



Cambridge City Council Planning

Date: Wednesday, 21 April 2021

Time: 10.00 am

Venue: This is 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 two 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

(Pages 7 - 24)

Part 1: Major Planning Applications

5 20/04826/FUL - Lockton House, Clarendon Road

(Pages 25 - 88)

6 20/03843/FUL - Carlyle House, Carlyle Road

(Pages 89 -

Part 2: Minor/Other Planning Applications

7	20/01609/FUL - 25B Bishops Road	(Pages 115 - 140)
8	20/02504/S73 - Varsity Hotel and Spa, 24 Thompsons Lane	(Pages 141 - 154)
9	20/03838/FUL - 38 High Street, Chesterton	(Pages 155 - 182)
10	20/04303/S73 - 1 Grosvenor Court	(Pages 183 - 196)
11	20/00190/FUL - 44 George Street	(Pages 197 - 220)
12	20/04824/FUL - 130 Queen Ediths Way	(Pages 221 - 244)
13	20/03704/FUL - Land adjacent 1 Lovers Walk	(Pages 245 - 264)

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.

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

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- 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

PLANNING

3 February 2021

10.00 am - 7.15 pm

Present:

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

Officers:

Delivery Manager Development Management: Nigel Blazeby

Area Development Manager: Lorraine Casey

Area Development Manager: Toby Williams

Principal Planner: Yole Medeiros

Senior Planner: Aaron Coe

Senior Planner: Luke Waddington

Senior Planner: Alice Young

Planner: Phoebe Carter

Planner: Rebecca Claydon

Planner: Mary Collins

Legal Adviser: Keith Barber

Committee Manager: James Goddard // Sarah Steed

Meeting Producer: Liam Martin

Other Officers Present:

Joint Housing Development Officer (Growth): Tracey Harrison

Principal Sustainability Consultant: Emma Davies

Nature Conservation Projects Officer: Guy Belcher

Principal Landscape Architect: Dinah Foley-Norman

Urban Design Consultant Annemarie de Boom

Principal Transport Officer: Tam Parry

Local Highways Engineer: Jon Finney

FOR THE INFORMATION OF THE COUNCIL

21/11/Plan Apologies

Apologies were received from Councillor McQueen.

21/12/Plan Declarations of Interest

Name	Item	Interest
Councillor Porrer	21/15/Plan	Personal – Sat on Housing Scrutiny Committee where topic was discussed but did not fetter her discretion.
Councillor Baigent	All	Member of Cambridge Cycling Campaign.

21/13/Plan Minutes

No minutes were presented to committee for approval.

21/14/Plan 20/01972/OUT - GB1 Netherhall Farm, Worts Causeway

The Committee received an 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.

The Principal Planner referred to details on the amendment sheet as part of their officer presentation.

The Principal Planner updated her report to recommend removing Condition 1.

The Committee received a number of representations in objection to the application:

Representation from a Camcycle representative:

- i. This application was completely unacceptable as it lacked basic connectivity for walking and cycling to and from schools and community amenities. This would badly affect not only this generation but future ones too.
- ii. The site is only 300 metres away from the Netherhall School open space, but schoolchildren will have to trek a very long and circuitous route to get there: almost 2 kilometres. Distance was the single biggest factor in people's choice of transport mode. The long routes were also dependent on a narrow and decrepit cut-through that was unsuitable for its existing use, much less hundreds of additional families. It was likely

that many new residents would turn to driving instead of walking or cycling to everyday destinations.

- iii. Policy 80 states that developments should be 'conveniently linked with the surrounding walking and cycling networks' Policy 81 states that developers were required to make investments to encourage the use of sustainable transport, including infrastructure.
- iv. Paragraphs 3.1.3 and 3.5.1 of LTN 1/20 state that there should be a 'densely spaced cycle network' with '250m - 400m' between routes 'so that all people can easily travel by cycle for trips within and between neighbourhoods'. There was over 1 kilometre of site perimeter with no route and even worse it lacked a cycle route on the strongest desire line.
- v. Establishing a direct walking and cycling link from the development to Almoners' Avenue and/or Beaumont Road is the lynchpin of this application. The existing estate was specifically designed for expansion at these points. A weak planning condition that allows the applicants to say 'they tried and gave up' is an abdication of the city's responsibility to its future residents.
- vi. The lack of basic connectivity was a strong reason to reject this application under policies 80, 81 and LTN 1/20. Asked the committee to require the applicants to secure at least one more walking and cycling land in the direction of schools and community facilities.

Local resident representation:

- i. The amenities at Wulfstan Way are identified as a neighbourhood centre in Appendix C to the adopted 2018 Cambridge Local Plan.
- ii. The vital role and significance of neighbourhood centres in the Local Plan is recognised in Policy 72, the purpose of which is "Ensuring that the district, local and neighbourhood centres remain healthy with a suitable mix of uses and few vacancies."
- iii. Specific references include the:
 - a. *Paragraph 2.65* "In particular, the smaller local and neighbourhood centres need to be protected, as they perform an important function in providing for day-to-day needs."
 - b. *Paragraph 8.7* "Local and neighbourhood centres are particularly valuable in providing for everyday needs and need to be protected and enhanced. This network of centres is important in providing

shops and facilities that can be accessed by foot and bicycle rather than having to travel by car.”

- iv. As noted by other objectors to this application, the failure to include convenient and direct walking and cycling access between GB1 and Wulfstan Way severs the Netherhall Farm development from local amenities at the Wulfstan Way neighbourhood centre. This deficit undermines both the principle of prioritising sustainable transport (Policy 80 and 81) and the principle of ensuring the health of the existing neighbourhood centre (Policy 72). It is therefore incumbent on councillors to reject the application until appropriate connectivity to support these Policies is provided.

Local resident representation:

- i. Representation related to the suitability of the proposed design of the access to Netherhall farm, which has been identified as the means of emergency access on the illustrative masterplan.
- ii. The means of access for this application was not a reserved matter. At present the submitted arrangement shows no widening of the junction with Worts Causeway and no suitable passing provision at an appropriate and usable location for the existing users.
- iii. The arrangement cannot serve the existing users of the access and emergency vehicles. Until a suitable and safe design access has been secured the application should not be approved with access not being a reserved matter. Ask that this matter is looked into before any approvals being issued.

Local resident representation

- i. The current plans posed a security risk, as well as an invasion of their privacy. (Showed plans on screen to detail privacy concerns)
- ii. No additional privacy measures were proposed by the developers. Expected to have the same privacy protecting measures as the Northern Front.
- iii. Referred to 2.21 of the main project plan, showed fencing of at least 1.8m high plus trees of at least 5m tall. Expected this around the whole of their property. It was inconsistent to grant one set of households to the northern front ‘additional security and privacy’ but not them.

- iv. The Planning Officer had noted their concerns in the planning report but stated that it should be noted that the development was making public spaces around their property. This made their concerns greater and there would be zero accountability to who could access these grounds, which was to the rear of their house.
- v. Building heights around the development would be 11.5m or 12m high. The visual assessment stated that 3 storey houses were prevalent in the area. Asked the developer to provide evidence how this was within the local character of the area.
- vi. The nearest bus stop was outside the maximum recommended by the Chartered Institute of Highways and Transport. The Developers misrepresented advice from the CHID. The development was therefore not sustainable development from a public standpoint.
- vii. All previous objections, which have gone unanswered, still stand.

Local resident representation

- i. Issue of the status of Netherhall Farm and the barns as a Building of Local Interest (BLI). Referred to Policy 62 and
 - a. appearance, the BLI would be hidden by the proposed development
 - b. setting within agricultural heritage.
- ii. Previous applications submitted by the speaker had been declined because they had not been consistent with BLI. It was inconsistent to have a BLI be surrounded by a housing estate. Asked if the development was approved that the BLI status was removed from Netherhall Farm and the barns.
- iii. Expressed concerns regarding loss of privacy. The 20m buffer did not extend to their property. There was only a 6-7m buffer between edge of their garden and the proposed development. Asked that the 20m buffer proposed by the developer was consistently applied to all existing properties.
- iv. The access plan was unworkable. The developer proposed using the track leading to their property for emergency access. The developer had proposed a passing place but this was unworkable due to right of way issues. Requested condition regarding rights of way between the developer and all residents if the application was approved.

- v. Mown pathway between site and western area through country wildlife site.
- vi. Tree on their land had been omitted from the tree retention plan.
- vii. Road widening on Worts Causeway will stop the road having the rural character it currently had. Road should be retained at current width as it provided a speed retention.
- viii. Queried cycleway way over a footway at the south side of Worts Causeway.
- ix. Summarised principal objections:
 - a. CEG design inappropriate adjacent to Building of Local Interest
 - b. Loss of privacy having buildings so close to their property
 - c. CEG's access proposal is unworkable as no legal means for vehicles to pass
 - d. Tree retention plan
 - e. Mown pathway past bedroom windows
 - f. Cycleway over footpath

Sophie Pryor (Applicant's Agent) addressed the Committee in support of the application.

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

- i. Noted the applicant's willingness to work with the community and local councillors.
- ii. Noted the application's 40% affordable housing contribution, which would make housing available to those who could demonstrate they had family locally.
- iii. Noted high house prices in Queen Edith's Ward.
- iv. GB1 would provide 32 homes for people who work nearby and 24 affordable homes for people with family in the area, in addition to 24 affordable homes more generally available.
- v. Application made positive contribution to biodiversity.
- vi. Referred to the recently published Sustainability SPD.
- vii. Noted that there was still no undertaking to provide a bus service to the area. Referred to section 8.107 of the officer's report which stated that people would walk to the existing bus stops on Babraham Road. Thought people would not do this and would drive into town instead. Stated that

there should be a new bus stop on Worts Causeway at the south western site entrance point. This could serve developments GB1 and GB2 equally. Asked for an update on bus providers / County Council.

- viii. Expressed concerns regarding the size of buildings going up close to residents' homes.
- ix. Noted that the 3 storey blocks had been moved into the centre of the development.
- x. Queried the proposal to widen the road.
- xi. Queried access to the local wildlife site.
- xii. Asked for more information regarding the management plan for protected habitat.
- xiii. Expressed concerns that the pavement could become and overflow car park.
- xiv. If the development went ahead asked the officer to explain why Netherhall Farm and associated buildings should retain their status of BLI.
- xv. Requested fencing around 31 Worts Causeway.
- xvi. Expressed disappointment there was no walking and/ or cycling link into the Queen Edith's community.

Following Councillor Tunnacliffe's concern over allotments and several councillors being unsure that sufficient efforts were taken by applicants to secure north access cut through route, the Principal Planner updated her report with the following recommendations:

- i. Landscape and ecological management plan could be secured through the s106 Agreement (would need to include reference to allotments).
- ii. Re-instate Condition 35.

Councillor Smart proposed an amendment to the Officer's recommendation for an informative that the Applicant should negotiate a northern access cut through route for houses suggesting liaison with SusTrans who did something similar for the Chisholm Trail.

This amendment was **carried unanimously**.

Councillor Thornburrow proposed amendments to the Officer's recommendation:

- i. Changing the foul water informative to a condition.

- ii. Condition 11 should include reference to the Cambridge Water Management Plan regarding 2020-2025 water resources.
- iii. To increase the percentages in Condition 28 to adapt for current flooding conditions.

These amendments were **carried unanimously**.

The Committee:

Resolved (by 4 votes to 3) to grant the application for outline planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. the prior completion of an Agreement under s106 of the Town and Country Planning Act 1990 with delegated authority granted to Officers to negotiate, secure and complete such an Agreement on terms considered appropriate and necessary;
- ii. the planning conditions set out in the Officer's report and the Amendment Sheet;
- iii. removal of Condition 1;
- iv. landscape and ecological management secured through the s106 Agreement (to include reference to allotments);
- v. re-instatement of Condition 35;
- vi. delegated authority to officers, in consultation with the Chair and Spokes, to draft and include the following additional/amended conditions:
 - a. changing the foul water informative to a condition;
 - b. condition 11 to include reference to the Cambridge Water Management Plan regarding 2020-2025 water resources;
 - c. increase the percentages in Condition 28 (in consultation with Lead Local Flood Authority and the Council's Drainage Engineer); and
 - d. an informative that the Applicant should negotiate a northern access cut through route for houses. Suggested liaising with SusTrans who did something similar for the Chisholm Trail.

21/15/Plan 20/03501/FUL - Land at Barnes Close

The Committee received an application for full planning permission. This is a Regulation 3 under the Town and County General Regulations 1992 (as amended).

The application sought approval for demolition of existing garages and hardstanding and the construction of 6 No. modular homes.

The Senior Planner updated her report by referring to updated condition wording and written statements by Objectors on the Amendment Sheet. The Committee adjourned for 10 minutes to ensure all Members had read the additional details.

The Committee received a representation in objection to the application from a resident of Barnes Close:

- i. The development was not a good living space:
 - a. loss of floor area;
 - b. does not meet accessibility standards;
 - c. lack of private amenity space.
- ii. Parking pressure from the application would lead to more on-street parking.
- iii. The colour of the pods would harm the character of the area.
- iv. The pods would harm the privacy of nearby neighbours.
- v. Did not object to the principle of housing pods, but they should be located on other site(s).

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

Councillor Porrer proposed an amendment to the Officer's recommendation that electric vehicle charging point should be put in the car club parking space.

This amendment was **carried unanimously**.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report and the Amendment Sheet, and subject to the conditions recommended by the Officer including the amendment to the condition regarding the electric vehicle charging point and its location.

Committee also delegated authority to Officers to draft the conditions in consultation with the Chair and Spokes.

21/16/Plan 19/1221/FUL - Land r/o 29-31 Peverel Road

The Committee received an application for full planning permission.

The application sought approval for the erection of a detached dwelling on the site, which has been assembled from the severed gardens of numbers 29 & 31 Peverel Road with boundary fencing.

The Planner referred to a statement from Objectors on the Amendment Sheet.

The Committee received a representation in objection to the application from a resident of Peverel Road:

- i. Three out of the thirteen material planning considerations had still not been met.
- ii. Regarding harm to wildlife, section 9.22 of the Officer's report stated that gaps will be left in the boundary fencing for hedgehogs, with no consideration made to the low chance of survival for the many nesting deep among the log-piles in the portion of the site that has been untouched for over a decade. Even though such instances were not strictly protected by the Conservation of Habitats Act, a survey is required to assess how many females are present and to ensure they are given the optimal chance of surviving having to establish new nests after construction commences, particularly if this occurs during the crucial post-hibernation months when hoglets are present.
- iii. One element of the design and layout still failed to meet planning considerations, namely how far the first floor protrudes deep beyond the line of neighbouring homes. This was evident as extensions with first floors extending out this far were not permitted along the very same housing row due to the unreasonable overshadowing caused. It's clear that in an area of bright concrete terraced and semi-detached houses, a detached brick dwelling with a first floor set back this prominently into neighbouring gardens does not relate appropriately to the buildings and spaces surrounding it. Though I appreciate that efforts have been made to adequately address this issue in the past year or so, with further more open discussions with residents, the moving of this first floor back towards the existing row of houses can be more than offset by increasing the ground floor area, jointly making better use of the land available and increasing the principle of development.

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

The Committee:

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

21/17/Plan 20/02791/FUL - 196 Green End Road

The Committee received an application for full planning permission.

The application sought approval for the demolition of no. 196 and No. 198 Green End Road and construction of 7no. Apartments (5no. 2bed, 1 x 3bed and 1 x 1bed) and commercial space.

The Planner updated her report by referring to details on the amendment sheet:

- i. Addition of further conditions: Condition 25, 26 and 27.
- ii. Referred to a statement from an Objector.

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

- i. Safety concerns about road junction:
 - a. Impact of extra traffic from the shop.
 - b. Lack of parking for shop visitors.
- ii. There were twenty mature trees and wildlife in the green space. Expressed concern only two to three trees would be left with less wildlife due to replacement hard standing which could also impact on water drainage.
- iii. Shop could overlook nearby nursery and lead to lack of privacy.
- iv. Questioned if there was:
 - a. A fire risk from just one entry/exit point.
 - b. An appropriate level of parking.
- v. Expressed concern about:
 - a. Development out of character with the area.
 - b. Loss of light.
 - c. Overlooking of neighbours.
 - d. Traffic noise.
 - e. Overshadowing.

- f. Application goes over building line.
- g. Overbearing.
- h. Impact on local drainage system.
- i. Overdevelopment of site.
- j. Application too close to pavement, people step out of shop straight onto pavement, causing possible conflict between shoppers and pedestrians.

Councillor Thornburrow proposed amendments to the Officer's recommendation that:

- i. The position of letterboxes should be policy compliant.
- ii. Replacement trees should be maintained for 5 years after planting up.

These amendments were **carried unanimously**.

