Tender Informative

Fire Service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building Regulations. There should be vehicle access for a pump appliance to within 45m of all points within the dwelling-house in accordance with paragraph 11.2 of Approved Document B Volume 1. Where the proposed new dwelling cannot meet access requirements for fire appliances, compensatory feature(s) should be provided.

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PLANNING COMMITTEE

3rd February 2021

Application Number	18/1321/OUT	Agenda Item	
Date Received	27th August 2018	Officer	Luke Waddington
Target Date	22nd October 2018		
Ward	Romsey		
Site	72 - 74 St Philips Road		
Proposal	Outline application for the development of 3 studio flats.		
Applicant	Mr & Mrs Watters Bell Close Meldreth Royston SG8 6LE		

SUMMARY	<p>The development does not accord with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> Does not comply with residential space standards Does not comply with accessibility standards Would adversely impact residential amenity Would harm the visual amenity and would not preserve or enhance the character of Mill Road Conservation area
RECOMMENDATION	REFUSAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site comprises of an area of land approximately 120 square metres in size. Directly to the east of the site is 76 St Philips Road, a two-storey semidetached dwelling, and the site abuts the rear garden of 50 Hemingford Road to the west. To the rear (south) of the site are residential gardens of properties fronting Hemingford Road. To the north the site faces the public highway. The application site falls within the Mill Road Conservation Area.

1.2 Within the site is a small shed with a pitched roof and an open lean-to. The boundary to St Philips Road is marked by a corrugated metal fence. The remainder of the site is open and appears to have been used in connection with storage of building materials.

2.0 THE PROPOSAL

2.1 The application is in Outline with all matters reserved and proposes the demolition of the existing structures and the erection of a building to contain three studio flats and associated bin and cycle stores, and an area of shared outdoor amenity space.

2.2 Although all matters are reserved detailed plans and elevations have been submitted showing the building as a two storey flat roofed structure, fronting St Philips Road with a shared garden to the west of the building, and attached bin and cycle stores.

2.3 The application is presented to the City Planning Committee as a representation from a third party has been received in support of the proposed development contrary to the Officer recommendation of refusal.

2.4 The application is accompanied by:

1. Design and Access Statement
2. Plans and elevations

2.5 The plans have been amended throughout the course of the application process.

3.0 SITE HISTORY

Reference	Description	Outcome
16/1223/OUT	Outline planning permission for 4 new 1 bedroom flats.	Withdrawn
C/90/0373	Use of vacant land for a builders yard	Refused
C/66/0406	Use for wireless rental set storage	Refused

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3 28 31 35 36 50 51 55 56 57 61 82

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

Central Government Guidance	<p>National Planning Policy Framework July 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
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Material Considerations	<u>City Wide Guidance</u> Cambridge and Milton Surface Water Management Plan (2011) Cambridge Air Quality Action Plan (2018). Greater Cambridge Sustainable Design and Construction SPD (2020) Cycle Parking Guide for New Residential Developments (2010)
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6.0 CONSULTATIONS

Councillor Dave Baigent (Cambridge City Councillor for Romsey)

- 6.1 I have looked at the plans and in particular the comments by the conservation officer and consider that if officers were to be minded to approve the application it should be called into full planning committee

Cambridgeshire County Council (Highways Development Management)

- 6.2 The proposal provides no dedicated off-street car parking. The streets in the vicinity provide uncontrolled parking, and so, as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets this demand is likely to appear on-street in competition with existing residential uses. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity.

Environmental Health

- 6.3 No objections subject to conditions relating to airborne dust, piling, limitation of demolition/construction collection and delivery hours, and installation of low NOx boilers in order to minimise emissions from the development that may impact on air quality.

Refuse and Recycling

- 6.4 It is unclear whether the residents will be expected to put the bins out at the kerbside for collection, or if the bin collection crew will need to access the bin store. If it is the latter the bin store door must not have an access code, but instead can have a Fire Brigade FB2 lock.

Urban Design and Conservation Team

Conservation Officer response to original plans:

- 6.5 There have been a number of applications to develop gardens of properties that face the streets that cross St Philips Road with new dwellings. These have taken various forms, not all of which have been very successful in terms of preserving or enhancing the character or appearance of the conservation area. The Conservation Team is concerned that by developing a large proportion of these gardens, the character and appearance of the conservation area will be degraded further, and therefore has an 'in principle' objection to such developments. Where such developments are approved, they need to ensure that they are appropriate to the location, reflecting the context or providing a successful contrast to it.
- 6.6 There are other buildings that face St Philips Road in this part of the street and have been here for a long time. They are generally set back from the pavement with an appropriately sized garden to the rear. This proposed development is set back from pavement edge by 400mm whereas the adjacent semi-detached pair of houses is greater than 1 metre. This minimal amount for the proposal would not reflect or successfully contrast with the character or appearance of this part of the conservation area. It is proposed to plant this area with hedging which would add some greenery to the street, but would it be able to flourish in this northern aspect, in such a small area?
- 6.7 There are concerns about the materials for the proposed development. The examples used within the Design and Access Statement, the one-bedroom houses further along St Philips Road, are not considered to be of appropriate character for the conservation area and were not supported by the Conservation Team. They do not conform to the general pattern of development and should not be taken as a precedent for other such designs within this conservation area.

- 6.8 As stated above, it is not considered that building in the garden of this property would conform to the pattern of the development in this part of the conservation area.
- 6.9 The eaves height and the flat roof help to keep the scale and massing below that of other properties in the area. However there is still an objection to the principle of development in this area in terms of impact on the character of the conservation area.
- 6.10 There is minimal external space associated with this building and the landscaping appears to be the topiary hedges in between the building and St Philips Road.
- 6.11 The 2017 pre-application response suggested that the applicants look to an outbuilding style and materials. With the large amounts of glazing on the front elevation, with the frosted glazing for the privacy screens, that is not the character that has been submitted. The use of render on the first floor is also not typical of the character of the conservation area or outbuildings as a whole. The use of real timber cladding may be more appropriate to outbuildings in the area.
- 6.12 The proposed design and materials do not conform to the character or appearance of the conservation area in this location, and do not form a successful contrast to it.