The Committee:

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

- i. the planning conditions set out in the Officer's report and amendment sheet;
- ii. delegated authority to officers, in consultation with the Chair and Spokes, to draft and include the following additional conditions:
 - a. To ensure the position of letterboxes would be policy compliant.
 - b. Any replacement trees should be maintained for 5 years.

21/18/Plan 20/03020/FUL - 184 Thoday Street

The Committee received an application for full planning permission.

The application sought approval 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.

The Planner updated his report by referring to details on the amendment sheet:

- i. Amendment to Paragraph 8.22.
- ii. Referred to a statement from the Applicant.

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

- i. Was not against development and understand the need for more housing.
- ii. Supported the redevelopment of the former Ridgeon's site and applaud the Council that much of it will be affordable.
- iii. The proposed development was the wrong one in the wrong place.
- iv. Wanted to put on record the Objector's view the Applicant has gone about this application in an underhand way:
 - a. Alleged the Applicant said he intended to live in the property with his partner.
 - b. The Applicant then quickly installed tenants who subjected those in the adjoining property to anti-social behaviour.
- v. Objector's specific objections to this application include:
 - a. Overdevelopment – almost all properties in the immediate vicinity are still family homes or single unit HMOs.
 - b. Out of scale and character with neighbouring buildings – application is much larger than those buildings in immediate vicinity.
 - c. Increase in noise and waste particularly to those living in the properties adjacent and adjoining. Four dwellings = 12 waste bins.
 - d. Intensification of use and increased disturbance from subdivision caused by more movements from property and deliveries to it etc.
 - e. Increased overlooking of adjacent properties and those on Fairfax Rd and Ross Street caused by the increased scale & third storey.
 - f. Loss of distinction between public space at front and private space at rear impacting negatively upon the privacy of residents
 - g. Change in character from a family orientated area undermining existing sense of community amongst residents.
 - h. Lack of car parking provision which is already limited in area – a view supported by County Highways and Officers
 - i. Also increases pressure to introduce residents parking scheme.
 - j. Amenity space at the rear is poorly related to the flats it serves which will not encourage those who own to it to look after it.
 - k. Insufficient cycle parking and bin stores, this may result in them being stored at front of property which is detrimental to appearance and amenity.

- l. Proposed design will result in further blocking of light to side bedroom window at 182 Thoday Street.
 - m. Structurally flats 3 and 4 do not conform to roof heights for residential space standards.
 - n. Internal stairs also do not comply with Building Regulations.
- vi. Closing Comments
 - a. Para. 8.22 referenced bus stops on Milton Rd and Kings Hedges Rd rather than Mill Rd.
 - b. There was no acknowledgement that there could be an impact upon residential amenity which Councillors should consider.
 - c. Officers also recognise the ceiling heights in flats 3 and 4 do not meet the height standards set out in the Council's own policy.
 - d. Overall this application does not suggest that the proposed development is fit for purpose for the future.
 - e. It is instead a speculative attempt to maximise profit to the detriment of existing residents.

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

The Committee:

Resolved (by 5 votes to 1) to reject the Officer recommendation to approve the application.

Resolved (by 6 votes to 1) to refuse the application contrary to the Officer recommendation for the following reason:

The proposed development would represent an overdevelopment of the site, resulting in extensions of a scale and massing which would be out of keeping with the existing building and being overly prominent and bulky in the street and a poor quality provision of internal space due to restricted head heights and no private outdoor space for flat 4, resulting in a cramped form of development for future occupants that would result in a poor standard of residential amenity. The proposal is therefore contrary to Cambridge Local Plan 2018 policies 50, 53, 55, 56 and 58.

21/19/Plan 18/1321/OUT - 72-74 St Philips Road

Item deferred to enable the Applicant time to amend the scheme to address some of the issues raised in the Officer's report in relation to the new Cambridge Local Plan 2018.

21/20/Plan 6pm Guillotine

The Committee unanimously resolved to continue past 6pm and not adjourn the meeting.

21/21/Plan 20/02954/FUL - 8 Kings Hedges Road

The Committee received an application for full planning permission.

The application sought approval for erection of four dwellings, including a dropped kerb and associated infrastructure following the demolition of the existing buildings on site.

The Committee received a representation in objection to the application from a resident of Kings Hedges Road:

- i. The development would exacerbate existing traffic and parking issues.
- ii. The application was positioned right up against the Objector's boundary line.

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

Councillor Porrer proposed amendments to the Officer's recommendation to require:

- i. An air source heat pumps informative.
- ii. A condition requiring details to be submitted regarding cycle parking provision.

These amendments were **carried unanimously**.

Councillor Baigent proposed an amendment to the Officer's recommendation to include an informative that the fire service need access to the rear of the property.

This amendment was **carried unanimously**.

The Committee:

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

- i. the planning conditions set out in the Officer's report;
- ii. delegated authority to officers, in consultation with the Chair and Spokes, to draft and include the following additional condition:
 - a. condition requiring details to be submitted regarding cycle parking provision;
- iii. informatives included on the planning permission in respect of:
 - a. air source heat pumps informative;
 - b. the fire service need access to the rear of the property.

21/22/Plan 19/1670/FUL - 60 Wycliffe Road

The Committee received an application for full planning permission.

The application sought approval for single storey rear extension and conversion from 3 bedroomed house to two x one-bedroom flats.

Councillor Baigent proposed an amendment to the Officer's recommendation to include an informative that the land shown green on the plan is City Council owned land, not part of the site, and should be replanted with grass to stop people parking on it.

This amendment was **carried unanimously**.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer including an informative bringing to the fore that the green area adjoining the site was Council owned land, not part of the site, and should be replanted with grass to stop people parking on it.

21/23/Plan 20/05247/HFUL - 63 Gilbert Road

The Committee received an application for full planning permission.

The application sought approval for the installation of external wall insulation installed on the ground floor side elevation and the first-floor side and rear elevations.

Councillor Smart proposed an amendment to the Officer's recommendation that the Chair and Spokes should be consulted if anyone lodges an objection to the application between the date of this meeting and the end of the statutory consultation period.

This amendment was **carried unanimously**.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer including the amendment that the Chair and Spokes be consulted in the event of any objections being lodged between the date of this meeting and the end of the consultation period.

The meeting ended at 7.15 pm

CHAIR

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PLANNING COMMITTEE

21ST APRIL 2021

Application Number	20/04826/FUL	Agenda Item	
Date Received	23rd November 2020	Officer	Lewis Tomlinson
Target Date	22nd February 2021		
Ward	Trumpington		
Site	Lockton House Clarendon Road		
Proposal	Demolition of Lockton House and 1&2 Brooklands Avenue and replacement with two new buildings comprising offices (Use Class E), flexible commercial space (Use Class E) to include a cafe, underground parking and utilities, erection of covered walkways, electricity substation, bin stores, access, cycle parking and associated hard and soft landscaping.		
Applicant	c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> • The proposal will enhance the Conservation Area. • The proposed development would not have a significant adverse impact on the residential amenity of adjoining neighbours. • The proposal would have an acceptable impact upon the trees within and surrounding the site and would significantly enhance the overall landscape for the site.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site consists of Lockton House and 1-2 Brooklands Avenue. Lockton House is a 1960s brown brick, tinted ribbon windows, 6 storey office block that is sited within the southern section of the site and is accessed off Clarendon Road. 1-2 Brooklands Avenue is an end of terrace Victorian office building and is accessed off Brooklands Avenue.
- 1.2 The site lies partly within the Brooklands Avenue Conservation Area. Grade II listed Royal Albert Homes sit opposite 1 & 2 Brooklands Avenue. Mature trees and landscape define the western boundary; a row of leylandii trees subject to a TPO are located along the southern boundary. The site lies within a Controlled Parking Zone and within Cambridge Airport Consultation Zone.

2.0 THE PROPOSAL

- 2.1 The application proposes the demolition of the existing Lockton House and 1 & 2 Brooklands Avenue, and the redevelopment of the site to provide two new buildings placed around a new central garden space, ranging from two to five storeys, to contain office and flexible commercial floorspace, a café, underground parking and utilities. The GIA floorspace of each block comprises a total of 916m² in Block A and a total of 8,000m² in Block B.
- 2.2 The applicant has gone through an extensive pre-application process. This has involved seven pre-application meetings, several workshops, two attendances at the City's Design and Conservation Panel and several technical topic-based workshops with officers and stakeholders focussing on design, drainage, landscaping and trees, sustainability and transport.

3.0 SITE HISTORY

- 3.1 None relevant

4.0 PUBLICITY

- | | |
|--------------------|-----|
| 4.1 Advertisement: | Yes |
| Adjoining Owners: | Yes |

Site Notice Displayed:

Yes

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3, 28, 29, 31, 32, 33, 34, 35, 36, 50, 51, 55, 56, 57, 59, 60, 61, 62, 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 March 2014 Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (2020) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)
Material	<u>City Wide Guidance</u>

Considerations	<p>Arboricultural Strategy (2004)</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge City Wildlife Sites Register (2005)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>
	<p><u>Area Guidelines</u></p> <p>Brooklands Avenue Conservation Area Appraisal (2013)</p>

6.0 CONSULTATIONS

Cambridges International Airport

- 6.1 No objection subject to conditions regarding: Bird Hazard Management Plan and Construction Management Strategy.

Cambridgeshire County Council (Highways Development Management)

- 6.2 No objection. While parking is not strictly within the remit of the Highway Authority the use of significant numbers of raised cycle parking units may discourage some individuals from using this mode, providing only 20 Sheffield Stands (i.e. 40 spaces) out of a total of 300 spaces seems an under provision. Figure 4.1 of the Transport Assessment states that it is anticipated that the vast majority of pedestrians and cyclists will access via Clarendon Road. If many of the employees use either the rail station or the guided bus to access the City Centre, this seems unlikely as the easier and more direct route will be via the new access off Brooklands Avenue. Recommends conditions regarding: Traffic Management Plan, 3.5 tonne movement restriction, Brooklands Avenue existing vehicular entrance works, Brooklands Avenue car parking space, falls and levels, and an informative regarding works within the highway.

Cambridgeshire County Council (Transport Assessment Team)

Initial comments

- 6.3 Insufficient detail presented to make a sound assessment. Further details relating to cycle parking, accident data, trip generation/distribution, framework travel plan and mitigation required.

2nd comments

- 6.4 Further mitigation details required

3rd and 4th comments

- 6.5 No objection. Sufficient detail has been presented to make a sound assessment subject to a mitigation package requiring a travel plan condition and a contribution of £135,869 towards the Chisholm Trail.

Conservation Team

- 6.6 Supports

The redevelopment of this transitional site is not an easy task given the constraints and sensitivities of the surrounding area. Lockton House is identified as making a negative contribution to the setting of the conservation area and so any replacement has to provide a level of enhancement which would outweigh any potential harm that might result in changes to the current arrangement.

This proposal has increased the footprint of the building and introduced more buildings to the site. However there has been considerable thought given to how this increase in mass should respond to the character of the conservation area and the residential context of its neighbours. The use of stepped massing and imaginative articulation has introduced a variety of form which has the potential to create a positive new addition to the site. The buildings and spaces respond well overall to the transitional nature of the site and give a domestically scaled presence to the conservation area boundaries of the site. The increased permeability of the site and introduction of active entrances will be an improvement on the current parking barriers and sea of hardstanding and cars. The use of a good gault brick and quality materials will ensure that these buildings sit well in the materiality of the area.

Taking the above into account, I consider that the proposal will preserve or enhance the character or appearance of the conservation area. The proposals will comply with Local Plan policy 61. With reference to the NPPF and the effect on the significance of the heritage asset, paragraph 192 would apply. Recommends the following conditions: window details, sample panel of facing materials, roof details and dormer details.

Environmental Health

- 6.7 No objection subject to conditions regarding contamination (x6), construction hours, collection during construction, construction, demolition noise, vibration and piling, dust condition, plant/machinery/equipment, electric vehicle charging points, artificial lighting, hot food preparation (smoke/odour control) and associated informatives.

Environment Agency

- 6.8 No objection. The proposed development site is underlain by Principal and Secondary A aquifers. It is not located within a groundwater source protection zone designated for the protection of public water supply. Hobson's Brook is located approximately 500 metres west of the site. It is understood that the site has had previous residential and commercial uses, but may also have been used as railway land, and for other unidentified purposes. The site is environmentally sensitive and may present pollutant linkages to controlled waters receptors. Makes a number of recommendations in relation to contamination, surface and foul water drainage issues.

Landscape Team

- 6.9 Supports.

In general the landscape strategy is acceptable with minor details to be considered under condition. The landscape will be a functional and attractive counterpoint to the architecture and provide a number of amenity opportunities and biodiversity areas to the users of the building. It will also provide an attractive setting for the building and is supported.

The existing site is mostly a car park in areas where the majority of landscape is to go, therefore warrants the recommendation of a Groundworks condition which is applied to ensure adequate decompaction works are applied to the site and a suitable soil profile is provided for landscape areas. Landscape supports the application though the TVIA must be amended prior to decision. The amendment is considered to not constitute any change in the assessment but simply provide additional necessary information about the visualisations. Recommends the following conditions: landscaping scheme, landscape maintenance and management plan, tree pits and groundworks.

Lead Local Flood Authority (LLFA)

Initial response

- 6.10 Supportive of proposed surface water drainage strategy in principle but unable to support grant of permission until impact of basement on groundwater assessed.

2nd response

- 6.11 Following submission of further details, objection removed subject to conditions requiring surface water drainage and maintenance details.

Nature Conservation Projects (Ecology) Officer

- 6.12 Supports. Content with survey effort and support recommendations for ecological enhancements outlined in the Preliminary Ecological Appraisal, some of which have been detailed with the landscape section of the Design and Access Statement. The existing site has a relatively low ecological value and the proposals have the potential to secure additional habitat, nesting and roosting features, representing a site wide net gain in biodiversity. Recommends conditions regarding: site wide ecological design strategy.

Sustainability Officer

- 6.13 Supports.

The proposed scheme is supported in sustainable construction terms. Recommends conditions regarding: BREEAM Design Stage Certification and BREEAM Post Construction Certification

Tree Officer

- 6.14 Supports. The proposal requires the loss of trees along the south boundary, G5, T1 and H1, a few secluded trees to the east, G4, T8 and T9 and a single tree in the existing car park, T7. Of these the most significant are the trees along the south boundary. There is no formal objection to the proposed removal of these trees because of the poor condition of most of the trees, previous unsympathetic pruning, their co-dependence resulting from close spacing and proposals to include significant replacement planting as part of the landscaping. The grading of the trees as C1, in accordance with BS5837 2012, by the project arboriculturalist is accepted, therefore, and notwithstanding the screen they provide, the trees are not

considered to be a sufficient amenity for their removal to contradict policy 71. While it was originally proposed to replace G5 in the same location, it was accepted that the relationship between Lockton House and the neighbouring 2, 4 and 6 Clarendon Road should be a priority and the resulting layout alteration allowed insufficient space for trees of stature along the full length of the southern boundary. Large replacement trees are proposed on the south west corner with additional planting proposed in the gardens to the north of Block B to safeguard the long-term verdant character of Clarendon Road and help mitigate the loss of canopy cover. The loss of trees G4, T8 and T9 will have no material impact on the character of the conservation area and the loss of T7 will be mitigated as part of the landscape proposals. Recommends the following conditions: Arboricultural Method Statement, Tree Protection plan, pre site clearance site meeting, implementation of the tree protection methodology and 5 year protection.

Urban Design Team

6.15 Supports.

The application has taken a design led approach to the redevelopment of the site, which overall has the potential to create a high quality and contemporary scheme that complements the area. Whilst the proposal would represent change of a different type, from an urban design perspective it would not detract from the townscape experience. Subject to further clarification on the TVIA and conditions regarding materials and sample panel, the proposed scheme is supported in Urban Design terms.

Drainage Officer

6.16 Supports subject to a number of conditions regarding groundwater, surface water drainage, foul drainage and maintenance.