Conservation Officer response to amended plans:

- 6.13 The construction of a two-storey building in the garden of this house does not conform to the pattern of development in this part of the conservation area and therefore does not comply with policy 61 of the Cambridge Local Plan 2018. The amended plans show that the agent has taken on board the previous Conservation comments regarding materials and the proposed character of the proposed development. They may be appropriate subject to approving samples. However the amendments do not deal with the in principle objection to a development of this type in this location which means that the proposals are unacceptable in terms of impact on the character and appearance of the conservation area.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.14 It is not possible to comment on the proposed development and the additional information set out below will be required in order to provide comments. Sufficient surface water drainage details proving the principle of draining the site still have not been submitted to the local planning authority. An assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority.
- 6.15 If infiltration is chosen as a mean of disposing of surface water then infiltration testing results should be submitted to prove it is feasible. If the developer prefers to do the infiltration testing at a later date, then a written confirmation that Anglian Water is satisfied with the surface water drainage proposal must be provided as an alternative.
- 6.16 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:

Object: Numbers 49, 61, 65 St Philips Road, Camcycle 140 Cowley Road, 17 Romsey Road (x2), and 48, 50 (x2) Hemingford Road).

Support: 93 Hobart Road.

- 7.2 The representations can be summarised as follows:

Object:

- Lack of onsite parking would pressurise street parking on St Philips Road
- No evidence submitted that residents would not own cars

- Use of vertical cycle stands contrary to Cycle parking standards in Cambridge Local plan 2018
- Overbearing and causing loss of light to neighbouring dwellings
- Overlooking of existing dwellings
- Contrary to character of the area, would cause harm to Conservation Area
- Overdevelopment in a densely populated area
- Lack of bin storage

Support:

- Would contribute to available housing in Cambridge
- Promotes cycle use with secure storage
- Provides communal outdoor space for occupants
- Improved design over recent developments in the area

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 It is proposed to erect 3 studio flats within the application site, which once formed part of the rear garden of number 50 Hemingford Road. The site is currently separated from the residential curtilage of no.50 and appears to have been used for storage of building materials.

8.2 Policy 41 of the Cambridge Local Plan 2018 states that there will be a presumption against the loss of any employment uses outside protected industrial sites. Development (including change of use) resulting in the loss of employment uses will not be permitted unless:

c. the loss of a small proportion of floorspace would facilitate the redevelopment and continuation of employment uses (within B use class or sui generis research institutes) on the site and that the proposed redevelopment will modernise buildings that are out of date and do not meet business needs; or

d. the site is vacant and has been realistically marketed for a period of 12 months for employment use, including the option for potential modernisation for employment uses and no future occupiers have been found.

8.3 Officers note that a 1990 application at the present application site sought the change of use of 'vacant land' to builder's storage and was refused (ref. C/90/0373). There have been no subsequent planning applications approved for any change of use at the site. As such there is no compelling or substantive evidence to suggest that the lawful use of the site is a commercial/employment use, or that there is any ensuing conflict with Policy 41 of the Local Plan 2018.

8.4 Officers therefore consider the principle of residential development at this site to be acceptable, subject to all other material planning considerations.

Design and impact upon the character of the area and heritage assets

8.5 The application is in outline only with all matters reserved, however detailed plans and elevations have been submitted with the application and amended versions of these plans have been provided by the applicant's planning agent during the course of the application. Although the application is in outline only, officers must be satisfied that the proposed amount of development can be accommodated within the site without causing significant adverse impacts upon the character of the area and the historic significance of the Conservation Area.

8.6 Residential development within the vicinity of the site largely comprises of two storey dwellings with narrow frontages, set slightly back from the footway, and with good sized gardens to the rear. Along the southern side of St Philips Road, the vast majority of dwellings are aligned to face northwest or southeast, and dwellings generally front roads that bisect St Philips Road, rather than fronting St Philips Road itself. Where there is a small number of dwellings that front St Philips Rd, these (as noted by the Conservation Officer) have been present within the street scene for a long time and are set back from St Philips Road with appropriately proportioned rear gardens.

- 8.7 There are a number of outbuildings and structures within rear gardens in the vicinity of the site and on St Philips Road, however these are generally of a scale that is lower than, and subservient to, the main dwellings fronting Hemingford Road and Belgrave Road.
- 8.8 This proposed development would have a minimal setback from the footway and would have a wide frontage on to St Philips Road, due to the rectangular shape of the site and its alignment parallel to St Philips Road. Furthermore, in order to accommodate the floor space of the proposed 3 flats and cycle and bin storage, within this small and constrained site, the proposed building would need to be two storeys high as shown on the submitted plans.
- 8.9 Even if the flats were constructed with a flat roof as shown on the proposed plans, Officers consider that the construction of a two-storey building of the proposed form, scale, and massing, in this location to the rear of a residential garden and fronting St Philips Road would not conform to the pattern of development in this part of the Conservation Area as described above, and would appear overly prominent within the street scene.
- 8.10 While the amendments made in respect of materials are more appropriate than the render originally proposed, it is considered that in this instance use of such materials would not be sufficient to mitigate the bulk, scale and massing and ensuing prominence of the proposed development.
- 8.11 Therefore, while matters of appearance, layout and scale are reserved, the submitted plans do not provide sufficient comfort that a development of the scale proposed could be accommodated within the site without resulting in a significant adverse impact on the character of the area and the special interest and significance of the Conservation Area.
- 8.12 The proposed development would therefore fail to respond to the context and prevailing character of built form in the area and would fail to comply with Policies 55, 56 and 57 of the Cambridge Local Plan 2018.
- 8.13 For these reasons the proposed development would also fail to preserve or enhance the significance and character of the Mill Road Conservation Area and would result in less than substantial harm to the heritage asset.

8.14 Public benefits of the proposal include the provision of housing which would contribute modestly towards housing need, but the Council can demonstrate a five year housing land supply and with such a small quantum of housing, the level of provision is not considered significant and not sufficient to outweigh the harm identified. The proposed development would therefore be contrary to Policy 61 of the Cambridge Local Plan 2018 and paragraphs 185 and 196 of the NPPF 2019.

Residential Amenity

8.15 Officers consider that the proposed development could be designed in such a way as to mitigate any overlooking impacts towards neighbouring properties. The submitted plans show a first-floor bathroom window facing west, towards the rear garden of number 50 Hemingford Road. Obscured glazing should be fitted, in order to mitigate overlooking impacts. There are two other side windows shown on the submitted plans, that would face the blank side elevation of no 76 St Philips Road, and so would not result in a significant overlooking impact.

8.16 The proposed development is not considered to result in a significant loss of light towards neighbouring dwellings. While the building would need to be two storeys in height to accommodate the proposed number of flats within the constrained site, the site is oriented to the north of gardens of Hemingford Road, and as such would not result in a significant loss of light impact to those dwellings.

8.17 Officers acknowledge that all matters are reserved however due to the scale, massing and length of the building that would be necessary to accommodate the proposed number of flats, and because of the relatively confined nature of the site and its close proximity to the rear gardens of numbers 48 and 50 Hemingford Road, it is considered that the proposed development would result in a dominating and overbearing presence in the garden areas of both these properties, resulting in a significant adverse impact upon residential amenity.

8.18 The Council's Environmental Health team has been consulted and has no objection to the proposed development subject to conditions relating to demolition/construction hours piling, demolition and construction collection, delivery hours and

airborne dust. These conditions would be added to any consent granted in the interests of residential amenity.

- 8.19 Insofar as the impact on the amenity of neighbouring dwellings is concerned, the proposed development would not comply with Policies 56 and 57 of the Cambridge Local Plan 2018.

Amenity of future occupants

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m²)	Proposed size of unit	Difference in size
1	1	1	1	39	32	-7
2	1	1	1	39	32	-7
3	1	1	1	39	32	-7

- 8.20 Policy 50 requires the gross internal floor areas of new residential development to meet or exceed the residential space standards set out in the Government's Technical Housing Standards. Under these standards the smallest permissible residential unit is a 1 person 1 bed unit at 39m². The proposed units include bathrooms as opposed to shower rooms and so the permissible GIA cannot be reduced to 37m². The submitted plans show 3x 1 studio flats with an area of 32m² each. Taking into account the small size of the site and the need to provide the above floor space, as well as private amenity space, and bin and cycle storage and level access requirements (assessed in the forthcoming paragraphs) officers consider that the site would not be capable of accommodating the proposed amount of development, while complying with the floor space standards outlined above. It is also noted that the proposals fail to include provision of directly accessible private amenity space for each unit, contrary to Policy 50.

- 8.21 Policy 51 states that all new housing development should enable Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' to be met. M4(2) requires step free access to new residential units. Officers note that for any first-floor flats this would necessitate inclusion of a lift. Taking into account the small size of the site and the constraints above, officers are not

satisfied that the proposed development would be capable of accommodating a lift/level access to any first-floor flats, in accordance with Policy 51 of the Cambridge Local Plan.

- 8.22 Due to the presence of residential gardens and boundary treatments to the north and the rear of the site, The only windows serving habitable rooms for the proposed ground floor flats would be in very close proximity to the pedestrian footpath, and are only separated by a very narrow strip which would not provide adequate buffering or defensible space from the public realm. This would provide an unacceptable outlook and level of privacy and amenity for future occupants.
- 8.23 Overall, it is considered that for the above reasons the proposed development would result in an unsatisfactory standard of amenity for the future occupants of the dwelling, and would not comply with Policies 50, 51 and 56 of the Cambridge Local Plan 2018.

Access and Highway safety

- 8.24 The Local Highway Authority has no objection to the proposals on the grounds of Highway Safety, but notes that there is no vehicle parking provided on site and that this may increase parking pressure on nearby streets, potentially adversely impacting residential amenity.

Car and Bicycle Parking

- 8.25 As noted in the preceding section, the proposed development would not provide any on-site parking. Policy 82 of the Cambridge Local Plan 2018 states that car-free and car-capped development is acceptable in the following circumstances:
- d. where there is good, easily walkable and cyclable access to a district centre or the city centre;
 - e. where there is high public transport accessibility; and
 - f. where the car-free status of the development can realistically be enforced by planning obligations and/or on-street parking controls.

- 8.26 The application site does not fall within a controlled residents parking area however it is located within walking distance of The Mill Road District Centre, and a number of bus stops, the closest of which is 0.2 miles from the site on Mill Road. As such the site is considered to benefit from high public transport accessibility and good access to a District Centre, and given the small scale of the individual units proposed, is not likely to result in additional on-street parking to a degree that would result in a significant adverse impact on residential amenity.
- 8.27 Sufficient space is set aside for cycle parking, which is shown on the submitted plans as 3 Sheffield stands; this would satisfy the requirements of Policy 82 for 1 cycle parking space per bedroom.

Drainage

- 8.28 The Council's Drainage Officer has been consulted and has stated that it is not possible to comment on the principle of development with regards to surface water drainage due to the lack of drainage information provided within the application. While the application is in outline form only with all matters reserved, officers must be satisfied that the site can accommodate adequate measures for disposal of surface water, in accordance with Policy 31 of the Cambridge Local Plan.
- 8.29 This information would have been requested were it not for the significant issues identified in regard to visual and residential amenity. The information has not been requested as providing it would put the applicant to additional expense without addressing the aforementioned issues, however it remains that the application does not demonstrate that disposing of surface water by means of a sustainable drainage system is possible, contrary to Policy 31.

Carbon reduction and sustainable design

- 8.30 To ensure compliance with Cambridge Local Plan (2018) policies 28 and 30 and the Greater Cambridge Sustainable Design and Construction SPD 2020, conditions would be attached to any consent granted requiring submission of a Carbon Reduction Statement to meet part L of Building Regulations, and water efficiency specification, based on the

Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations.

Air Quality

- 8.31 Cambridge City Council recommends the use of low NOx boilers; appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality. The Council's Environmental Health Officer has recommended an informative to advise that any boilers installed should be low NOx and meet a dry NOx emission rating of 40mg/kWh. This would be attached to any consent granted.

9.0 CONCLUSION

- 9.1 Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be refused in this instance.

10.0 RECOMMENDATION

- 10.1 Refuse for the following reasons:

1. The application does not demonstrate that the proposed development could be accommodated within the small and constrained application site, while also conforming with the relevant criteria of the Technical Housing Standards Nationally Described Space Standard and the level access requirements for new development as set out in Building Regulations requirement M4 (2) 'accessible and adaptable dwellings'. Furthermore, it has not been demonstrated that the proposed development would be capable of providing space for acceptable private amenity areas for the proposed flats. As such the proposed development would result in a poor standard of amenity for future occupants and would fail to comply with Policies 50 and 51 of the Cambridge Local Plan 2018 and Paragraph 127 of the NPPF 2019.
2. The application fails to demonstrate that the quantum of development proposed could be satisfactorily accommodated

within the site, whilst maintaining a high standard of amenity for users and occupiers of neighbouring land and buildings. By virtue of the cramped nature of the site and its close proximity to existing residential properties and gardens the proposed development would be of a scale and siting that would be overbearing in relation to neighbouring dwellings and which would create a heightened sense of enclosure towards adjacent dwellings, resulting in a significant adverse impact upon residential amenity. The proposed development would fail to comply with Policy 56 of the Cambridge Local Plan 2018 Paragraph 127 of the NPPF 2019.