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

7.0 REPRESENTATIONS

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

- Flat 1, 54 Bateman Street
- 3 Brooklands Avenue (Relate Cambridge)
- Ground Floor Flat, 4 Brooklands Avenue
- 6 Brooklands Avenue
- 7 Brooklands Avenue (Cambridge Skin and Laser)
- 20 Brooklands Avenue
- 21 Brooklands Avenue (Ravensworth)
- 22 Brooklands Avenue
- 22A Brooklands Avenue (Elmhurst)
- 23 Brooklands Avenue (Trustees of the Ancient India and Iran Trust)
- 3 Clarendon Road
- 5 Clarendon Road (support withdrawn and replaced with an objection)
- 6 Clarendon Road
- 7 Clarendon Road
- 9 Clarendon Road
- 11 Clarendon Road
- 15 – 17 Clarendon Road
- 19 Clarendon Road
- 21 Clarendon Road
- 170 Cherry Hinton Road
- 50 Devonshire Road
- 13 Fendon Close
- 3 Fitzwilliam Road
- 5 Fitzwilliam Road
- 7 Fitzwilliam Road
- 6 Flamsteed Road
- 66 Great Eastern Street
- 85 Great Northern Road
- 11 Guest Road
- 5 Hampden Gardens
- 77 Hartington Grove
- Royal Albert Office, 28 Royal Albert Homes, Hills Road
- 57 Mill Road
- 21 Panton Street
- 72 Panton Street

- 28 Richmond Road
- 54 Rock Road
- 96 Rustat Road
- 3 Shaftesbury Road
- 2 Shaftesbury Road
- 4 Shaftesbury Road (German Lutheran Church)
- 28 Tenison Road
- 34 Topcliffe Way
- City House (Unex)
- 23 Victoria Street
- Accordia Community and Residents Association (ACRA)
- Brooklands Avenue and Area Residents' Association (BAARA18 Back Road, Linton27 Highwood Avenue, Cheltenham
- 14 Bencombe Road, Marlow
- 91 Castle Road, Mumbles, Swansea
- 14 Poets Way, Winchester

7.2 The representations can be summarised as follows:

- Failure to justify the reasoning for the project
- Waste of resources involved in the demolition of the existing building and the creation of the proposed building
- Serious disruption upon the neighbourhood during the demolition and construction stages especially given that many people are working from home due to covid
- Concerns over the amount of excavation
- Concerns over what measures the developer will do to protect the health of residents during construction
- The benefits could be achieved without the demolition of the existing building such as reducing the car parking and creating a landscaped courtyard etc
- Overdevelopment – 2 times the footprint of the existing building
- The scale and massing of the building is unacceptable
- Poor quality design
- Overlooking of the front windows of 15-17 Clarendon Road due to the proximity of the building, high number of windows on the southern elevation and the removal of the Leylandii trees

- The removal of the 42 mature Leylandii trees and the loss of other trees is contrary to policy 71
- Block B would overlook the office building Clarendon House and the residents in Kaleidoscope
- 3 Brooklands Avenue will be overshadowed
- 6 Brooklands Avenue has experienced basement flooding twice in the last 20 years and 7 Brooklands Avenue has experienced basement flooding on one occasion since 2005. Concerns the proposal could result in future flooding
- 6 Brooklands Avenue is residential use not office use. Various documents mislabel the use of 6 Brooklands Avenue
- The three roof terraces on the second, third and fourth floors of Block B would cause unacceptable overlooking into houses and gardens on Clarendon Road
- Out of keeping/negative effect on visual amenity of the conservation area and Grade 2 Listed Royal Albert Homes
- Saw-tooth gables are out of context
- The replacement building for 1-2 Brooklands Avenue is out of keeping with the adjacent 5 Victorian terraced properties
- The increased massing would be visible from Grade 2 Listed Royal Albert Homes
- Does not preserve or enhance the conservation area
- Potential hazardous materials on site
- Due to the height and length of Block A, it would result in overpowering effect on 3 Brooklands Avenue and all properties within the conservation area.
- Open views into the rear areas of 3–7 Brooklands Avenue properties
- Brooklands Avenue offices could be returned to dwellings
- Amount of information submitted is overwhelming
- Inadequate parking provided
- Only 1 disabled parking space provided
- Loss of car parking bays on Clarendon Road
- The scheme will generate additional traffic
- There have been many accidents on the Brooklands Avenue/Hills Road junction and the service delivery bay is located on this busy junction. The proposed access for deliveries is potentially unsafe for road users and pedestrians.

- A café will generate noise and odour disturbance. The Planning Statement explains the location/use of this is intended to be flexible but this should be clarified on the floor plans.
- Underground car parking will alter the water table leading to more flooding of nearby residents' basements
- Light pollution from both internal and external lights
- The area in front of 1&2 Brooklands Avenue, close to the busy Hills Road/Brooklands Avenue junction is unsuitable for a drop-off parking bay. This is due to many pedestrians and cyclists using Brooklands Avenue (as well as another 500 people who would enter the development this way) and is very close to the entrance and exit of City House.
- There have been a lot of office developments around CB1 recently so there is no need for this proposed office space
- No reasonable justification for the demolition of the existing buildings
- Environmentally unfriendly over-development of a central site that could be better used
- Discomfort with the developers' method of consultation
- The Trustees of the Cambridge Royal Albert Homes were not consulted
- Impact upon City House in terms of overbearing and overlooking
- Errors and key missing viewpoints in the Visual Impact Assessment
- Discrepancy between heights shown in Daylight/Sunlight Assessment and drawings. Clarity required.

7.3 The owners/occupiers of the following addresses have made representations neither objecting nor supporting the proposal:

- 4 Clarendon Road

7.4 The representations can be summarised as follows:

- Effective screening needs to be provided for 2, 4 and 6 Clarendon Road

7.5 An objection has been received from Cambridge Past, Present and Future on the following grounds:

- The application should be considered by the planning committee
- It is not the most sustainable development as the future of offices are unclear due to Covid-19
- The office block could be converted to residential units
- The application at 104-112 Hills Road (The Flying Pig site) is still undecided

7.6 An objection has been received from the local County Councillor Dr Linda Jones on the following grounds:

- Errors and omissions within the submission of the application.
- The increase of deliveries and taxi drop offs on Clarendon Road have the potential for congestion and conflict
- Café will create more delivery pressures
- The development will generate more traffic which will impose on the local roads in an unacceptable way

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Impact on heritage assets
4. Landscape
5. Trees
6. Residential amenity
7. Refuse arrangements
8. Highway Safety, Traffic and parking
9. Integrated water management and flood risk
10. Biodiversity
11. Renewables and water use
12. Third party representations

Principle of Development

Employment

- 8.2 Policy 41 of the Local Plan aims to protect land in employment uses to ensure a sufficient supply remains to meet demand. It also facilitates redevelopment of existing employment sites where there is a need to modernise buildings that are out of date. Paragraph 80 of the NPPF requires planning decisions to support economic growth, local business needs and wider opportunities for development. Paragraphs 117 and 118 of the NPPF require planning policies and decisions to promote effective use of land in meeting the need for homes and other uses and support the development of under-utilised land and buildings.
- 8.3 The existing buildings on the site are currently both in office use. The existing Lockton House was constructed in the 1960s and now lacks suitable floor-to-ceiling heights to meet modern office requirements. The building does not have high quality integrated cycle parking nor does it have good changing facilities. The general layout of the building presents barriers for a flexible working space. The offices at 1&2 Brooklands Avenue were originally built as Victorian residential terraces and later converted to office use. Therefore these properties have limitations due to this conversion.
- 8.4 The applicant has submitted an 'Analysis of Cambridge CBD' to support the application. This concludes that the availability of Grade A space within CB1 is effectively zero. Despite the current COVID-19 situation, demand for office space – in particular high quality Grade A space – remains high in Cambridge.

Greater Cambridge Local Plan – Employment evidence base

- 8.5 The evidence base for the emerging Greater Cambridge Local Plan includes the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020). It is acknowledged that the data provided within the report also relates to a pre-covid market however, it confirms that the Prime Central sub-market faces the most severe supply pressures in Greater Cambridge with an available notional supply of 0.31 years. For the plan period to 2041, taking account of the

committed land supply, it identifies an expected shortfall in B1a/b provision of 50,000-100,000m² and that this type of accommodation is lacking in the city.

- 8.6 The report also touches on homeworking and notes that Labour Force Survey data from 2018 confirms that 5% of workers mainly work from home however, those working at home some point in the week prior is 12%. 2019 data on homeworking by sector indicates that up to 15% of the ICT sector mainly work at home while other office-based sectors achieve 12-13%. However, when looking at “worked at home in the week prior” data, between 18-33% or largely office-based sectors do so. This suggests that occasional working at home is highly prevalent. Overall, whilst home working and flexible working are prevalent particularly in office-based sectors, there is no evidence to indicate that office densities are decreasing.
- 8.7 The pandemic has had a direct impact upon the number of people mainly working from home however, it is currently too early to tell what the impact on the demand for office space will be in the medium to longer term and the extent of flexible working that is likely to take place post-pandemic. Nevertheless, the evidence demonstrates that homeworking was taking place on a regular basis prior to the pandemic and that having an office base with sufficient capacity was the preferred way of working.

Conclusion

- 8.8 Overall, the proposal is expected to support approximately 500 office jobs, along with construction jobs during its build process. These economic benefits will be significant and should be given weight in the planning decision when considering paragraph 80 of the NPPF and the need to support economic growth, local business needs and wider opportunities for development. The redevelopment of the site will make effective use of the land and will provide needed Grade A space. For these reasons, the proposal is considered to be in accordance with policy 41 of the Local Plan and paragraphs 117 and 118 of the NPPF. The principle of redeveloping the site is therefore acceptable subject to the material planning considerations discussed below.

Context of site, design, external spaces

- 8.9 Significant concerns have been raised by residents in regards to the scale, massing and general design of the development. As outlined above, the scheme has gone through an extensive pre-application process including going to the Design and Conservation Panel. The proposal has been assessed by the Urban Design Team, Conservation Team and Landscape Team.

Response to context and layout

- 8.10 The application is accompanied by a comprehensive Design and Access Statement that provides a clear explanation as to how the concept has evolved and sets out in detail the design rationale for the scheme. The site sits at a transition point, both in scale and character. To the west lies Clarendon Road an established residential tree lined street and part of the Brooklands Conservation Area. The finer grain residential fabric continues to the north of the site, with the listed Royal Albert Homes on the other side of Brooklands Avenue. The area to the east and south in contrast, comprises of taller, large footprint forms with a mixture of uses. Lockton House itself is a large, 1960s 5 1/2 storey office building with a strong box like horizontal emphasis. The building sits back from the street and is surrounded by surface level car parking on three sides. The Brooklands Conservation Area appraisal references the current building as a 'visual intrusion on the surrounding area'.
- 8.11 A design led approach has been taken to the arrangement of the two new buildings, which forms a new central garden courtyard that is visually and physically connected to Brooklands Avenue and Clarendon Road, opening up a new route through the site. The overall layout creates a more coherent structure to the site, that better defines and addresses adjacent streets and spaces. The gap between Block A and B not only performs an important role in moderating the overall mass but will also allow the scheme to create a potential future connection with the City House plot to the east.
- 8.12 The overall approach to scale and massing, breaks up the form of the two buildings into a series of separate volumes, allowing the proposal to respond to the differing character conditions of each edge and transition between the large office forms to the

east and the more domestic fine grain to the west. The massing strategy is based upon a sound understanding of the site's context with the character of Brooklands Avenue and Clarendon Road forming key drivers to the design of the proposal.

- 8.13 New buildings proposed on these two key frontages are house-like in scale and proportioning. Along Clarendon Road, the proposed 2 storey element of Block B replicates the form of the existing pitched roof terraces of 2-6 Clarendon Road and plays a key role in mediating the transition in scale to the larger 5 storey saw-toothed part of the building behind. The proposed new building line of Block B reflects the garage line of the neighbouring terrace No.6 and works around the existing mature trees along the frontage, creating an improved interface with the street and a 'front garden' setting to Block B, which is a feature of Clarendon Road. Along Brooklands Avenue, Block A provides a sensitive and contemporary reinterpretation of the terrace, respecting eaves and ridge lines. The proposed flexible space on the ground floor, which could host a range of uses, is highly transparent in appearance and has the potential to animate the Brooklands Avenue frontage and celebrate the new entrance into the site.
- 8.14 Along the eastern boundary, Block A is tight to the boundary in a more urban way, and whilst this is the schemes longer flank, the proposal provides a positive facade here that is varied in height and is treated very much as a front condition. The largest forms on the site are located within the south eastern area, creating a massing gradient that steps up to the east. Whilst Block B, proposes a larger footprint than Lockton House, the mass of the building has been manipulated to respond to views from the surrounding context and create a variety of heights and forms at 2, 3, 4, and 5 storeys. Overall, there is a strong inclined roof language to the scheme which although contemporary in form, picks up on the finer grain character of adjacent buildings. The sawtooth is the most striking and articulated of the roof silhouettes proposed, and whilst the asymmetric pitch may not feature in the immediate townscape, it helps to maximise the area available for PV panels and creates vertically proportioned rhythms that relate to the sites finer grain context. The use of contextual materials further helps the site to knit back into its surroundings. Overall, Officers consider that an accomplished design led approach has been taken to the proposal, which has the potential to respond well to its context.

Movement and access

- 8.15 The scheme proposes a new pedestrian entrance from Brooklands Avenue that picks up on footfall movement from the Railway Station and CB1 and facilitates a new pedestrian route through the site. The colonnade entrance appears welcoming, with deep views beyond and an active ground floor creating a sense of intrigue and legitimacy to wander in to enjoy the new central garden courtyard. The proposal has the potential to greatly improve the legibility and usability of the spaces on the site, with the quality of edges and interfaces positively enhanced with the removal of the large areas of surface car parking and the proposed high quality buildings and landscape. Car parking on the site has been reduced from 95 spaces to 11, which are accommodated within the basement area of Block B. The entrance to the basement car park is from Clarendon Road and is well integrated into the facade of the 2-storey element of Block B, with a domestic garage like expression, ensuring the entrance does not dominate the ground floor elevation.
- 8.16 The scheme acknowledges the vital role that active travel modes can play in minimising vehicle movements, with excellent end of trip facilities integrated in the basement of Block B. Separate cycle access is provided into the basement with the primary entrance being via a stepped cycle ramp located off the new access from Clarendon Road or via a lift dimensioned to accommodate oversized bikes. A total of 330 cycle spaces are proposed of which 21% are in the form of Sheffield stands. This breakdown of Sheffield stands complies with Appendix L of the Cambridge Local Plan 2018. Wider spaced, lower height stands are proposed at surface level to provide cycle parking for off gauge bikes. 'Short stay' visitor cycle parking is logically integrated at the main entrance off Brooklands Avenue.

Scale and massing

- 8.17 The overall scale and massing were key points of discussion through the pre-application stage for urban design and conservation officers. Viewpoints were agreed in the pre-application discussions and used to inform the design development of the proposal and subsequent assessment. Whilst the scheme proposes two new office buildings (Blocks A and Block B) placed around a central garden courtyard, the

scale and massing is expressed through a variety of heights and forms to allow each part of the scheme to respond to the sites varied contexts. Block A replaces 1-2 Brooklands Avenue with a linear 2 storey and 3 storey building along the eastern boundary with City House, comprising of a mixture of pitched and gable roof forms. The northern part of the building towards Brooklands Avenue is limited to 2 storeys in height with only the southern part of the building stepping up to 3 storeys. Block B proposes to replace the current Lockton House with a larger footprint building that comprises of variety of building heights at 2, 3, 4 and 5 storeys. The tallest element of the proposal is formed by four saw-toothed gables, that are 18.6m to the valley between the gables and 21.2m to the top of the gable ridge. The existing Lockton House is of a similar height measuring approximately 21m to the top of the setback 6th storey.

- 8.18 The application is accompanied a Townscape and Visual Impact Appraisal (TVIA) to assess the visual impact of the proposed development from relevant Policy 60 Strategic viewpoints, key approaches to the site and more localised views from surrounding streets. The TVIA provides 12 viewpoints of the massing and indicates that the scheme will be at its most visible as you get close to the site, with the proposal in the more distant relevant Policy 60 viewpoints largely screened by intervening built form and vegetation.
- 8.19 The overall approach to scale and massing is supported in urban design terms. A design led approach has been taken to inform proposed heights and massing of the new buildings, which have been carefully considered to respond to key views from the surrounding context. Whilst on plan, the scheme creates two buildings, the massing has been cleverly manipulated to create a variety of different forms and volumes to help mediate the change in townscape character from west to east, and to respond to the sites immediate edges and interfaces. The varied roofscape creates interesting compositions and vertical rhythms that relate to the finer grain context. The saw-toothed pitched roofs create a striking and visually pleasing silhouette, as well as offering a 'nod' to the site's industrial heritage. Proposed sections demonstrate any rooftop plant is well integrated within the roofscape.
- 8.20 View 1 – shows the proposed scheme on Brooklands Avenue near the junction of Hills Road. While, the proposal sits closer to

the southern boundary of the site in comparison which extends the apparent length of the built form along the eastern elevation in comparison to the existing buildings, the mature trees in the foreground along Brooklands Avenue still remain a prominent feature in this view. The stepped massing and gabled roofscape breaks down the length of the proposal into a series of distinct forms, which in combination with the fenestration proportions, creates a pleasing vertical rhythm that reflects the close grain plot character of Brooklands Avenue. From an urban design perspective, the proposal from this view is considered to provide a more interesting built form and skyline than the current horizontal profiles and blank elevations.