3. The location and scale of the proposed development is such that it would fail to respond to the context of the area and the prevailing pattern of development, and would appear out of character and over prominent within the street scene and in relation to surrounding built form, resulting in a significant adverse impact upon the character and appearance of the area. For these reasons the proposed development would also fail to preserve or enhance the significance of the Mill Road Conservation Area, causing less than substantial harm to the designated heritage asset. There are no public benefits to the proposal that would outweigh the identified harm. Therefore, the proposed development would not comply with Policies 23, 55, 56, 61 and 82 of the Cambridge Local Plan 2018, the National Design Guide 2019 and paragraphs 185 and 196 of the NPPF 2019.

Application Number	20/02954/FUL	Agenda Item	
Date Received	6th July 2020	Officer	Luke Waddington
Target Date	17th September 2020		
Ward	Kings Hedges		
Site	8 Kings Hedges Road		
Proposal	Erection of four dwellings, including a dropped kerb and associated infrastructure following the demolition of the existing buildings on site.		
Applicant	c/o Carter Jonas One Station Square Cambridge CB1 2GA		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> The development would not have a significant detrimental visual impact on the street. The proposed new building would not have a significant detrimental impact on neighbouring properties or highway safety
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is located on the north eastern side of King’s Hedges Road. It is a two storey building finished in render with a tiled hipped roof. The building currently contains four studio apartments, one 1 bedroom flat and one 2 bedroom flat. Currently there are two vehicle spaces and a bin store located in front of the existing building. To the south is a 2-storey Post Office building at number 6 Kings Hedges Road, which has been extended to include flats above and to the rear, and to the north is a commercial building (10-12 Kings Hedges Road) which has been extended to fill the majority of its plot with built form.

1.2 The site is located adjacent to the Kings Hedges Neighbourhood Centre. A large Silver Birch tree located in the rear garden of a neighbouring dwelling is protected by a Tree

Preservation Order. The site falls outside the controlled parking zone. The Golden Hind public house is approximately 25 metres from the site and is a Building of Local Interest.

2.0 THE PROPOSAL

- 2.1 It is proposed to demolish the existing flats and replace them with a two-storey building to include three 1 bedroom maisonettes (plots 1-3) and a bin and cycle store and to demolish an existing outbuilding at the rear of the site and replace with a 1.5 storey building to the rear to accommodate a 1 bedroom unit (plot 4).
- 2.2 The proposed two storey building would be located over the footprint of the existing flats and would have a front elevation level with the buildings to the north and south. The building would have a gabled roof with the ridge aligned parallel to Kings Hedges Road. Two parking spaces would be retained at the front of this building. Plots 1 and 2 would have a winter garden and plot 3 would have a courtyard adjacent to the rear elevation of the building.
- 2.3 The building at plot 4 would be detached and 1.5 storeys with a dormer window within its front roof slope. It would have an area of outdoor amenity space and a bin and cycle store to the front of the building. Both proposed buildings would be faced with brick and render and would be roofed with tiles.
- 2.4 The application has been amended to provide an updated Arboricultural Survey and to re-locate plot 4 further from the protected tree.

3.0 SITE HISTORY

Reference	Description	Outcome
16/1157/FUL	Demolition of existing building and the erection of a new building to provide 1no. Studio flat & 4no. 1bed flats, together with bin and cycle storage, and landscaping	Approved

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3 27 28 29 30 31 32 35 36 50 51 55 56 57 62 69 70 71 80 81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance 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)
Supplementary Planning Documents	Sustainable Design and Construction (2020)
Material Considerations	<u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008)

	<p>Arboricultural Strategy (2004)</p> <p>Buildings of Local Interest (2005)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The streets in the vicinity provide uncontrolled parking, and as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, this demand is likely to appear on-street in competition with existing residential uses. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application. In the event that the Planning Authority is so minded as to grant permission to the proposal please add an informative to the effect that the granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
- 6.2 Conditions are requested in relation to visibility splays, contractor parking, drainage and construction deliveries.

Environmental Health

- 6.3 No objections, request conditions relating to construction hours, collection during construction, piling and dust. Conditions are also required in relation to submission of a details of an

alternative ventilation scheme for the habitable rooms in Plot 1 due to road noise from Kings Hedges Road, and details of a dedicated electric vehicle charging point. A and Low NOX boiler informative is also requested.

Head of Streets and Open Spaces (Tree Team)

Comments on original plans:

- 6.4 WC and Kitchen are located to the rear of plot four. This will result in excavation within the RPA to accommodate utilities. The finished floor level of plot four will be above ground level; the tree has been pruned recently and additional pruning is likely to be required to accommodate construction and continued pruning will be required to maintain a reasonable clearance.
- 6.5 Despite tree protection and specialised construction methods detailed in the arboricultural report, the potential for material harm to the tree, both above and below ground is unacceptably high. The removal of plot four would allow the removal of this objection. Consideration could be given to increasing the clearance between plot 4 and the rear boundary.

Comments on amended plans:

- 6.6 Confirms that amendments to the layout as detailed in 150-PL(21)04-P1 and P1592-AIA01V2 allow the removal of the formal objection subject to conditions requiring submission of a Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), requirement for a pre-commencement site meeting to discuss details of the approved AMS, and compliance with the approved TPP and AMS.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.7 The development proposed is acceptable subject to the imposition of conditions relating to provision of an infiltration test, surface water drainage strategy, and maintenance of the surface water drainage.

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 The owners/occupiers of the following addresses have made representations: 10-12 Kings Hedges Road, 11 Kings Hedges Road and 1 Lovell Road

7.2 The representations can be summarised as follows:

- o The forecourt of number 10-12 will be used a parking by residents as is already happening
- o The buildings are unnecessarily close to the boundary between 10-12 and the site
- o Not convinced that there is sufficient drainage capacity within the site
- o The passage between the site and 10-12 is used and will need to be maintained
- o Only 2 spaces for current flats and only 2 spaces are proposed, the current tenants do not park considerably
- o Need assurance that the birch tree in the garden of 1 Lovell Road and its roots will be protected. This tree was pruned without permission of 1 Lovell Road.

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

8.0 ASSESSMENT

8.1 From the consultation responses and representations received the main issues are as follows:

1. Principle of development
2. Context of site, design and external spaces
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Noise, vibration, air quality and dust
6. Inclusive access
7. Residential amenity
8. Highway safety
9. Car and cycle parking
10. Third party representations

Principle of Development

- 8.2 The building is not Listed, a Building of Local Interest or within the Conversation Area and is not of any particular character or architectural merit. It is considered the demolition of the existing structure and its replacement with residential flats is acceptable and complies with policy 3 of the LP (2018).
- 8.3 The site is currently in residential use and as such the principle of the development is acceptable.

Context of site, design and external spaces

- 8.4 The proposed form of the building as viewed from Kings Hedges Road is similar to that of the flats approved on the site in application reference 16/1157/FUL, although the present proposal does not feature a front dormer.
- 8.5 As with the previous consent, the front facade of the proposed two storey building will be similar in height and width to the existing property. It would be set back from the road with a front elevation that would be in line with the neighbouring properties. It is of contemporary design and detailing with large openings. The site is not within a conservation area and while most buildings within the wider context of Kings Hedges Road are semi-detached dwellings with hipped roofs, there is no distinctive character among these dwellings in terms of architectural style or detailing. The design approach proposed is therefore considered acceptable. The most notable difference between the existing and proposed buildings at the site, when viewed from the street scene, is that the existing roof is hipped, and the proposed two storey building would have a combination of a gable roof at the front and hipped and a lower gable roof at the rear.
- 8.6 While this roof arrangement is not typical within the vicinity of the site, there are some examples of gabled roofs aligned in this way, and the change in roof forms is considered to break up the bulk of the proposed development as it projects towards the rear of the site.
- 8.7 The bulk and scale of the proposed development is comparable to that of the neighbouring property at 6 Kings Hedges Road, which hosts a number of flats in a two-storey building. The

proposed two storey building would not project further into the rear of the site than the adjacent building and is of a similar footprint and scale.

- 8.8 The proposed unit at plot 4 would largely reflect the form and alignment of the main two storey building as viewed from Kings Hedges Road, albeit at a lower and subservient height. The location of an additional unit at the rear of the site behind the main building is considered to be acceptable within the context of the pattern of built form in the area, and officers note the presence of a detached flat in a very similar location at the rear of number 6 Kings Hedges Road which adjoins the site to the south.
- 8.9 The proposed units would be faced with render and brick, both of which are materials present in the street scene. A condition would be attached to any consent granted requiring details of materials to be submitted prior to development above slab level, to ensure they are appropriate and do not harm visual amenity. A condition would be also be added to any consent granted requiring details of hard and soft landscaping and the maintenance of landscaped areas in the interests of visual amenity.
- 8.10 Taking the above into account, the proposed development is considered to be of an appropriate scale and design and would not result in a significant adverse impact upon the character and appearance of the area or the significance, character or setting of the Golden Hind Building of Local Interest. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 55, 56, 57 and 62.

Carbon reduction and sustainable design

- 8.11 The submitted Design and Access statement states that the energy strategy for the proposed development aligns with the fundamental principles required to meet the Building Regulations.
- 8.12 To ensure compliance with Cambridge Local Plan (2018) policies 28 and 30 and the Greater Cambridge Sustainable Design and Construction SPD 2020, conditions will be attached to any consent granted requiring submission of a Carbon Reduction Statement to meet part L of Building Regulations, and

a water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations.

Integrated water management and flood risk

- 8.13 Subject to the imposition of conditions requiring infiltration testing and submission of a surface water drainage strategy as requested by the Sustainable Drainage Officer, the proposed development is considered acceptable in terms of water management and flood risk, and is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Air quality, noise, vibration, and dust

- 8.14 The Council's Environmental Health Team have been consulted and have recommended conditions in relation to construction hours, collection during construction, piling and dust.
- 8.15 The Environmental Health team has advised that due to the volume of traffic using Kings Hedges Road, the bedrooms and living rooms on the ground and first floors on the Kings Hedges Road facade are unlikely to achieve recommended BS8233:2014 internal noise levels with windows open for ventilation.
- 8.16 One of these units (plot 2) has the option of openable windows on the quieter South-East elevation and can therefore ventilate without being exposed to traffic noise levels. This is not possible for the unit adjacent to 10 Kings Hedges Road (plot 1) which only has openable windows on the Kings Hedges Road elevation.
- 8.17 A ventilation system is therefore required to provide sufficient comfort ventilation for the occupants without the need to open windows. During warmer weather the ventilation system also needs to be able to cope with the need for increased ventilation. This necessitates an increase control for the occupier which may result in elevated noise levels, and so acoustic treatment of the extract system needs to be taken into consideration in these cases. As such a condition is recommended by Environmental Health to require details of an alternative ventilation scheme for Plot 1 and details of operating noise level of the alternative

ventilation. This will be added to any consent in the interests of residential amenity.

- 8.18 The proposed plans show Electric Vehicle charging points for both parking spaces. In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, a condition would be imposed on any consent granted requiring the provision of an EV charging point, as shown on the submitted plans and requested by Environmental Health.
- 8.19 Subject to the recommended conditions, the proposal is in accordance with Cambridge Local Plan (2018) policies 35 and 36.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.20 The proposed development would introduce additional built form at first floor level over a single storey element at the rear of the existing building. The height of the proposed building at this point would be approximately 6.5 metres
- 8.21 It is acknowledged that the proposed development would alter the outlook of the rearmost first floor flat at no.6 Kings Hedges Road, as the additional 1.5 storey form would be perceived from the north-west facing windows which serve the kitchen/living space of that flat. However the living space is open plan and is also served by a larger window which faces towards the rear boundary with an open outlook. The proposed building would be located to the north of the rear first floor flat. As such it is considered that the proposed development would not result in a significant loss of light or aspect, or a significant overbearing impact upon that flat.
- 8.22 The remaining first floor flats at number 6 would not experience any significant change in terms of light or outlook due to the presence of the existing two storey building.
- 8.23 Plot 4 would introduce additional built form at 1.5 storey height near to the rear boundary with properties on Lovell Road. There would be no windows facing towards those dwellings and due to the distance to the rear elevations of dwellings on Lovell Road,

(approximately 25 metres) it is considered there would not be a significant adverse impact upon those dwellings in terms of overlooking, overbearing or loss of light.