- 8.21 View 2 – shows the proposed Block A that replaces 1-2 Brooklands Avenue and the pedestrian entrance into the scheme from the north. Here, proposed Block A humbly respects the eaves and ridge lines of the adjoining building creating an overall sympathetic silhouette that allows for the contemporary detailing to successfully contrast with the terrace that this part of the proposal completes. There is clear and well-proportioned hierarchy to the building. The simple pre-cast concrete lintel not only helps to express the base of the building but subtly ties into the height of the entrance door of the adjoining terrace. The transparent ground floor flexible space, proposed landscape and improved boundary conditions, will provide a positive interface with the street and in our view represents a marked improvement over the current hard and sterile parking area that currently blights the frontage.
- 8.22 View 3 – is from Brooklands Avenue, looking south down Clarendon Road and shows the proposed varied scale and massing forms of Block B. Whilst the tallest 5 storey element is clearly visible, the view also demonstrates that the proposed overall scale envelope appears comparable to the existing scale of Lockton House. The key massing difference however, is that the taller element of the proposal is set further back from Clarendon Road and introduces a more articulated saw-toothed roofscape, which moderates the overall massing and provides a more interesting built form than the existing horizontal box-like profile of Lockton House. In our view, the presence of the tallest part of the proposal, which is similar in height to the existing Lockton House would not be any more harmful to the townscape experience of the more domestic scaled setting, and on balance has the potential to improve the view. The proposed

ground floor set back, which aligns the new 2 storey house like form of Block B with the adjacent garages of no.6, not only creates a 'front garden' condition characteristic of the area, but also works around the existing trees along the Clarendon Road frontage, allowing these key features to be retained.

- 8.23 View 4 – is a continuation of view 3 moving further south along Clarendon Road. In this view, the additional mass of the proposal, over the existing Lockton House scheme reveals itself in the townscape behind No's 2, 4 and 6 Clarendon Road. However, the design approach has been carefully considered, whereby the staggered western face (which sits behind the new two storey house-like form that fronts Clarendon Road) breaks down the overall massing into two clearly identifiable volumes, creating a group of 3 asymmetrical saw-toothed pitched roofs, and a setback 4th gable that is slender and vertically proportioned. Balanced window proportions set deep into the masonry character of the scheme, adds to the overall vertical rhythm that relates to the finer grain of this area. Whilst clearly visible, the proposal is not considered to detract from the best qualities of the townscape and has the potential to create an interesting and layered massing composition behind the existing terraces.
- 8.24 View 5 – shows the stepped scale of the gable forms of Block A, which in our view appear domestic in scale and appearance. In this view, the proposal is not considered to be harmful to the townscape character.
- 8.25 View 6 – shows a close-range view of the entrance to Lockton House. This view shows the sensitive response of the proposed 'house-like' 2 storey massing, which will form a positive contextual relationship with the with adjacent existing terraces. The set back and alignment with the garages of No.6 creates an eaves and ridge line that in this view, appears in keeping with the adjacent terraces. The pitched gabled roofs of Block A form a domestic house-like backdrop to the frontage, reinforcing the wider finer grain character to the west and north of the site. The colonnade visually adds depth to the scheme and helps to draw attention the new central landscaped space within, which is visually and physically connected with Clarendon Road. The entrance to the new route is clearly legible at this point and appears open and welcoming. In comparison with the current situation which provides views into the large car park, we

consider that the proposal will create a positive improvement to the streetscape.

- 8.26 View 7 & 8 - The removal of the Leylandii means that the proposal will be more visible in this view than the existing Lockton House building, which is currently largely screened by Leylandii. However, given that the tallest sawtooth element is set back from the frontage behind the 2 storey pitched roof frontage form (and further away from Clarendon Road than the current Lockton House), it means that the southern eaves line of proposal appears as a continuation of the existing skyline formed by Clarendon House in the foreground of view 7, which itself extends some 50m along the eastern side of the Clarendon Road frontage. The current building and Clarendon House both have horizontal expressions, however the proposal in comparison, introduces a more vertical rhythm to the street that is reflective of the finer grain character to the west. View 8, is positioned further south along Clarendon Road and demonstrates that although there will be a loss of greening along the southern boundary of the site, the proposal still allows the leafy tree lined green character of the street be retained.
- 8.27 View 9 – is located from within Cambridge Botanic Gardens and demonstrates that the proposal will be screened by intervening built form and vegetation.
- 8.28 Views 10 & 11 – have been provided to assess the impact of the scale and massing from the Local Plan Policy 60 viewpoints. From these locations, the views show that the proposal will not be visible.

Elevations and materials

- 8.29 The overall approach to the design of the elevations is supported in urban design terms along with the chosen palette of materials. Brickwork and pre-cast concrete lintels combine to create a familiar and contextual base palette of materials. Dark standing seam metal roofs provide clean lines that complement the contemporary appearance. Facades are elegant and well-ordered reinforcing vertical rhythms. Generous window reveals, including chamfered sills, create shadow lines and depth. Vertical stacked bond brickwork adds interest and ties buildings together. Perforated metal panels on the ground floor eastern elevation of Block A, provide long term flexibility for this façade

to adapt and react to a different streetscape condition, should the City House site evolve in the future. The colonnade works well to express the base of the building and visually unifies the buildings helping to frame the central garden courtyard. Window 'eye lids' that feature over the south facing windows to provide solar shading, add further interest. Benches architecturally integrated into the ground floor facade provide interaction points; roof terraces further enliven upper floors.

- 8.30 The proposed materials and detailing are clearly identified on the planning elevations and within the DAS, all of which are supported in urban design terms. The character of both the buff bricks proposed will be crucial to the final quality of the building; we consider that lively and tonally varied buff bricks would work well.

Conclusion

- 8.31 The application has taken a design led approach to the redevelopment of the site, which overall has the potential to create a high quality and contemporary scheme that complements the area. Whilst the proposal would represent change of a different type, from an urban design perspective it would not detract from the townscape experience. The Urban Design Team support the application subject to conditions regarding materials and sample panel. For the reasons set out above, the proposal complies with Cambridge Local Plan 2018 policies 55, 56, 59, 57 and 60.

Impact on heritage assets

Impact on heritage assets

- 8.32 Lockton House itself is just outside the Brooklands Avenue conservation area with the boundary drawn tightly around No's 1 – 7 Brooklands Avenue and including No's 2 & 4 Clarendon Road. The boundary continues down Clarendon Road including the trees to the back of pavement in front of Lockton House and Clarendon House. Opposite No's 1 & 2 Brooklands are Grade II listed Royal Albert Homes.
- 8.33 The application is accompanied by a Heritage Statement which provides an overview of the significance of nearby heritage assets and the relative impact of the scheme upon them. The

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

- 8.34 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for a local planning authority, in the exercise of its planning powers with respect to any buildings or other land within a Conservation Area, to:

'Pay special attention to the desirability of preserving or enhancing the character or appearance of that area'

- 8.35 In respect of development proposed to be carried out within the setting of, or which may impact upon a listed building, or in a conservation area, a decision-maker must, in respect of a conservation area, give a high priority to the objective of 'preserving or enhancing the character or appearance of the area', when weighing this factor in the balance with other 'material considerations' which have not been given this special statutory status.

- 8.36 The respective national policy guidance is set out in paragraphs 193-196 of the NPPF. Para. 193 of the NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, "great weight" should be given to the asset's conservation (meaning the more important the asset, the greater the weight should be). Para. 194 makes it clear that any harm to, or loss of significance of a heritage asset should require clear and convincing justification. Para. 196 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its optimum viable use. Para. 200 makes it clear that local planning authorities need to look for opportunities for new development within Conservation Areas,

World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals which make a positive contribution to the asset or better reveals its significance should be treated favourably.

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

8.38 The Brooklands conservation area appraisal describes Clarendon Road in some detail - “The dominant initial impression of the road is a spacious street lined with trees on both sides. These include a line of maturing *Leylandii* between Lockton House and Clarendon House. Whilst the buildings on the west side are mainly historical buildings of some merit, more recent development on the edge of the conservation area has a somewhat negative impact on the views along the road. Of note are Lockton House and Clarendon House, both are large office buildings on the east side of Clarendon Road. Lockton House was built in 1965-6 although renovations in the 1990s have changed its character including the addition of a sixth penthouse storey which although set back has substantially increased the visual intrusion of the building on the surrounding area. Car parking around the building is also visually dominant.”

8.39 The appraisal also describes the area of Brooklands Avenue – “At the eastern end just beyond the conservation area lies City House. Adjoining those offices but within the conservation area is a terrace of seven neo-gothic terraced houses dating from 1875 now used as offices. The detailing on this terrace echoes that of the Grade II listed Royal Albert Homes opposite. No’s 1 & 2 have been combined and the buildings heavily restored. All the front gardens have been covered in hard surfacing to facilitate car parking. This is a fine group of buildings and it is

particularly important that the surviving historical detail and materials are preserved.”

- 8.40 As described in the conservation area appraisal Lockton House is a six storey red brick office block with ribbon windows. It sits back from the pavement line with a line of trees screening the elevations to the Clarendon Road and to the rear of the building.

1 & 2 Brooklands Avenue

- 8.41 The proposal includes the demolition of No's 1 & 2 Brooklands Avenue. These are two substantially altered terraced houses which are quite different in character to the rest of the terrace as described in the conservation area appraisal. The rear of these properties has been so altered that it is hard to see the original form of the houses with a flat roofed profile which is an unsightly addition. However, from the front they still are of a scale and form which is appropriate to the area and are directly opposite the listed Royal Albert Homes and so form part of the setting of the listed buildings. Given their alterations and lack of detailing compared with the rest of the terrace their demolition and replacement might be acceptable.
- 8.42 The proposal is for a gault brick modern interpretation of an end of terrace. The eaves and ridge line matches that of the existing terrace with a large window to the first floor to mirror the bay windows on the remainder of the terrace and a corner dormer window. The ground floor would feature a large glazed window and the entrance to the site would be under the building creating a porter's lodge feel to the building and affording glimpses of the colonnade and courtyard beyond.
- 8.43 The proposed replacement building would provide a modern counterpoint to the highly decorative style of the remainder of the terrace. The simplicity of the design does not try to copy the existing terrace but would not detract from it and has the potential to be a well detailed, simple addition to the conservation area. The form and scale is appropriate and the

choice of gault brick whilst of a lighter colour than the existing terrace sits within the context of the area.

- 8.44 Given the simplicity and crisp detailing this replacement building would not cause harm to the setting of the Grade II listed Royal Albert Homes opposite.

Lockton House

- 8.45 The existing building is proposed to be replaced by a larger building which has responded to the site by creating a variety of massing. The massing of Block B steps up from two to four to five storeys towards the south-eastern boundary of the site. This places the greatest volumes away from the conservation area boundary and towards the larger scale form of City House. This change in massing responds to the transitional nature of the site between the large office blocks on Hills Road and the two storey residential development on Clarendon Road.
- 8.46 The proposed new building to the front of Block B has responded to the residential scale of the houses on Clarendon Road being at two storeys with a traditional pitched roof and is set back to accommodate the existing trees and landscaping. This building will create a more domestic scale when walking along Clarendon Road and in views from the junction with Brooklands Avenue which will still be dominated by trees.
- 8.47 The moving of Block B towards the southern boundary has meant that the line of leylandii which currently screen Lockton House are to be removed. This will expose the southern elevation of Block B which will change the character of views from within the conservation area. However, this change does not necessarily equate to harm if the building is well detailed and in quality materials. Whilst large, the mass of Block B is stepped back and has a variety of solid to void which enlivens this elevation. In addition, the view changes as you walk along Clarendon Road and the two storey front element of Block B

with the trees on the corner will be the focus as you travel towards Brooklands Avenue.

- 8.48 The removal of the existing flat roofed profiles, blank elevations and monolithic built form of the existing Lockton House and replacement with stepped massing, articulation of elevational treatments and use of locally characteristic materials creates a positive relationship with the immediate and wider context. The use of a saw tooth profile adds interest to the skyline and identifies the larger mass of Block B with its commercial function

Conclusion

- 8.49 The redevelopment of this transitional site is not an easy task given the constraints and sensitivities of the surrounding area. Lockton House is identified as making a negative contribution to the setting of the conservation area and so any replacement has to provide a level of enhancement which would outweigh any potential harm that might result in changes to the current arrangement.
- 8.50 This proposal has increased the footprint of the building and introduced more buildings to the site. However there has been considerable thought given to how this increase in mass should respond to the character of the conservation area and the residential context of its neighbours. The use of stepped massing and imaginative articulation has introduced a variety of form which has the potential to create a positive new addition to the site. The buildings and spaces respond well overall to the transitional nature of the site and give a domestically scaled presence to the conservation area boundaries of the site. The increased permeability of the site and introduction of active entrances will be an improvement on the current parking barriers and sea of hardstanding and cars. The use of a good gault brick and quality materials will ensure that these buildings sit well in the materiality of the area.
- 8.51 The Conservation Team consider that the proposal will preserve or enhance the character or appearance of the conservation area.

- 8.52 Officers agree with the advice given by the Conservation Team and consider that the proposal would enhance the Conservation Area and adequately respect the proximity of the adjacent Listed Buildings. As such, the proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 59, 57, 61 and 62, NPPF guidance and meets the statutory tests as set out in paragraphs 8.2 - 8.4 above.

Landscape

- 8.53 As outlined above, the proposal would provide a high quality landscape scheme which would include trees and other buffer landscape features between the existing residential properties adjacent to the site which mitigate potential visual intrusions. The proposed trees are all identified to be semi-mature specimens so should provide a level of instant mitigation for nearby residents. The landscaped courtyard would be a key feature within the site and conditions securing this are recommended. As such, the proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 59, 57, 61.

Trees

- 8.54 There are a number of mature trees within the site. There is a belt of Leylandii Trees on the southern boundary that are subject to a tree preservation order (TPO). The application proposes the removal of trees along the south boundary, G5, T1 and H1, a few secluded trees to the east, G4, T8 and T9 and a single tree in the existing car park, T7. Of these the most significant are the trees along the south boundary G5. Significant concern has been raised by local residents to the loss of these trees.
- 8.55 The Tree Officer has assessed the submitted Arboricultural Impact Assessment and has taken into account the condition of the trees on the site as well as the amenity value that they hold. There is no formal objection to the proposed removal of these trees because of their generally poor condition, previous unsympathetic pruning, and their co-dependence resulting from close spacing. Mitigation will be provided as the proposals include significant replacement planting as part of the landscaping. The grading of the trees as C1, in accordance with BS5837 2012, by the project arboriculturalist is accepted, therefore, and notwithstanding the screen they provide for a

number of properties down Clarendon Road, the trees are not considered to be of a sufficient amenity for their removal to contradict policy 71 of the Cambridge Local Plan.

- 8.56 In the pre-application discussions, the applicant originally proposed to replace G5 in the same location. However, it was accepted that the relationship between Lockton House and the neighbouring properties 2, 4 and 6 Clarendon Road should be a priority and the resulting layout alteration allowed insufficient space for trees of stature along the full length of the southern boundary. As it was not possible to provide replacement planting on the southern boundary, planting on the south west corner of the site became very important. Large replacement trees are proposed on the south west corner with additional planting proposed in the gardens to the north of Block B to safeguard the long-term verdant character of Clarendon Road and help mitigate the loss of canopy cover. The loss of trees G4, T8 and T9 will have no material impact on the character of the conservation area and the loss of T7 will be mitigated as part of the landscape proposals.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.57 A large number of comments have been received from neighbouring properties raising concerns about the potential residential amenity impact. As referred to previously in the report, the scheme went through an extensive pre-application process. A significant amount of this discussion was aimed at breaking down the massing of the proposed buildings and ensuring residential amenity impact such as overbearing and overlooking was addressed in order to ensure the proposal would have an acceptable impact upon the amenity of the neighbouring properties.

2, 4 and 6 Clarendon Road, properties on the eastern side of Clarendon Road (Abutting the west boundary of the site)

- 8.58 No's 2, 4 and 6 Clarendon Road is a terrace that abuts the west boundary of the site and is located to the north of the existing Lockton House. Block A would be 3 stories in height and would be sited circa 18m away from the garden rear wall of the terrace, circa 27m away from the nearest point of the rear

elevation of the terrace and circa 32m away from the furthest point of the rear elevation of the terrace. If a 25 degrees line is measured from the centre of the ground floor window on the rear elevation of No.6, Block A does not protrude above that line. Given the set back of Block A from these properties, officers consider that the impact of Block A would be limited and therefore would not result in a significant overbearing impact upon No's 2, 4 and 6 Clarendon Road. Neither would it result in a significant amount of overlooking.

- 8.59 Block B would be a maximum of 5 stories reducing down to 2 and 3 storeys nearest to No's 2, 4 and 6 Clarendon Road. No.6 is the closest property to Block B out of the terrace. Block B would be sited circa 13m away from the garden side wall of No.6 Clarendon Road. The existing Lockton House is currently circa 21m away from the garden side wall of No.6 Clarendon Road.
- 8.60 As outlined above, Block B has been designed so the building reduces in height as it gets closer to No.6. This is to ensure that the tallest elements of Block B is set the furthest away from the rear and side of No.6. The proposal also seeks to retain a visible gap between Block A and Block B helping to mitigate the impact of overbearing. Officers consider the proposed massing of Block B would be located in the least sensitive view point of No's. 2,4 and 6 Clarendon Road. This would help the potential overbearing impact on Block B to be kept a limited degree. For these reasons, officers do not consider Block B would have a significant overbearing impact upon No's 2, 4 and 6 Clarendon Road that would warrant a refusal of the application.
- 8.61 The proposed terrace on the second floor would be sited immediately south of No.6, the proposed terrace on the third floor would be sited south-east of No.6 and the proposed terrace on the fourth floor would be sited further south-east of No.6. All three of these terraces would be fitted with deep integrated planters to ensure users of these terraces would be situated away from the edge of the terraces to significantly limit the opportunities for direct overlooking of the neighbouring gardens. The closest window openings on the northern elevation of Block B which face towards No.6 have either been removed or fitted with screens to reduce the potential for overlooking. A condition is recommended to secure and retain

these screens and a condition is recommended to ensure the insertion of any further windows require planning permission.

8.62 The applicant has submitted a Daylight and Sunlight Report which demonstrates a very high level of compliance with the typical recommendations in the BRE Guidelines, particularly for sites within such an urban location. The only daylight and sunlight transgressions from the BRE recommendations relates to the kitchen window at 2 Clarendon Road (8% over typical daylight guidance), the kitchen window at 4 Clarendon Road (4% over typical daylight guidance) and the rear garden of No.6 (2% over typical sunlight guidance) The reported changes here would be marginally above the BRE recommendations with negligible or minor daylight/sunlight effects. The outlook of these windows is largely unobstructed given its urban location. Officer's consider the proposal would not have a significant impact upon the daylight/sunlight of No's 2, 4 and 6 Clarendon Road.

8.63 When considering the overall residential amenity impact upon these neighbouring residential properties, one must take into account all the potential changes to the environment. These changes also present benefits. The proposal would result in the removal of the existing large car park that abuts the boundary of these properties. This also means the associated infrastructure such as the lamp posts that provide lighting for the car park will also be removed. Currently these properties will experience a level of noise and disturbance from the car park in the form of revving/running engines, tyre noise, car doors being open and shut, odour of car fumes as well as car park users communicating with each other when going to and from their cars. The proposal seeks to change this large tarmacked car park to more tranquil landscaped courtyard with a low-level lighting scheme.

8.64 To summarise all of the above, officers accept the proposal would have a degree of impact upon No's 2, 4 and 6 Clarendon Road with No.6 receiving the most impact out of the three properties. The scheme has been designed to limit the impact of direct overlooking and to limit any overbearing impact upon these properties. The positive changes to the area directly to the rear of these properties should also be afforded weight when balancing up the residential amenity impact upon No's 2, 4 and 6 Clarendon Road. Taking all of the above into account

and on balance, officers consider that the overall impact upon No's 2, 4 and 6 Clarendon Road.

6 Brooklands Avenue (Abutting the north boundary of the site)

- 8.65 6 Brooklands Avenue is the only residential property within the terrace on Brooklands Avenue that is immediately north of the site. The Daylight/Sunlight Assessment has concluded that the proposal would still allow an acceptable level of daylight/sunlight to the rear windows and garden space. Officers accept there would a degree of impact upon the outlook of this property especially taking into account the siting of Block A and how Block B would be sited slightly closer than the existing Lockton House. Given the distance away, neither the degree of impact upon the outlook nor the potential impact of overlooking is considered to be significant enough to warrant a refusal of the application.

Surrounding office buildings (Including 3-7 Brooklands Avenue, Clarendon House, City House etc)

- 8.66 A number of occupiers of surrounding office buildings have raised concerns on overlooking, overshadowing and overbearing grounds. Buildings that are in office use are not awarded the same level of amenity protection as such a use is not considered to be sensitive. It is common practice in urban settings for offices to be located in close proximity to each other. Residents at 3 – 7 Brooklands Avenue have raised concerns that the existing offices along Brooklands Avenue that abut the site could be returned to dwellings in the future. However, officers can only assess the current situation and cannot pre-empt future uses.

Properties on the western side of Clarendon Road (To the west of the site)

- 8.67 No's 15-17 Clarendon Road have raised concern that there will be Overlooking of the front windows of 15-17 Clarendon Road due to the proximity of the building, high number of windows on the southern elevation and the removal of the Leylandii trees. No.'s 3 to 17 are sited to the west of the site and are on the western side of Clarendon Road. Block B has been designed so it is a very similar height to the existing Lockton House building. Therefore, it would not significantly breach the height of the

existing building. The existing Lockton House building has a large number of windows facing towards the Clarendon Road properties similar to the proposal. Officer's do not consider the proposal to worsen this situation. While the removal of the Leylandii trees will remove an existing screen, the potential of the overlooking would be limited given the oblique angle. Residents have also raised concerns about the overlooking from the proposed terraces. As outlined above, all three of these terraces would be fitted with deep integrated planters to ensure users of these terraces would be situated away from the edge of the terraces to significantly limit the opportunities for direct overlooking of the neighbouring gardens. The proposal is not considered to have a significant adverse impact upon these properties.

Kaleidoscope Development (To the south-east of the site)

- 8.68 Residents have raised concern about the overlooking of the Kaleidoscope Development. There is a block of flats to the south east of the site and Block B. Given that the northern elevation of these block of flats has limited openings and no windows serving habitable rooms, the proposal is not considered to have a significant impact upon the residential amenity of these properties.

Wider area

- 8.69 Residents have raised concern about the disruption that will be caused during the demolition and construction stages especially given that many people are working from home due to covid. An application cannot be refused on this basis. The Environmental Health Team has recommended various demolition and construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. Residents have also raised concern regarding potential hazardous materials on site. The Environmental Health Team has also recommended conditions regarding contamination. This advice is accepted, and the conditions are recommended accordingly. The impact of car parking/traffic is assessed in the relevant 'Highway Safety, Traffic and parking' section below.
- 8.70 Residents have raised concerns about the potential for noise and disruption from the proposed Café use and the lack of

information on its proposed siting within the buildings. Neither Environmental Health or The Highway Authority have raised concerns about proposed café use and officers do not consider this would lead to a significant adverse impact in terms of noise and disruption. Given that the use falls with Class E, officers consider it appropriate to condition further details of the café prior to occupation of the proposed buildings.

- 8.71 For the above reasons and on balance, it is considered that the proposal overall adequately respects the residential amenity of its neighbours and the constraints of the site in accordance with Cambridge Local Plan 2018 policies 57 and 35.

Refuse Arrangements

- 8.72 The bins would be located in an integrated bin store and managed privately. The proposal is therefore compliant with policy 57 of the Cambridge Local Plan (2018).

Highway Safety, Traffic and parking

- 8.73 The applicant highlights that the site is well connected to the local and Cambridge City cycle network. The strategic Chisholm Trail cycle link, currently under construction (forward funded by the GCP), will support the cycling connectivity and attractiveness of the area from a range of origins. The site is a short distance from a cut through onto the cycle path alongside the Cambridge Guided Busway. This provides a route to Brookgate when travelling to and from the railway station or Chisholm Trail. Cambridge railway station is a short walk from this site. The station area has several bus stops for the Cambridge Guided Busway, and local buses. There are also bus stops on each side of Hills Road in the vicinity of the site. Trumpington and Babraham Park and Ride bus stops are a short distance on Trumpington Road and Hills Road. These stops all have bus shelters and real time information, except the southbound Bus stop on Hills Road which has no RTPI. The site is very well connected to the city bus and regional rail network. The applicant has submitted a Transport Assessment and associated technical notes to support the application.

Car Parking

- 8.74 The existing site is dominated by 95 car parking spaces within a tarmacked area adjacent to the building. The proposed development seeks to significantly reduce this amount of car parking down to 11 car parking spaces. These spaces will be provided at basement level of the site. Given the highly accessible nature of the location, a low parking provision is possible.
- 8.75 The provision of 1no. accessible parking space (blue badge) meets the current policy requirements as set out in the 2018 Cambridge Local Plan. The size and arrangement of the parking space is in line with the current relevant guidance in Part M of the Building Regulations. The basement car parking is fully accessible with step free access to both buildings which it serves. Lift access will be provided between the basement and ground floor and all doors will be power assisted opening. The clear heights in the basement are sufficient to accommodate a wheelchair accessible vehicle fitted with a tail lift. There is also drop-off bays on Brooklands Avenue and Clarendon Road for disabled visitors should they be arriving by taxi.
- 8.76 The surrounding area to the site has several controlled residential parking zones or has privately controlled parking. This would not allow for any on street parking except for residents. There are existing nearby public car parks which employees could potentially use if necessary if arriving into Cambridge by car.

Cycle Parking

- 8.77 Appendix L of the Local Plan sets out that developments for office use should provide 1 cycle space per 30sqm Gross Floor Area. The proposal will provide cycle provision in accordance with these standards. The scheme would provide 330 cycle spaces in total. In addition to the 300 cycle parking spaces provided for the office users, 30 cycle parking spaces (10%) are provided for visitors in the form of sheffield stands located close to the office entrances at the Brooklands Avenue and Clarendon Road entrance points. The provision of 70 cycle parking spaces in the form of Sheffield stands out of a total of 330 cycle parking spaces across the site meets the 20% requirement outlined in the city councils' standards. Wider

spaced, lower height stands to detract from general cycle use will be provided for off-gauge bikes at surface level. The breakdown of this cycle parking is outlined in the table below:

Office users:	40 spaces in Sheffield stands
Office users:	260 spaces in two-tier systems
Visitors:	30 spaces in Sheffield stands
Total:	330 spaces
Of which	70 are in Sheffield stands (21%)

- 8.78 All of the 300 for the office users are located internally within the basement of Block B. The parking is provided in a mixture of two-tier stands and Sheffield stands. Providing two-tier stands is the only way to meet required number of parking spaces to comply with policy. To mitigate concerns that some cyclists are not physically able to use the upper tier, a small number of Sheffield stands will be provided in a dedicated area, where they can be allocated based on need. Acceptable aisle space is provided between stands, including an overall aisle width of 3500mm between two-tier stands. The two-tier system proposed is by Falco, similar to the system used at Cambridge station cycle park which went through a testing process.
- 8.79 In addition to the cycle parking within the basement, high-quality washing, changing and storage facilities will be provided within the buildings to encourage people to cycle and run to work, as well as to exercise during their lunch breaks, before or after work. Accessed directly from the parking area, the provision of showers and changing areas will be available to cyclists. The provision of 300 lockers will also ensure that those arriving by bike are able to store equipment and other items.
- 8.80 It is considered the level of cycle parking provision is policy compliant with appendix L of the Cambridge Local Plan 2018 and the cycle parking arrangements are convenient in accordance with policy 82 of the Cambridge Local Plan 2018.

Transport

- 8.81 Residents have raised concerns on highway safety grounds due to the amount of accidents that have occurred at Brooklands Avenue/Hills Road junction and how the development would increase the movements through this junction as well as introducing a entrance to the site off Brooklands Avenue. The applicant undertook analysis of the accidents that have occurred at this junction and concluded that there is no common location or common cause that could be identified. The Highway Authority agrees with this. Additional information submitted by the applicant demonstrates that the surrounding road/footpath network can accommodate the increase of pedestrian and cyclist users. It also demonstrated that large percentage of users will arrive via the guided busway/Clarendon Road as that would be the quicker route. Therefore, the natural route from the station is away from the junction.
- 8.82 Residents and a local councilor have also raised concerns about the proposed location of the delivery/service bay and the potential for increased deliveries on Brooklands Avenue. The TA outlines that across a 12hour day there could be 15 deliveries and 9 taxi movements associated with the site. These movements are located in bays off Brooklands Avenue and are spread throughout the day, with 50% of the deliveries within peak periods of 7 to 10am and 4 to 6pm. The amount of deliveries is not considered to be a significant increase when compared to the existing and potential use of this area for parking and are acceptable. The applicant notes that the Travel Plan will advise reception staff and occupants to direct taxis to use Clarendon Road. The Highway Authority consider this to be acceptable given the limited amount of deliveries and taxi movements.
- 8.83 The applicant has applied a similar trip rate as detailed in table 7.1 of the TA for a nearby application 20/03429/FUL. This has an AM inbound trip rate of 3.7, and a PM outbound rate of 2.99. Applying this trip rate to the existing and proposed buildings, the net increase in trips to and from the site will be 193 arrivals in the AM peak and 156 departures in the PM peak. Of these there will be a reduction of 59 car drivers in the AM peak and 49 in the PM peak, and an equal increase of approximately 60 increase in pedestrians, cyclists, bus and train passengers

arriving and departing in the AM and PM peaks. This is considered appropriate by the Highway Authority.

8.84 The applicant has provided the trip distribution for the cycling and walking trips to and from the site using the 2011 census data. This shows that the key routes to and from the site will be 39% from Brookgate, 27% from Clarendon Road southern end, 13% from Brooklands Avenue West and 13% from Hills Road North. As outlined above, given that the natural route to arrive at the site for a large percentage of users would be via the guided busway, the Highway Authority has requested a contribution for the Chisholm Trail. An assessment of this contribution request is assessed below.

8.85 The Highway Authority and the Transport Assessment Team were consulted as part of the application and does not consider there would be any adverse impact upon highway safety or upon the wider strategic transport network subject to the below mitigation.

Mitigation

8.86 As part of the proposals, the applicant will deliver:

- Travel plan to include annual monitoring of staff travel for five years following occupation.
- A contribution of £135,869 towards the Chisholm Trail strategic cycle connection to be paid prior to occupation.

8.87 The CIL regs for S106 contributions sets out 3 statutory tests a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –

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

8.88 The application will reduce the level of vehicle trips to and from the site, with an increase in walking and cycling trips to and from the area. Improvements to the local and strategic transport network are planned for the area, including the Chisholm Trail which will link north Cambridge to this area via a segregated cycle path. The applicant agrees with this approach. Officer's

consider the required S106 contribution for the Chisholm Trail to be justified and CIL compliant.

- 8.89 Subject to the recommended conditions, officers are satisfied that the development is acceptable in highway safety terms and would accord with with policies 81 and 82 of the Cambridge Local Plan (2018).

Integrated water management and flood risk

- 8.90 Residents have raised concern about how basements have flooded in recent years and how the proposal could potentially impact upon the groundwater table. Both the LLFA and the council's drainage officer have been consulted as part of the application. It is noted the submitted groundwater basement impact assessment states 'the nearby buildings with existing basements (1 and 2 Brooklands Avenue, City House and Clarendon House) are unlikely to be impacted by groundwater mounding arising from the proposed development; no perceptible increase in groundwater elevation is expected at these locations'. On the basis the groundwater basement impact assessment also states 'The historic groundwater levels would however account for the baseline conditions of groundwater ingress into existing basements of the terraced offices in the north of the site' a more comprehensive groundwater study is requested to ensure the proposed development has no long term impact on groundwater levels. A surface water drainage strategy can be secured by condition. Both the Lead Local Flood Authority and the council's Drainage Officer support the scheme. The proposal is compliant with paragraph 163 of the National Planning Policy Framework (2018) and policy 31 of the Cambridge Local Plan (2018).

Biodiversity

- 8.91 The application is accompanied by a pre-liminary Ecological Appraisal. This concludes that there is an opportunity to enhance the biodiversity on the site. A condition is recommended to secure enhancement. Subject to the above conditions, the proposal complies with Cambridge Local Plan 2018 policy 70.

Renewables and Water Use

8.92 With regards to meeting the requirements of policy 28 of the Cambridge Local Plan, and associated guidance within the Greater Cambridge Sustainable Design and Construction SPD, a number of commitments are made, including:

- Achievement of BREEAM excellent with a current score of 73.30% shown in the pre-assessment summary. It is clear that the design of the proposals has been informed by the sustainability aspirations of the scheme, an approach that is welcomed.
- An all-electric approach, with no gas being provided to the scheme. Heating and cooling is to be provided by air source heat pumps, which are to be located on the roof of Block B, Photovoltaic (pv) panels are also to be provided, with a minimum generation capacity of 18544.326 kWh per annum, with the potential for a larger array being considered as part of the detailed design stage. Over time, this approach will lead to further carbon emissions reductions as the electricity grid continues to decarbonise.
- In terms of carbon reduction, the scheme reduces emission by 22.81% beyond a Building Regulations compliant scheme, with further emissions reductions being considered as part of the detailed design phase, for example through the provision of additional pv panels.
- Achievement of maximum credits for water efficiency under Wat 01 of the BREEAM assessment. Both rainwater and greywater recycling is to be utilised with recycled water used for WC flushing.
- The use of IMPACT embodied carbon Lifecycle Analysis to inform materials choices for the design of the proposals, including the preference to utilise Cross Laminated Timber for the structure, which has lower embodied carbon than a heavyweight concrete structure.
- Targeting of gold level certification under WiredScore, which relates to the digital connectivity of the building.
- Consideration of issues of overheating and daylighting as part of the facade design, with detailed thermal modelling carried out using 2020 and 2050 weather data. Measures to reduce the risk of overheating include the integration of solar shading (brise soleil 'eye lids') to the southern

facade and the use of low g value glazing and deep window reveals.