- 8.24 Plot 4 is located alongside a detached annex flat at no.6 Kings Hedges Road. There is one window in the side elevation of that flat which would face towards plot 4. However, this window serves a bathroom as opposed to a habitable room. As such it is not considered that the siting of plot 4 would result in a significant loss of light or enclosing impact upon the adjacent flat.
- 8.25 The detached annex flat at no.6 faces over a yard which provides cycle and bin storage and access to the annex flat and a first floor flat at the rear. This area does not contain any private amenity space and as such it is considered that the location of plot 4 would not result in a significant adverse impact upon the residents of no.6 in terms of overlooking or overbearing impact.
- 8.26 The site to the north, number 10-12 Kings Hedges Road, is a commercial building which fills the majority of its plot and so there would be no adverse impact to residential amenity.
- 8.27 The comments of the Local Highway Authority and third parties with regard to parking capacity on nearby streets are noted, however there are bus stops at Milton Road, Green End Road and Kings Hedges Road which are all within 220 metres of the site. The site is adjacent to a Neighbourhood Centre and is 7 minutes/1.7km cycle ride from Arbury Court District Centre. Taking into account the reduction in the number of units at the site, the size of the units, and the availability of public transport is it not considered that the proposed development would result in a significant increase in parking upon residential streets.
- 8.28 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 55 and 56.

Amenity for future occupiers of the site

- 8.29 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 (ml)	Proposed size of unit	Difference in size
1	1	2	2	58	58.8	+0.8
2	1	2	2	58	59.7	+1.7
3	1	2	2	58	58	0
4	1	2	2	58	58	0

8.30 The proposed units would provide sufficient floorspace to meet the residential space standards set out in Policy 50.

8.31 Policy 50 also requires all new units to provide an area of directly accessible private amenity space of some form which can include glazed winter gardens or ground-level patios

8.32 Units 1 and 2 would be provided with the former; glazed winter gardens would be set within the front elevation of the proposed building, facing south west. Units 3 and 4 would have patios / courtyards which would be buffered by an area of planting between the two courtyards. The areas are considered to be of a size that reflects the scale of the units and to allow practical use by the residents for activities such as seating and drying of washing.

8.33 All windows that are proposed to be fitted with obscured glazing on the side elevation of plot 2 serve either non- habitable room (hallways) or are located in rooms that have a larger second window to provide an aspect. A condition would be attached to any consent to ensure that these windows are fitted with obscured glazing in the interests of preserving privacy for occupants of the proposed units and the adjacent first floor flats at no.6 Kings Hedges Road.

8.34 Subject to this condition, the proposed development is considered to provide an appropriate standard of residential amenity for future occupiers, and in this respect, it is compliant with Cambridge Local Plan (2018) policies 50 and 51.

Accessible Homes

8.35 The development has been assessed for compliance with Policy 51 in relation to all the new units. The Design and Access

Statement states the development will comply with the requirements of Part M4 (2) of the Building Regulations. A condition will be imposed upon any consent granted to secure this requirement in compliance comply with Policy 51 of the Cambridge Local Plan 2018.

Refuse Arrangements

- 8.36 Unit 4 would have 3x 240L bins as advised in the standards for individual dwellings. Units 1-3 would have communal provision of 6x 240L bins including 3 standard waste bins, 2 recycling bins and 1 compostable waste bin. This provision meets the standards advised for refuse storage set out within RECAR Waste Management Design Guide 2012. A bin collection point is provided close to the kerb.
- 8.37 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.38 The Local Highways Authority has been consulted and has no objections subject to conditions requiring maintenance of visibility splays, details of contractor parking, access drainage and construction deliveries. Subject to these conditions the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.39 Two car parking spaces would be provided at the front of the site, as is the case for the existing flats. For car parking outside of a controlled parking zone, Policy 82 Appendix L states there should be no more than a mean of 1.5 spaces per dwelling. The overall number of units at the site would be reduced from 6 to 4 and the proposed development complies with this maximum standard.
- 8.40 Cycle parking would be provided within covered stores at a ratio of 1 space per bedroom. No external elevations of the cycle store for plot 4 have been submitted however these can be provided by means of a planning condition. The proposal is therefore compliant with Cambridge Local Plan (2018) policy 82.

Trees

- 8.41 There is a large Silver birch tree within the rear garden of 1 Lovell Road which is subject to a Tree Preservation Order. The tree is located close to the rear/north eastern boundary of the application site, near to the proposed location of plot 4. While plot 4 is not immediately adjacent to the boundary it would fall within the RPA of the Birch tree.
- 8.42 It is proposed to construct the foundations for plot 4 on a micro pile and raised slab foundation. The application was amended with the submission of a revised Arboricultural survey and amended plans to move plot 4 further away from the tree, and to re locate its kitchen and bathrooms so services would not breach the RPA of the tree. Following this, the Council's Arboricultural Officer does not object to the proposals, subject to conditions requiring submission of a Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS), a site visit to discuss the approved AMS, and compliance with the AMS. These conditions will be imposed on any consent in the interests of biodiversity and visual amenity, in accordance with Policies 57 and 71 of the Cambridge Local Plan 2018.

Biodiversity

- 8.43 The site is presently laid with hard standing at the front with the exception of a tree which is to be retained. The rear of the site contains 1 small tree and an area of grass. Officers consider that through the introduction of measures such as additional native planting at the front and rear, bird and bat boxes and hedgehog holes a modest net gain in biodiversity could be accomplished. A condition would be added to any consent granted to require submission of details for ecological enhancements in accordance with Policies 59 and 69 of the Cambridge Local Plan 2018 and paragraph 170 of the NPPF 2019.

Third Party Representations

- 8.44 Third party comments in relation to use of the side access and maintenance of the boundary are not planning matters and these issues should be addressed through other processes or legislation such as the Party Wall Act.

9.0 CONCLUSION

- 9.1 Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

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

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

3. No development shall take place above ground level, other than demolition, until details of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and 57)

4. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

5. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

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

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

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

7. 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.)

8. Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms on the Kings Hedges Road facade of the dwelling at plot 1 to negate / replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development away from Kings Hedges Road. The ventilation scheme shall achieve at least 2 air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system.

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

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

9. The two pedestrian visibility splays of 2m x 2m shown on drawing number PL(21)01 Rev P2 shall be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway in perpetuity.

Reason: In the interests of highway safety.

10. The paths and car parking spaces of the development 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.

Reason: For the safe and effective operation of the highway

11. All construction deliveries to the site and the removal of waste from the site shall take place between the hours of 09.30hrs - 15.30hrs only, seven days a week.

Reason: In the interests of highway safety

12. Prior to the commencement of any works on site a written statement of how contractor and sub-contractor parking will be managed and controlled for the demolition and construction phases of the scheme shall be submitted to and approved in writing by the Local Planning Authority. Parking will be undertaken in accordance with the approved details.

Reason: In the interests of highway safety

13. No permanent connection to the electricity distribution network shall be undertaken until at least one active electric vehicle charge point has been designed and installed with a minimum power rating output of 7kW to serve at least one of the approved allocated parking spaces for the proposed residential units. The approved scheme shall be fully installed before the development is occupied and retained as such.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

14. Prior to commencement of development 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.

15. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of this meeting shall be provided to the Council for approval.

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.

16. 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.

17. 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.

18. No development shall commence until infiltration testing has been undertaken in accordance with BRE365/CIRIA156 and a final surface water strategy based on the results of this testing has been agreed by the Local Planning Authority.

Reason To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties in accordance with Cambridge Local Plan (2018) policies 31 and 32.

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

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

h) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

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

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with Cambridge Local Plan (2018) policies 31 and 32.

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

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with in accordance with Cambridge Local Plan (2018) policies 31 and 32. and requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

21. No development above slab level shall commence until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all new residential units 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; and
 - 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 schedule; and
- d. Details of any mitigation measures required to maintain amenity and prevent nuisance

There shall be no occupation of the development until the carbon reduction measures have been implemented in accordance with the approved details. Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Carbon Reduction Statement shall be submitted to and approved in writing by the local planning authority. The revised Carbon Reduction Statement shall be implemented and thereafter maintained in accordance with the approved details.

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 and Greater Cambridge Sustainable Design and Construction SPD 2020).

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

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

23. 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 including provision for gaps in fencing for hedgehogs; 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.

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).

24. 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 or retention, 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 / retained as far as is reasonably practical.

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)

25. No development above ground level shall commence until a biodiversity enhancement scheme 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 / or bat boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation of the boxes and biodiversity enhancements as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170).

26. Notwithstanding the approved plans, the flats 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).

27. Prior to the occupation of the development, hereby permitted, the windows identified as having obscured glass on the approved plan PL(21)02 Rev P1 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 and 58).

If a construction dust assessment and management plan is required reference and regard shall be given to various national and industry best practical technical guidance such as:

- o Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)' <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd>

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

Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

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Application Number	19/1670/FUL	Agenda Item	
Date Received	5th December 2019	Officer	Aaron Coe
Target Date	30th January 2020 (EoT 5 th February 2021)		
Ward	Romsey		
Site	60 Wycliffe Road		
Proposal	Single storey rear extension and conversion from 3 bedroomed house to two x one bedroom flats.		
Applicant	Mr & Mrs Luliu		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is 60 Wycliffe Road, which is a two storey semi-detached residential property. The property is located on the western side of Wycliffe Road.
- 1.2 The site is not within the conservation area, it is outside of the controlled parking zone and there are no other relevant site constraints.

2.0 THE PROPOSAL

- 2.1 The application proposes a single storey rear extension and to convert the existing 3 bedroom property into two self-contained flats (1 x 1 bedroom unit on the ground floor and 1 x 1 bedroom unit at first floor level). It is proposed to subdivide the garden in two in order to provide amenity space for both flats, and to construct a secure cycle store in the rear garden. Bin storage is proposed to the front of the property.
- 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
17/0590/cl2pd	Single storey extension	Permitted

4.0 PUBLICITY

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

5.0 POLICY

5.1 Cambridge Local Plan 2018

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 35 50 51 52 53 55 56 57 58 82

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

Central Government Guidance	National Planning Policy Framework 2019 Planning Practice Guidance Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
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City Wide Guidance	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 The streets within the vicinity are not within the controlled parking zone so there is no effective way of controlling on-street car parking on surrounding streets. The Planning Authority should consider this and the potential impact on the residential amenity of neighbouring properties.

City Council Environmental Health

- 6.2 Acceptable subject to condition relating to construction hours.

City Council Sustainable Drainage Engineer

- 6.3 Acceptable - no conditions required.
- 6.4 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

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

- 49 Wycliffe Road

7.2 The representations can be summarised as follows:

- Concerned by the impact on the character of the area
- Concerned the approval of this development will set a precedent for converting other dwellings to flats within Wycliffe Road
- Concerned by the impact of the extension on neighbours
- Concerned by the potential increase in noise and disturbance
- Concerned by the impact on car parking arrangements during construction

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 53 (flat conversions) states that proposals to convert a single family dwelling house or a non-residential building into self-contained flats will be permitted where:

- a) The proposed development (the original building including acceptable extensions and roof conversions) has an internal gross floor area of at least 120 sq m (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room sizes (see Policy 50);
- b) The ground or lower ground floor includes a family unit (two bedroom plus) with garden access;
- c) The proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;
- d) The proposal would result in a good standard of amenity for its occupiers and is designed to avoid cumulative and negative impacts on neighbouring residential properties; and
- e) The proposal includes appropriate refuse, recycling and cycle storage to serve the development.

- 8.2 In respect of criteria a) the total internal gross floor area of both proposed flats is 98 square metres. Whilst this is below the minimum 120 square metres threshold under criterion a) of Policy 53, in terms of room sizes each of the bedrooms proposed exceed the minimum space standards requirement. The application as originally submitted proposed a ground floor unit with two bedrooms which would have been considered a family unit to meet the requirements of Policy 53, part b). This part of the policy requires a family unit with garden access to be located on the ground floor. However, during the course of the application the proposals have been amended to provide a one bedroom unit at ground floor and a one bedroom unit on the first floor. This amendment was made as the original submission failed to meet the internal space standard requirements of policy 50. Given that this application involves extending the property in conjunction with the conversion officers considered that more weight should be handed to policy 50 and the non-compliance with part b) of policy 53 would be acceptable in this instance.
- 8.3 In respect of part c), given that the existing dwelling is a 3 bedroom unit and the proposal involves a total of two bedrooms (2 x 1 bed units) it is not considered that there would be a significant increase in the amount of residents or on parking stress in the surrounding area. Moreover, the scale of the proposed single storey extension and conversion is not considered to have a significant impact on neighbouring amenity due to the nature of the proposal. Therefore, criterion c and d would be met.
- 8.4 The plan submitted shows there is sufficient space for refuse and cycle parking arrangements, however, it is considered necessary to impose a condition to secure the finer details and design of the refuse and cycle parking facilities.