- A significant reduction in car parking for the scheme, with the provision of 6 electric vehicle charging spaces out of the 11 proposed parking spaces.

8.93 In terms of the transition to net zero carbon, the all electric approach will help to futureproof the building, in that the emissions associated with energy use in the building will further reduce over time as the grid decarbonises. The applicant has also developed an Option 2 for energy and carbon to further reduce emissions as the scheme progresses to the detailed design stage, which will be implemented subject to further consideration of costs. This would take the scheme beyond existing policy compliance, utilising measures such as the potential for Passivhaus certification and the use of additional renewable energy generation. Proposals to model the building using the Passivhaus Planning Package are particularly welcomed, as this provides a more robust assessment of carbon emissions and helps to reduce the performance gap.

8.94 It is noted that some objectors to the scheme have raised strong concerns about the principle of demolition of the existing building, considering it preferable to retain the existing building 'vs' new build from an embodied carbon perspective. While not covered by existing local planning policy, this is an important element of the transition to net zero carbon. While there are arguments for the retention of existing buildings due to the embodied carbon locked into the existing materials, and while it is not impossible to retrofit, the development of new buildings at the site does present the opportunity for the architectural integration of sustainability measures into the design of the scheme from the outset, and does allow for the use of systems such as air source heat pumps, which would be less likely to operate as efficiently in the existing building unless significant fabric improvements are carried out. The new buildings have been designed to be inherently more adaptable to different uses and configurations than the current building, which helps to enhance the lifespan of the building. It is not clear from the information submitted the extent to which existing materials of Lockton House could be re-used, either as part of this development, or re-used elsewhere, but it is recommended that materials recovery forms a key part of the demolition of the existing buildings. The Sustainability Officers support the

approach the applicant has taken and subject to recommend conditions securing what is outlined above, the proposal therefore complies with Cambridge Local Plan 2018 policy 28.

Third Party Representations/other matters

- 8.95 The majority of third party representations have been addressed in the preceding paragraphs. Any outstanding comments will be addressed below.
- 8.96 Residents have commented that ‘the benefits could be achieved without the demolition of the existing building such as reducing the car parking and creating a landscaped courtyard etc’. Whilst Officers cannot dispute this, the scheme needs to be assessed as submitted.
- 8.97 Residents raised concern that they felt discomfort with the developers method of consultation. The Local Planning Authority has no control over the consultation that the developers carried out prior to the submission. The applicant has submitted a Statement of Community Involvement with the application outlining the consultation process.
- 8.98 Residents raised concern that the Trustees of the Cambridge Royal Albert Homes were not consulted. A further 21 day consultation was carried out and the officer can confirm the Trustees of the Cambridge Royal Albert Homes was consulted.
- 8.99 Residents raised concerns about the lack of detail on the plans and some inaccuracies in the TVIA. The applicant supplied plans which had more details and labels on and corrected the errors within the TVIA. Both the labelled plans and revised TVIA were sent out for a 21 day consultation.
- 8.100 Cambridge Past, Present and Future (CPPF) have raised concerns that this application should be deferred until a decision is made on 104-112 Hills Road. The committee has considered the application at 104-112 Hills Road. While the applications are both for the erection of office buildings, the context and background are significantly different. Every application should be assessed on its own merits. CPPF also raise concern about the sustainability approach to the site, these concerns are addressed in the sustainability section above. In addition to this, officers and members of the planning committee must assess

the proposal as submitted.

9.0 CONCLUSION

- 9.1 The proposal would provide a high-quality development that respects the character of the area, would not have an adverse impact upon the occupiers of neighbouring properties and would provide a high quality office space.

10.0 RECOMMENDATION

- 10.1 The recommendation is to **APPROVE** the proposal subject to:

- a) Delegated authority for officers to complete the signing of a S106 agreement to secure the financial contribution for the Chisholm Trail
- b) The planning conditions as set out below

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

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

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

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

3. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- (a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)

- General environmental setting.

- Site investigation strategy based on the information identified in the desk study.

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

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

4. Submission of site investigation report and remediation strategy:

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

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

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

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

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully

implemented on site following the agreed schedule of works.

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

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the Local Planning Authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

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

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

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

a) Include details of the volumes and types of material proposed to be imported or reused on site

b) Include details of the proposed source(s) of the imported or reused material

c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.

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

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

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

8. Unexpected Contamination:

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

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

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

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

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

Reason: To protect the amenity of the adjoining properties.

(Cambridge Local Plan 2018 policy 35)

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

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

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

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

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

13. Plant/machinery/equipment

No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts 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 of nearby properties (Cambridge Local Plan 2018 policy 35)

14. EV Charge Point Provision

No development, other than demolition and site clearance, shall commence until a site wide Electric Vehicle Charging Point Provision and Infrastructure Strategy, including an implementation plan, has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include the following:

(a) details of the provision of slow electric vehicle charging points (with a minimum power rating output of 7kW) for dwellings with allocated on-plot parking, for dwellings with communal and courtyard parking spaces and for non-residential parking spaces

(b) details of rapid and/or fast electric vehicle charging points for non-residential floorspace and a strategy to show how parking spaces will be exclusively reserved for electric vehicle charging

(c) details of passive electric vehicle charging provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network, as well as the provision of cabling to parking spaces (both residential and non-residential) to facilitate and enable the future installation and activation of additional active electric vehicle charging points

The development shall be carried out in accordance with the approved Strategy and retained as such 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 (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

15. Artificial Lighting

No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

(i) the method of lighting (including luminaire type / profiles,

mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to both on and off site receptors)

(ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the 'Institute of Lighting Professionals - Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded)'.

The scheme shall be carried out as approved and shall be retained as such.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34)

16. Hot Food Preparation (Smoke / Odour Control)

Any use of the development falling into Class Use E that involves the preparation / cooking of hot foods (such as cafés, takeaways, restaurants) shall have installed and maintained an odour filtration/extraction system designed in accordance with Annex 2 and 3 of EMAQ's "Control of Odour and Noise from Commercial Kitchen Exhaust Systems (update to the 2004 report prepared by NETCEN for DEFRA)" dated September 2018 and/or its subsequent amendments.

Full details of the odour filtration/extraction system shall be submitted to and approved in writing by the planning department prior to use.

Reason: To minimise the effects of odour on the surrounding area (Cambridge Local Plan 2018 policy 36)

17. No demolition or construction works shall commence on site until a traffic management plan (TMP) has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. The Highway Authority requests that the TMP be a stand-alone document separate from any Environment

Construction Management Plan or the like, 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. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away vehicles (all loading and unloading shall be undertaken off the adopted public highway)
- ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking. For the avoidance of doubt contractors will not be eligible for Tradespersons Permits within the Residents Parking Scheme that operates on the surrounding streets.
- iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

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

18. Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority, The submitted plan shall include details of: [specify whatever is relevant to the particular development]:

- monitoring of any standing water within the site temporary or permanent
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available at www.aoa.org.uk/policy-campaigns/operations-safety/)
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins)

and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste

- signs deterring people from feeding the birds.

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

Reason: It is necessary to manage the Lockton House / Brooklands Avenue Development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport.

19. Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters (select or add to as appropriate):

- details of the area(s) subject to construction activity and the storage of materials and equipment
- details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/policy-campaigns/operations-safety/).
- control of activities likely to produce dust and smoke etc
- details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).
- control and disposal of putrescible waste to prevent attraction of birds

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger aircraft movements and the safe

operation of the aerodrome.

and/or: Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Cambridge Airport through interference with communication, navigational aids and surveillance equipment.

20. BREEAM Design Stage Certification

Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

21. BREEAM Post Construction Certification

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

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

22. Hard and soft landscaping

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

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

23. Landscape maintenance and management plan

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)

24. Tree Pits

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

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

25. Groundworks

No development shall take place until the details of all groundworks are submitted and approved by the local authority. Details should include: protection of ground to be reinstated to landscape; methodology of soil stripping, storage, handling, formation level decompaction, and soil re-spreading. 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 publication.

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

26. Window details 1:10

No new windows shall be constructed in the existing building, nor existing windows altered until drawings at a scale of 1:10 of details of new or altered sills, lintels, jambs, transoms, and mullions have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

27. Sample Panel of facing materials

No brickwork above ground level shall be laid until a sample panel minimum 1.5m x 1.5m has been prepared on site detailing the choices of brick, bond, coursing, special brick patterning (vertical stacked bond), mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2018 policies 55, 57 and 61)

28. Roof details

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

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

29. Dormer details 1:10

No dormers shall be constructed until full details, at a scale of 1:10, showing the construction, materials, rainwater disposal and joinery of the dormers, including their cheeks, gables, glazing bars and mouldings, have been submitted to and approved in writing by the Local Planning Authority. Dormers shall thereafter be constructed only in accordance with the approved details.

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

30. Materials

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 external features such as windows, reconstituted stone lintels, cills, mullions and surrounds, doors and entrances, perforated screening/shading devices, roof cladding, external metal work, rainwater goods, edge junction and coping details. 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).

31. Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP)

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.

32. Site Meeting

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.

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

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

34. 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.

35. No development above ground level shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2018 policy 57).

36. No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with South Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The scheme shall be based upon the principles within the agreed Drainage Strategy and SuDS Report prepared by Ramboll UK Limited (ref: 1620007220-RAM-XX-XX-RP-C-00001 Rev 02) dated 20/11/2020 and shall also include:
- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
 - b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
 - c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
 - d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
 - e) Full details of the proposed attenuation and flow control measures;

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

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

37. No above ground works shall commence until a foul water drainage scheme for the site, in accordance with South Cambridgeshire District 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.

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

38. Details for the long term maintenance arrangements for the foul and 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.

39. No basement drainage development works hereby permitted shall be commenced until a detailed design for the foul pump and drainage scheme for the basement, including supporting calculations, have 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.

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

40. Prior to the commencement of the development a detailed hydrological/hydrogeological report shall be submitted to and approved in writing by the Local Planning Authority. The report shall provide advice as to whether the development of the site will have any impact upon the ground water based on long term ground water monitoring and site-specific groundwater modelling. Should the report demonstrate any impact on groundwater, it shall also propose mitigation to be carried out in accordance with a proposed phased programme of implementation. Any mitigation shall be carried out in accordance with approved report and details of timing.

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

41. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. The Highway Authority requests that the TMP be a stand-alone document separate from any Environment Construction Management Plan or the like, 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. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away vehicles (all loading and unloading shall be undertaken off the adopted public highway)
- ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking. For the avoidance of doubt contractors will not be eligible for Tradespersons Permits within the Residents Parking Scheme that operates on the surrounding streets.
- iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

Reason: in the interests of highway safety

42. During the construction phase, vehicles used for demolition or construction with a gross weight in excess of 3.5 tonnes shall enter or leave the site only between the hours of 09.30hrs - 15.30hrs, seven days a week demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall enter or leave the site only between the hours of 09.30hrs -15.30hrs, seven days a week.

Reason: in the interests of highway safety

43. Prior to the occupation of the development, the existing vehicular access from Brooklands Avenue shall be narrowed to accommodate the proposed access width within the site. 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

44. The delivery bay accessed off Brooklands Avenue is used solely for the serving of the site and not to be used as employee or visitor parking.

Reason: for the safe and effective operation of the highway

45. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative

sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority. The Travel Plan shall also include annual monitoring of staff travel for five years following occupation. The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

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

46. Prior to the occupation of the buildings hereby approved, full details of the siting, size and general design/function of the cafe including all of its associated infrastructure shall be submitted in writing and approved by the local planning authority. The cafe shall be installed in accordance with the approved details and retained as such thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the cafe remains ancillary to the proposed office use and the residential amenity of neighbouring occupiers is protected in accordance with policies 41 and 55 of the Local Plan

47. All of the window openings on the northern elevation of Block B that have been removed or have been fitted with a screen shall be installed as such and retained thereafter.

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

Application Number	20/03843/FUL	Agenda Item	
Date Received	15th September 2020	Officer	Dean Scrivener
Target Date	10th November 2020		
Ward	West Chesterton		
Site	Carlyle House Carlyle Road		
Proposal	Single storey roof extension to create third floor. First, second and third floor rear extension. Refuse and secure cycle stores to rear boundary.		
Applicant	Mr Matthew Wilson Bidwell House Trumpington Road Cambridge CB2 9LD		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal would retain and expand office space within a central location and support local business needs - The design and scale of the proposed development would not have an adverse impact on the character of the surrounding area; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers;
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is located within the Castle and Victoria Conservation Area. It comprises a three storey office building located at Carlyle House. The site is located on Carlyle Road, adjacent to the Government offices on Chesterton Road. Car

and cycle parking is located to the rear of the building with access directly to the west of the building.

- 1.2 There is a row of terraced properties directly opposite the site on the other side of Carlyle Road, as well as flats directly to the north west of the site. Directly to the north-north west of the site lies a grassed area which contains mature trees which have statutory protection through the Conservation Area. This area serves as a shared amenity area to the flats at Grasmere Gardens.

2.0 THE PROPOSAL

- 2.1 This planning application proposes a one storey roof extension over the main building fronting Carlyle Road and a first, second and third floor rear extension to provide additional office space. The works also include improvements to the landscaping and service/parking areas of the site.

- 2.2 As part of the planning application process, the following amendments and additional information has been received:

- Drawing Number 01388_B_03_P02 (Third Floor Plan)
- Drawing Number 01388_B_06_P02 (North West Elevation)
- Drawing Number 01388_B_09_P02 (Site Sections)
- Visualisation Drawings

The amended plans and visualisations show the setting back of the third floor projection of the rear extension. The amendments have been subject to further consultation.

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

1. Design and Access Statement
2. Planning Statement
3. Air Quality Impact Assessment
4. Statement of Community Involvement
5. Heritage Statement
6. SUDs Statement
7. Transport Statement

8. Daylight and Sunlight Impact Assessment
9. Existing and proposed plans

3.0 RELEVANT SITE HISTORY

Reference	Description	Outcome
17/5338/PREAPP	Two Storey roof extension and three storey rear extension to provide additional 825sqm office space	Not Supported
18/5211/PREAPP	Single storey roof extension and three storey rear extension	Supported

4.0 PUBLICITY

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

5.0 POLICY

5.1 Cambridge Local Plan 2018

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	<p>1 2 3</p> <p>22 (Mitcham's Corner opportunity Area)</p> <p>28 31 32 33 34 35 36</p> <p>40 (Development and Expansion of Business Space)</p> <p>55 56 58 59 60 61 62</p> <p>81 82</p>

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

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p>
Supplementary Planning Documents	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Mitcham’s Corner Development Framework Supplementary Planning Document (SPD)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No comments made.