Context of site, design and external spaces

- 8.5 The proposal includes a single storey rear extension which is not considered to significantly impact the external appearance of the property and therefore it is considered that the proposal

would not have an adverse impact on the character of the building, or street scene in terms of appearance.

- 8.6 The proposal is considered to be compliant with Cambridge Local Plan (2018) policies 53 and 55 in terms of appearance.

Residential Amenity

Impact on amenity of neighbouring occupiers:

- 8.7 The proposed extension would have a lean to roof and project 3metres beyond the existing rear elevation at a height of 2.3m to under the eaves and 3.8m to the ridge. Whilst it is acknowledge the extension would run hard along the common boundary with No.64 Wycliffe Road, given the modest depth of the extension and single storey nature of the development proposed it is considered the proposal would not have an adverse impact on the residential amenity of neighbouring properties in terms of overlooking, overshadowing or overbearingness.
- 8.8 Given that the existing number of bedrooms within the site is 3 and the proposal involves a total of 2 bedrooms it is considered that the proposed development will not result in a significant increase in general noise and disturbance caused by the future occupants. The City Council's Environmental Health Officer has been consulted and has no objections subject to a condition to control construction hours. Given the residential character of the area, Officers recommend that this condition be attached to any consent granted.
- 8.9 Taking the above into account, the proposed development is considered to be acceptable in terms of its impact upon residential amenity and would comply with Policies 35, 53 and 55 of the Local Plan 2018.

Amenity of 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	2	1	50	54	+4
2	1	1	1	39	40	+1

8.10 The proposed residential units would both meet the space standard requirements of policy 50. The proposal involves the subdivision of the garden space in order to provide external space for both units. Given that both units meet the internal space standard requirements and have access to private external spaces the proposals are considered to meet the requirements of Cambridge Local Plan (2018) policy 50, 53 and 55.

Cycle Parking and Refuse

8.11 The plan submitted shows a location for cycle parking and bin storage provision. However, a condition is considered necessary to secure further details of the design of these facilities to ensure suitable provision is made.

8.12 Subject to the details being provided to meet the requirements of this condition the proposals would comply with Cambridge Local Plan (2018) policies 57 and 82.

Car Parking and Highways

8.13 The site is within an uncontrolled parking zone but not within an area that suffers from identified car parking stress. The conversion of a 3 bedroom dwelling to 2 x 1 bedroom flats is not considered to give rise to significant additional harm in terms of vehicles likely to park on streets within the vicinity. The proposal is therefore considered to meet the requirements of Cambridge Local Plan 2018 policy 82.

9.0 RECOMMENDATION APPROVE

Subject to the following conditions:

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

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

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

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

3. Prior to the occupation of the development the details of the design of the cycle store facility and refuse storage shall be submitted to and approved in writing by the Local Planning Authority. The arrangements shall be provided in accordance with the agreed details prior to the occupation of the development and shall be retained as such thereafter.

Reason: To ensure suitable cycle parking and bin storage is provided (Cambridge Local Plan 2018 Policies 53, 57 and 82).

4. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

Application Number	20/05247/HFUL	Agenda Item	
Date Received	18th December 2020	Officer	Phoebe Carter
Target Date	12th February 2021		
Ward	West Chesterton		
Site	63 Gilbert Road		
Proposal	Re-rendering using an EWI proprietary render system and the addition of insulation to rear and side elevations.		
Applicant	Mike Sargeant 63 Gilbert 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 not have any adverse impact on the residential amenity of the adjoining neighbours or the character of the area.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 63 Gilbert Road is the south-eastern half of a semi-detached two storey dwelling. The application site sits within a long row of residential properties to the west of Gilbert Road, close to the junction that needs Courtney Way and the property rear

boundary adjoins Chesterton Community College. The property has previously been extended with a single storey rear extension.

- 1.2 The site does not fall within a Conservation Area, there are no listed buildings in the vicinity and the site is not within a controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The application is seeking planning permission for the installation of external wall insulation installed on the ground floor side elevation and the first floor side and rear elevations.

- 2.2 The application is accompanied by the following supporting information

- a. Drawings
- b. Insulation Data Sheets and product specifications

- 2.3 The application is brought before Committee as one of the applicants is a Councillor.

3.0 SITE HISTORY

Reference	Description	Outcome
14/0253/FUL	Single storey rear extension and loft conversion to existing dwelling including rear and side dormer windows and rooflight to front elevation.	Permitted

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 55 56 58

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)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No comment received at the time of writing the assessment.

7.0 REPRESENTATIONS

7.1 No representations received at the time of writing the assessment. The consultation period is still open and any representations made up until Committee will be reported on the amendment sheet as appropriate.

8.0 ASSESSMENT

Context of site, design and external spaces

8.1 The property is a combination of red brick and render. The insulation is proposed on the ground floor side elevation and the first floor side and rear elevation. These elevations form the original walls of the dwelling which were constructed in the 1930's with 9" brickwork. The proposal is to insulate these walls with external wall insulation which will result in an improved

energy efficiency of the property. The render is proposed in white which will match the existing rear and side elevation of the property. The render will not be visible from the street scene and will not alter the appearance of the property. It is therefore considered that the proposal adequately respects the character and appearance of the area.

The proposal complies with policies 55, 56, and 58 of the Cambridge Local Plan 2018.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.2 The development would result in the external elevations of the dwelling moving marginally closer (9-10cm) to the boundaries but it is considered that this would not affect residential amenity. As such it would comply with Policies 56 and 58 of the Cambridge Local Plan 2018.

9.0 CONCLUSION

- 9.1 The proposal is acceptable in terms of the impact on the host property and surrounding context. The Council is generally supportive of such proposals as they render existing residential dwellings more thermally efficient and help reduce carbon emissions. The application is being brought to Committee within the existing consultation period, which ends post Committee on 16 Feb 2021. A decision notice cannot be legally issued until the expiry of this period. Whilst no representations for such a minor application are anticipated, if representations are received between any resolution of the planning committee and 16 Feb 2021, if they raise material planning matters which were not considered as part of this report or during committee's debate, the application will be reported back to a following planning committee for further consideration. The application is being brought to an early planning committee because of Government funding constraints in relation to thermal rendering which are soon to expire.

10.0 RECOMMENDATION

APPROVE subject to the following conditions and on the basis that no representations are made, following any resolution of the

Planning Committee to approve the application up until and including 16 Feb 21, which raise new material planning matters which were not considered as part of this report or during the planning committee's debate of the item.

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.

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