Environmental Health

6.2 Acceptable subject to conditions/informatives regarding the following:

- Construction hours
- Collection during construction
- Construction/demolition noise/vibration & piling
- Dust condition
- External lighting
- Plant/machinery/equipment

City Council Sustainable Drainage Engineer

6.3 Acceptable subject to conditions/informatives regarding the following:

- Surface water drainage strategy
- Long term maintenance arrangements for the surface water drainage system

Urban Design Officer

6.4 No objections subject to the following conditions/informatives:

- Materials

Conservation Officer

6.5 No objections

Tree Officer

6.6 No objections subject to conditions regarding the following:

- Tree Protection Plan
- Tree Protection implementation
- Tree retention

7.0 REPRESENTATIONS

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

- 1 Carlyle Road
- 3 Carlyle Road
- 5 Carlyle Road
- 9 Carlyle Road
- 11 Carlyle Road
- 17 Carlyle Road
- 34 Carlyle Road
- 36 Carlyle Road
- 48 Carlyle Road
- 57 Carlyle Road
- 6 Holland Street
- 7 Holland Street
- 11 Holland Street
- 14 Holland Street
- 17 Holland Street
- 21 Grasmere Gardens
- 65 Victoria Road
- 13 Hertford Street
- 15 Carlyle Road

7.2 The representations can be summarised as follows:

- Overbearing impact
- Increase in traffic along Carlyle Road
- There is not an identified need for office use in this location
- Office space can be converted into residential spaces
- The additional floor will be aesthetically damaging and is ugly, dark and unnecessary
- Loss of light/overshadowing impact/visual enclosure

- Loss of privacy
- Overlooking impact
- The proposed office is not in keeping with the resident's needs
- The design/appearance and materials look poorly considered compared to other development within the local area and is not in keeping with the scale of residential properties within the immediate vicinity
- Conflicts with the Mitcham's Corner SPD guidance
- The proposal does not fulfil the vision to enhance this particular area through well designed architecture and develop a sensitive and sustainable design
- The proposal does not accord with generating local community enhancement, e.g Alexandra Gardens play area
- Overdevelopment of the site
- It does not enhance the quality of the Cambridge skyline and is too tall for the site
- It reduces the available car parking which does not lead to sustainable modes of transport
- It does not create any housing or leave space for housing
- The comparison with the Henry Giles building included within the application is irrelevant as this building is to be demolished
- The houses along Carlyle Road are not 4 storeys high as described within the application
- Increased workforces on the site would lead to increased pollution, noise and traffic volumes
- There is surely not a requirement for office space following Covid-19 when more and more people will be working from home
- Impact upon the Conservation Area and is contrary to policy 61 and 62
- Increased traffic volumes and in particular more cars reversing into Grasmere Gardens
- The previous proposal for the erection of masts is a concern to this application because of safety issues, signal strength and all other laws and by laws controlling potentially polluting industrial activity
- Insufficient car parking would impact upon nearby uses

- The offices could be converted into flats under permitted development rights
- Very few of the neighbours objections have been accounted for

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 3 of the Cambridge Local Plan (2018) seeks to ensure that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally.
- 8.2 Policy 22 of the Cambridge Local Plan (2018) identifies the application site and the adjacent Henry Gils House as being capable of redevelopment, as shown in Figure 3.8, page 88 of the Local Plan. Allocation R4 in the Local Plan and the accompanying Proposals Schedule (Appendix B of the Local Plan) indicates a capacity of 48 dwellings across the wider site.
- 8.3 The Mitcham's Corner Development Framework SPD (2018) indicates the site for residential redevelopment as indicated by the allocation R4 and provides guidance, including relating to height restrictions for new buildings on the site. Indicative heights of 2+1 are shown for the frontage of the application site facing Carlyle Road, the SPD stating at para. 4.3.11 that *'Building heights along the north western edge of the site should reflect those of the adjacent terrace of 1-17 Carlyle Road'*. The SPD anticipates a redevelopment of the R4 site with an urban design led approach to inform the scale and massing of redevelopment proposals. The SPD includes reference to key views of the R4 site from Jesus Green, and advises that blocks should be expressed as individual buildings with vertical circulation, helping stagger the approach to massing and create a finer grain and modulation of built form. New pedestrian and cycle links are promoted through the R4 site. The SPD does not provide specific guidance on the re-use of buildings as part of the R4 allocation; the Carlyle House and Henry Giles House

buildings being identified as detracting from the character and appearance of the Conservation Area.

- 8.4 Moreover, Policy 40 of the Cambridge Local Plan (2018), supports the development and expansion of existing business spaces. It states that employment proposals within the B use class (Class E under the new GPDO September 2020), which are located within sustainable locations will be supported. The policy encourages business development in the city centre and Eastern Gateway, around the two railway stations, at the Biomedical Campus and on the West Cambridge site. The policy states that proposals for development of business space uses elsewhere in the City will be considered on their merits.
- 8.5 In their Planning Statement, the applicants acknowledge that the proposal is not for residential development and conflicts with the allocation but that Carlyle House, together with the other parts of the allocation, remain in business use and are unlikely to be available in the short or medium term. The applicants also state that the proposal would support the ambitions of existing tenants to remain and for the creation of extra affordable office floor space in the city centre which is in demand.
- 8.6 Officers are of the view that as the proposal does not amount to a comprehensive redevelopment of the site (in part or whole), the principle of extension and alteration of the existing building for its continued business use is acceptable. The proposal would support the activities of an existing business and provide office accommodation in a sustainable location. Subject to the detailed consideration of the wider impact of the proposed development below, there is therefore in principle support for the redevelopment of the facilities at Carlyle House. Allowing the proposed development to proceed would not preclude the site coming forward for residential development in the future in accordance with the allocation.

Covid Implications

- 8.7 There are concerns raised that in light of Covid-19, office space is no longer required with more and more people working from home. Although officers are aware of this and the potential impact of the pandemic upon office space, the intentions of policy 40 of the Local Plan are clearly set out to retain and expand office space across the city in order to promote

economic growth. The outcome of the pandemic is unpredictable, and no significant weight can be given to this when assessing planning applications.

- 8.8 Overall, the proposal would extend and retain office space within a sustainable location and is considered to be acceptable in principle.

Context of site, design, external spaces

- 8.9 The site is located along Carlyle Road, to the rear of the existing Government offices and adjacent to other commercial buildings. The prevailing character of the area comprises terraced dwellings directly opposite the site, with flats located to the north west and to the west.
- 8.10 The proposal intends to extend the existing building upwards by an additional storey and proposes a three storey extension to the rear of the building. The additional storey on the front will be set back by three metres from the front elevation of the building in order to reduce any significant visual prominence within the street scene. The materials proposed would comprise a black metal cladding. There are a number of concerns raised in respect of the proposed scale and materials, as they do not reflect the character and appearance of the neighbouring properties or buildings.
- 8.11 The Urban Design Officer has been consulted on the application and has raised no objections to the proposal, subject to a condition requesting material details to be submitted and approved by the LPA. The proposed black metal cladding is considered to reflect the dark coloured fenestration details of the building and is therefore acceptable, subject to securing details via a condition. This condition shall be imposed upon any consent granted.
- 8.12 The additional storey to the top of the building is considered to be acceptable, given its setback away from the front elevation. The applicant has assessed the impact of the additional storey from views taken from Jesus Green and Carlyle Road. These views confirm that the visual impact of the additional storey is not considered to result in any detrimental harm upon the character of the local area, including the Conservation Area.

- 8.13 There are comments raised in third party representations in respect of conflict with the Mitcham's Corner SPD. The SPD guidance sets out that any building within the Mitcham's Corner SPD states that any building on this site will be limited to 2+1 storeys in height. Carlyle House is currently three storeys in height and therefore the proposal would increase this to four storeys. Officers acknowledge this would exceed the guidance stated within the SPD however, the SPD envisages a comprehensive redevelopment of the wider R4 site and the proposal does not directly fall into the scope of the SPD in this regard. It is of course desirable to remove Carlyle House in its entirety alongside Henry Giles House and provide a better modulated, finer grain development that is lower in scale and more in keeping. However, the proposal is not seeking to achieve a comprehensive redevelopment of R4, it is seeking to make the best use and extend an existing building for its existing purposes and this approach very much chimes with other policies and guidance promoted by the Council for example in its Sustainable Design and Construction SPD 2020. Given its set back, appearance, form and design, the additional storey is not considered to result in significant visual harm.
- 8.14 There is also a concern raised in respect of the proposal intruding upon the skyline of Cambridge. Policy 60 of the Cambridge Local Plan (2018) refers to buildings which break the existing skyline and/or are significantly taller than the surrounding built form. Given the proposal intends to extend the existing building by one additional storey, Officers do not consider the proposal to be classified as a landmark building in this instance as it does not comprise a height which would break the existing skyline across Cambridge as whole. With respect to the local built form, it is acknowledged that the building would be higher than that of the surrounding buildings however the setback and design of the proposal would reduce any significant prominence in this instance. Visualisations put forward as part of the application demonstrate this to be the case. Therefore, officers consider the proposal to be in accordance with policy 60.
- 8.15 The proposed rear extension would be concealed from the street scene and out of any clear views and is therefore not considered to result in significant impact upon the character of the local area.

- 8.16 Overall, the proposed height, scale and design of the proposed development is considered to be in keeping with the character of the local area and is therefore compliant with Cambridge Local Plan (2018) policies 55, 56 and 58.

Conservation Area Impact

- 8.17 The site lies within the Castle and Victoria Conservation Area. The Conservation Area mainly comprises rows of terraced properties set within linear plots.
- 8.18 The Conservation Officer has been consulted on the application and has raised no objections to the proposal. Given the proposed materials and setback of the additional storey, the proposal is not considered to result in any significant detrimental impact upon the character and appearance of the Conservation Area and is acceptable in this instance.
- 8.19 The Lock, footbridge and Lock House are Grade II listed however given the distance between the site and these heritage assets, the proposal is not considered to result in any significant harm upon their setting.
- 8.20 Overall, the proposed height, scale and design of the proposed development is considered to sustain the character and appearance of the Conservation Area and is therefore compliant with Cambridge Local Plan (2018) policies 61 and 62.

Residential Amenity

- 8.21 There are a number of third party representations received which have raised concerns regarding overbearing, overshadowing, overlooking and loss of privacy.

Overbearing Impact

- 8.22 There are concerns raised in respect of overbearing impact upon the properties along Carlyle Road, directly opposite the site, as well as upon the shared amenity area serving Grasmere Gardens to the rear of the site.
- 8.23 The additional storey on top of the building would be setback by 3m from the front elevation of the building. The existing properties along Carlyle Road are two main storeys in height,

with partially sunk basements below and traditional dormers set within the roof pitch. Carlyle House already has an enclosing impact upon these properties, exacerbated by a straight three storey office height directly opposite. Officers acknowledge the extra storey would create some sense of additional enclosure however, given the setback of this storey, the proposal is not considered to result in any significant overbearing impact upon the properties along Carlyle Road in this instance to warrant a refusal.

- 8.24 The proposed extension to the rear of the building would extend to within the existing car parking area and be clearly visible from the shared amenity space serving Grasmere Gardens. Originally, officers did have concerns regarding the overbearing impact of the proposed extension upon this shared amenity space and requested that the third floor of the extension was reduced to prevent any significant overbearing impact upon this space. Following the receipt of amended plans and visualisations showing the reduction in depth of the third floor of the extension, officers are satisfied that this would prevent any significantly harmful overbearing impact in this instance and is now acceptable.
- 8.25 The space immediately to the rear of the flats situated to the west of the site is not considered to be an amenity area but instead provides a walk through to the grassed amenity space serving Grasmere Gardens. The flats have balconies set to their frontages which serve as amenity areas and therefore the proposal is not considered to result in any significant overbearing impact upon these properties in this instance.

Overlooking Impact

- 8.26 Given the setback of the additional storey and the distance between the Carlyle House and the properties along Carlyle Road, officers consider there would be no significant overlooking impact upon these properties to warrant a refusal.
- 8.27 The proposed windows within the north west elevation of the extension windows will directly overlook the shared amenity space serving Grasmere Gardens and to the rear of the adjacent flats. To prevent any significant overlooking impact, officers consider a condition to obscure glaze these windows at first floor and second floor level should be imposed upon any

consent granted to prevent any significant overlooking impact in this instance.

- 8.28 The windows within the north east elevation would not directly overlook the shared amenity area given the angle at which this is set in relation to the extension. Therefore, officers do not consider views from these windows to result in any significant overlooking impact.
- 8.29 Given the reduction in depth of the third floor, officers consider this element of the extension would be positioned a reasonable distance away from the rear boundary of the site to not result in any direct overlooking impact in this instance and therefore do not consider obscuring these windows to be necessary.

Overshadowing/Loss of Light Impact

- 8.30 The applicant has submitted a Daylight and Sunlight Impact Assessment which outlines the methodology of assessing the proposed development in terms of loss of light impact, in accordance with BRE guidance.
- 8.31 The assessment was undertaken on the surrounding neighbouring properties along Carlyle Road and at Grasmere Gardens. The assessment shows that the proposal would result in a minimal loss of light upon existing widows serving these neighbouring properties; sufficient light levels would be retained in accordance with BRE guidance.
- 8.32 In respect of the shared amenity space serving Grasmere Gardens, the assessment concludes that the amount of sunlight hours will be reduced by 11.8% due to some overshadowing impacts within the areas immediately adjacent to the rear boundary of the site. Despite this, the majority of the area would still receive an acceptable level of sunlight for residents to use the space and have a good level of amenity.
- 8.33 Overall, officers are satisfied that the proposal would not result in any significantly detrimental overbearing, overlooking or overshadowing impacts upon the amenities of neighbouring properties in accordance with Cambridge Local Plan (2018) policies 55 and 58.

Wider Area

- 8.34 The Environmental Health Officer has been consulted on the application and has recommended approval, subject to conditions regarding construction hours, collection during construction, installation of plant equipment, dust control and external lighting. In order to protect the amenities of neighbouring properties, these conditions are considered to be necessary and reasonable and shall be imposed upon any consent granted.

Refuse Arrangements

- 8.35 The proposed refuse collections are to remain the same. A secure and covered refuse store is being proposed at a convenient corner location of the car park to the rear of the building which is acceptable. Overall, the proposal is in accordance with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.36 There are concerns raised regarding the safety of residents and young children, because of the proposed development resulting in the increase of vehicle movements to and from the site. The site is accessed via an existing access to the west of the building from Carlyle Road. The Local Highway Authority has been consulted on the application and have raised no objections in respect of the proposal and its impact upon the surrounding road network. The proposal intends to reduce the number of car parking spaces from 25 to 18 spaces, due to its sustainable location. This reduction in car parking spaces would reduce the number of vehicles entering and exiting the site, posing less impact upon residents and young children. Given there are no objections from the Local Highway Authority, officers consider the proposal would not result in any significant impact upon the safe and effective operation of the surrounding road networks. Therefore, the proposal is considered to retain the safe and effective operation of the adopted highway and is in accordance with paragraphs 108 and 109 of the NPPF and policy 81 of the Cambridge Local Plan 2018.

Car Parking

- 8.37 The application proposes a reduction in car parking numbers from 25 to 18 within the site which is in accordance with the standards as set out within the Cambridge Local Plan 2018. Given the sustainable location of the site, a car reduced scheme is considered appropriate and acceptable in this location in order to promote more sustainable modes of transport. Despite concerns raised in respect of promoting sustainable modes of transport, officers consider this approach to be acceptable in encouraging less car dependent travel to reduce in an attempt to reduce overall car emissions. Two disabled car parking spaces are proposed within this allocation, immediately to the rear of the building to enable easy access. In addition, a conditions shall be imposed to ensure that an electrical charging point is installed, should the application be approved.
- 8.38 Overall, the proposed car parking details are considered acceptable and therefore the proposal would therefore meet the aims of Cambridge Local Plan (2018) policy 82.

Cycle Parking

- 8.39 The application proposes a new cycle store to the rear of the building within the parking area, which will provide 36 cycles on two levels. The proposal will also provide five new Sheffield type cycle stands, providing an additional ten short term cycle parking spaces in a covered and protected location, near the rear building entrance. The existing cycle parking to the front of the site is to be retained and therefore the total number of cycle parking would equate to 58 which is in accordance with the standards set out within the Local Plan. Overall, the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Integrated water management and flood risk

- 8.40 The application has been assessed by the City Council Sustainable Drainage Engineer and has been considered acceptable subject to conditions to secure a surface water drainage strategy and maintenance plan. These conditions shall be imposed upon any consent granted to ensure the development adopts sustainable drainage methods in

accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

Trees/Landscaping

- 8.41 There is an existing Birch tree located to the front of the building which is to be retained as part of the proposals. The Tree Officer has been consulted on the application and has raised no objections to the application, subject to conditions regarding a Tree Protection Plan, an Arboricultural Method Statement (AMS) and the retention and replanting of all trees should any be removed or die. These conditions are considered to be acceptable and shall be imposed upon any consent granted. The proposal is in accordance with policy 71 of the Cambridge Local Plan (2018).
- 8.42 The existing landscaping buffer to the front of the building is to be retained.

Other Matters

- 8.43 There are concerns raised in respect of the permitted development rights to convert the office space to a residential use, should the application be approved. The LPA cannot preempt the future use of the building and can only formally assess the application on its own merits against all local and national planning policy. This report outlines the reasons as to why the LPA are recommending approval and there is nothing to suggest that permitted development rights would be used in this way by the applicant.
- 8.44 A comment is raised concerning the lack of general public realm enhancement. The application proposes the extension of an existing office building to provide additional office space for employment growth in Cambridge and is considered to be acceptable as outlined in the report. If this were a comprehensive redevelopment of the site as part of R4, such an approach to wider improvements could more reasonably be considered in light of the SPD guidance.
- 8.45 The comments raised in relation to the safety and security of masts on the building is governed by other laws and by laws controlling potentially polluting industrial activity which are not specific to planning legislation and the applicant would need to

address all of the necessary safety precautions. These are not reasons to refuse the application on planning grounds in this instance.

8.46 A comment is raised which implies that not all of the representations have been accounted for. The LPA confirm that all of the representations received have been uploaded to the file and this report responds to the comments raised.

8.47 Conditions 16 and 17 are imposed to ensure the development accords with the aspirations detailed within the Greater Cambridge Sustainable Design and Construction SPD and Policies 28 and 31 of the Cambridge Local Plan (2018).

9.0 CONCLUSION

9.1 Noting the significance of centrally located, accessible and affordable office space for new and emerging enterprises, officers consider that notwithstanding the allocation in the adopted Local Plan, the principle of extension and alteration to the existing building for its continued employment use is acceptable. The proposal would not preclude the R4 site from coming forward for a residential redevelopment in the long term.

9.2 The proposed development would adequately respect the scale and character of the local area, including the Conservation Area and from key views from within it. Whilst the concerns of third parties are noted and officers recognise that the scheme would impact neighbours, particularly those in Grasmere Gardens and Carlyle Road, the proposal has been amended to (partially) lessen its impacts on its neighbours and on-balance, officers consider the resulting impacts on residential amenity would be acceptable, subject to conditions.

10.0 RECOMMENDATION: APPROVE subject to the following conditions and informatives:

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

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

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

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

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

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

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

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

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

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

6. No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts 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 of nearby properties (Cambridge Local Plan 2018 policy 36).

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

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

8. 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; render; windows; doors and entrances; porches and canopies; roof cladding; external metal work, balustrades, 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)

9. 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 out 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.

10. 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.

11. 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.

12. Prior to the commencement of development, other than demolition, a scheme for surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

1) 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

2) 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;

3) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;

4) A plan of the drained site area and which part of the proposed drainage system these will drain to;

5) Full details of the proposed attenuation and flow control measures;

6) Site Investigation and test results to confirm infiltration rates

7) Full details of the maintenance/adoption of the surface water drainage system;

8) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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

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

13. 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 accordance with the approved details and shall be retained 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 and policy 31 and 32 of the Cambridge Local Plan 2018.

14. The windows at first, second and third floors on the north west and north east elevations of the rear extension shall be subject to a privacy scheme that shall be submitted to and approved in writing by the local planning authority prior to occupation of the new office floor space. The scheme shall specify specific windows, or parts thereof, that are to be obscure glazed to Pilkington obscurity level 3 or greater (or any other such means of ensuring privacy is retained) and shall be non-openable apart from any top hung vent. The privacy scheme shall be implemented in full prior to the occupation of the office extension and be retained in accordance with the approved details.

Reason: In order to safeguard residential privacy (Cambridge Local Plan policy 55).

15. Prior to the occupation of the development hereby approved, a dedicated electric vehicle charge point scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that at least one active electric vehicle charge point will be designed and installed with a minimum power rating output of 7kW to serve at least one of the approved allocated on-plot parking spaces.

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).

16. Notwithstanding the approved plans, all flat roofed elements within the development shall be green or brown roofs. No development above ground level, 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).

17. Prior to occupation of the building hereby approved, a Sustainability Statement setting out how the proposals have integrated the principles of sustainable design and construction into their design, shall be submitted to and approved in writing by the local planning authority. 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 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 Carbon reduction, including consideration of the electrification of heating demand;

- 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).

INFORMATIVES

1. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.
2. There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.
3. Fire Service 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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Application Number	20/01609/FUL	Agenda Item	
Date Received	10th March 2020	Officer	Saffron Loasby
Target Date	5th May 2020		
Ward	Trumpington		
Site	25B Bishops Road		
Proposal	Erection of two dwellings comprising of 1No. 2-bed and 1No. 5-bed dwelling following the demolition of the existing bungalow		
Applicant	Ms Natalie Harrington Galah Cottage Haverhill Road Helions Bumpstead Haverhill CB9 7AG		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The design and scale of the proposed development would not have an adverse impact on the character of the surrounding area; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; - The proposed development would provide a high-quality living environment for the future occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is located at 25B Bishops Road which comprises a detached bungalow, approximately 6m to the ridge, set within a relatively spacious plot. The rear boundary is

defined by established tree screening which does not have any statutory protection and the site itself has a well-maintained garden space to the rear. There is parking provision for two cars to the front, although upon the site visit there were at least 3 cars on the front amenity space.

- 1.2 There is a mix of predominantly two storey dwellings along the main stretch of Bishops Road. However, the application site is located to the (south) of the linear form that dominates Bishops Road and is in a small cluster of two storey and single storey dwellings accessed via an unadopted, private road. This access measures approximately 70m from the adopted highway to the rear of No.18 Exeter Close and another 10m to the application site. It provides access to 4/5 residential addresses including the application site. Other properties that appear as part of this cluster include 18 and 20 Exeter Close, which are accessed via Exeter Close to the north east of the application site. Whilst these properties do not use the access, they do form part of the surrounding character of the area and wider streetscene. A pedestrian/cycle route runs past the rear (southeast) boundary of the application site.
- 1.3 The site is surrounded by residential properties. Beyond the site to the southwest are relatively new dwellings comprising a more contemporary design and set over three floors.

2.0 THE PROPOSAL

- 2.1 The proposed development under this planning application involves the demolition of the existing bungalow and replacing it with two detached two storey dwellings. Plot 1 comprises a 2 bed dwelling and Plot 2 a 4 bed dwelling. Each property would benefit from its own private amenity area. Two car parking spaces are proposed to the front of the site for Plot 2. Plot 1 has no parking provision. Cycle parking and bin storage is located within each plot. A pedestrian gate is in the proposed rear boundary to allow for rear access onto the adjoining cycle/pedestrian route.
- 2.2 The properties will comprise facing brick (to be agreed) under a natural slate roof with composite aluminium openings. Both will have permeable gravel hard standings and green roofs on the rear single storey flat roof elements.

2.3 The scheme has been altered twice since the original submission. The first amendment detailed the various openings to be secured as obscure glazed and fixed. This was carried out to overcome the initial concerns regarding overlooking. The second amendment looked to alter the height of the larger dwelling on Plot 2. The ridge was reduced to match that of Plot 1 and offered a 1.1m reduction in height. Additionally, the side extension to plot 2 was also altered. This was to create a more obvious step down from the two-storey element of the main bulk of the house and to create a larger space between Plot 2 and the neighbouring bungalow at 25c Bishops Road, thus helping to reduce any overbearing impact. The front of plot 2 was also amended to allow for a larger turning area between the two units. This removed the potential for an additional car space in the future for plot 2 and allows a better area for manoeuvrability at this end of the narrow access.

2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement (inclusive of a Daylight Assessment)
2. Arboricultural Impact Assessment
3. Topographical Survey
4. Existing and proposed plans
5. Street Elevations

3.0 RELEVANT SITE HISTORY

Reference	Description	Outcome
C/73/1040	The erection of single storey extension to existing bungalow to form self-contained flat	WITHDRAWN

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 Plan 2018	Local	<p>1 3</p> <p>28 31 32 33 34 35 36</p> <p>50 51 52</p> <p>55 56 57 59 70 71</p> <p>81 82</p>

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

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance 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</p>
Supplementary Planning Documents	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>

Material Considerations	<u>City Wide Guidance</u> Arboricultural Strategy (2004) Cambridge and Milton Surface Water Management Plan (2011) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Cambridge City Council Cycle Parking Guide for New Residential Developments (2010)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The applicant intends that the new proposed dwelling will have no 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 which the Planning Authority may wish to consider when assessing this application.

Environmental Health

- 6.2 Acceptable subject to conditions/informatives regarding the following:

- Construction hours
- Collection during construction
- Construction/demolition noise/vibration & piling
- Dust condition
- Electric vehicle charging point

Access Officer

- 6.3 Refuse as Cambridge is losing this accessible housing stock or new housing is built to Code M2(3).

City Council Sustainable Drainage Engineer

- 6.4 Acceptable subject to conditions/informatives regarding the following:
- No development shall commence until a surface water drainage strategy has been submitted and approved
 - Details for the long-term maintenance arrangements for the surface water drainage system to be submitted and approved

Landscape Architect

- 6.5 Landscape has concerns over the number of tree losses without a tree strategy which outlines how replacement and/or new tree planting will be addressed within the proposals. The Local Plan and the Cambridge Tree Strategy policies give weight to the retention of trees, particularly mature ones that contribute to the overall canopy cover which is aiming to achieve a 2% target increase by 2030.
- 6.6 What can be appreciated is that most of the trees on site are coniferous or otherwise evergreen species which often cause more harm than good due to their size and negative impact on soil nutrients and water retention in soils though are not without their merit. As a result, we are more amenable to the removals, but require a tree strategy to be submitted which includes some large growing species and which provide some of the screening the existing tree cover provides, particularly in relation to the neighbouring bungalow property. We note the presence of tree

stamps within the architect's drawings but these are often just 'decorative' to the drawings until reviewed into a plan by a secondary designer or process.

- 6.7 The footway down the side of the smaller unit is constrained by the presence of the cycle and bin stores. The width of the footway is approx. 600mm to 840mm down the side of the bike store and bin store respectively. To allow for ease and inclusive access, the footway should measure 900mm minimum for passage as well as the dragging of a bin to the kerbside without having to use the grass to the side which would suffer overrunning issues. This is an easily addressed issue and can be considered under condition.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations which object to the application:

- 18 Exeter Close
- 20 Exeter Close
- 30 Exeter Close
- Glebe Farmhouse, Exeter Close
- 25 Bishops Road
- 25A Bishops Road
- 25C Bishops Road
- 27 Bishops Road
- 29 Bishops Road
- 31 Bishops Road
- 33 Bishops Road
- 35 Bishops Road

- 7.2 The representations can be summarised as follows:

- Overdevelopment of the site
- Out of keeping with the local area
- Insufficient car parking and impact upon all surrounding roads
- Overlooking between openings and the occupiers of No 20 Exeter Close

- Poor access from Bishops Road
- No access for vehicles from Exeter Close
- Increase in pollution
- Dust during demolition
- What will happen to the existing tenants
- Lack of clarity on how site will be divided
- Loss of sunlight to No 20 Exeter Close
- Density too high
- Compass errors in the submission documents
- Lack of tree screening (details on plans are inaccurate)
- Increased potential to damage to neighbouring foundations during construction
- Potential damage to sewer
- Conflict of pedestrians and cyclists if Exeter Close is to be used during the construction period
- Lack of correct notification
- Safety of the proposed pedestrian access points to the rear
- Reassurance that parking during construction is not via Exeter Close due to poor parking provision as existing
- Loss of biodiversity
- Adverse impact on unmade, unadopted track and condition to repair should it be needed
- Too high
- Lack of a landscaping plan
- Devaluing properties
- Limit size of vehicles during construction
- Land ownership would not allow for the proposed access
- Access for emergency vehicles compromised

7.3 The planning agent for this application responded to some of the concerns raised in a letter dated 11th June 2020 (on public access dated 24th June).

7.4 Revisions have been made to the scheme twice. The first annotating obscure windows and fixed glazing to overcome overlooking and a reduction in the size of Plot 1 to address scale on neighbouring occupiers and character of the area. Notwithstanding the revisions 9 of the residents who previously

raised objections resubmitted letters of objection for predominantly the same reasons (although the reduction in the height and scale was welcomed).

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

8.0 ASSESSMENT

Principle of Development

- 8.1 Policy 3 of the Cambridge Local Plan (2018) seeks to ensure that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. Given the location of the site is within a sustainable location and is in walking and cycling distance of the major road network (Hauxton and Shelford Road), the application site is considered suitable to accommodate residential development.
- 8.2 As the proposal is for the subdivision of an existing residential plot, policy 52 of Cambridge Local Plan (2018) is relevant in assessing the acceptability of the proposal.
- 8.3 Policy 52 of the Cambridge Local Plan (2018) states that 'Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:
- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
 - b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for bio-diversity;
 - c. the amenity and privacy of neighbouring, existing and new properties is protected;
 - d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed

- and existing properties; and
- e. there is no detrimental effect on the potential comprehensive development of the wider area.'

- 8.4 The proposal is considered to comply with the above five criteria and the reasons for this are set out in the relevant sections of this report.

Context of site, design and external spaces

- 8.5 Bishops Lane comprises predominantly two storey dwellings set within linear plots. There appears to be a blend of brick and render materials adopted at neighbouring properties. Car parking is set to the front of dwellings or on the adjoining street.
- 8.6 The application site is part of a cluster of backland development located to the rear of Bishops Road. This small group of residential properties are an anomaly to the linear form and comprise a mixture of single and two storey properties with a wide palette of materials and alternative designs and scales. It is fair to say that some of the dwellings in this group of properties do not reflect the surrounding character in form, design or scale compared to the properties in Bishops Road, Exeter Close or the recently built Overhill Close.
- 8.7 The proposal intends to demolish the existing bungalow and replace this with two, two-storey dwellings with vehicular access via Bishops Road and pedestrian/cycle access to the rear. Given there are predominantly only two storey dwellings in the immediate vicinity, it is considered that two storey dwellings would be in keeping with the scale of neighbouring development in this location and would be acceptable. The proposed materials are more modern than some of the existing materials within the street scene however, these are not considered to be significantly out of keeping with the appearance of the local area to warrant a refusal in this instance. A condition shall be imposed upon any consent granted to ensure the materials proposed are adopted.
- 8.8 There are concerns raised in respect of overdevelopment of the site. The site is reasonably generous in size and is capable of accommodating 2 dwellings. The footprint of the existing bungalow spreads across the site quite close to the neighbouring properties, albeit 2m lower in height, sited at an

angle on the plot and with varying roof styles. The two new dwellings are proposed to sit no closer to that of the existing and are sited to overcome any overbearing impact on neighbouring occupiers. The site location plan shows how neither of the dwellings sit forward of the existing building line, and includes dimensions showing the 45⁰ angles from openings.

- 8.9 In terms of external space, both units will have access to private external space in excess of 100sq.m each.
- 8.10 The proposed dwellings will sit gable end facing Bishops Road with a maximum ridge height of 8.1m. The roof is hipped away from both neighbouring properties and the larger of the two has been reduced in height by 1.1m and altered to have a 1.5 storey side addition that allows for a more fluid transition between the very low neighbouring bungalow at 25C and the new dwelling at Plot 2. This bungalow is predominantly flat roof and therefore significantly lower than most dwellings in the locality. The original submission saw a residential development over three floors and proposed a significantly larger dwelling in terms of scale.
- 8.11 Overall, following the amendments, the form, height and scale of the proposed development is considered to be a significant improvement on the originally submitted proposal. The reduction in the side projection of plot 2 has reduced the impact on the neighbouring dwelling at 25C and the removal of accommodation in the roof means the two storey approach is more in keeping with the immediately surrounding properties. Whilst the density of the proposal is higher than those properties in the cluster of dwellings, the scheme is not out of keeping with the wider surrounding context of development. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 52, 55, 56 and 57.

Residential Amenity

Overbearing Impact

- 8.12 The proposal being considered has reduced the height of plot 2 at the ridge by 1.1m, and also altered the side projection closest to the neighbouring bungalow. This assists in reducing any significant overbearing impact upon the adjacent neighbouring

garden. The change from single bungalow to two, two storey dwellings will have a material change in visual impact in this location and they are significantly different in design, scale and form from the existing dwelling. However, this change does not warrant a recommendation of refusal. The orientation and layout of the dwellings has been sited to reduce adverse neighbour impact. The distance between the two closest points of plot 2 and 25c is 6.2m. The closest 2 storey elevation of plot 2 is 9.3m from 25C. From the layout plan it is noted that both dwellings sit behind the front elevation and located to the northeast of 25C. This layout assists in reducing the potential overbearing impact on the occupiers of 25C.

8.13 In relation to the impact plot 1 has on No 20 Exeter Close this too has been orientated to overcome any potential overbearing. Whilst located to the southwest of No 20 the main bulk of plot 1 is located centrally to the ridge of No.20, meaning the impact of the new dwelling is balanced from front to back. The dwelling is sited marginally forward of No.20's building line but not so much as to impact the 45 degree line from the closest ground floor window of No 20. The only other opening in the opposing elevation is a small opening likely to be used for a landing or similar. Cumulatively the way in which the proposals sit on the site and the reduced scale of plot 2 reduce any significant overbearing impact and is acceptable.

8.14 Overall, the current application is not considered to have a significant overbearing impact, and is in accordance with policies 52, 55 and 57 of the Cambridge Local Plan 2018.

Overlooking Impact

8.15 Concern has been raised regarding overlooking, from the occupiers of No 20 Exeter Close who are closest to Plot 1 and from the occupiers of 25C, the neighbouring bungalow to Plot 2.

8.16 In relation to plot 2 it is the southwest elevation that is closest to 25C. This is annotated incorrectly as the east elevation on the amended drawing P02 Rev B. The openings in this elevation comprise a ground floor WC and a high-level study window. The boundary treatment along this shared boundary will comprise 1.8m close boarded fence therefore overlooking will be limited. At first floor there are no openings that look directly over the neighbouring land. The roof light over the stairs is

proposed as having a sill height of 1.8m above floor level, and a condition is recommended to secure this

- 8.17 In regard to the overlooking impact on No 20 the closest elevation is the northeast elevation of plot 1 (this is annotated as 'Left Elevation' on drawing P03-Rev A). The ground floor openings on this elevation comprise a secondary window to the dining room and the main entrance door. At first floor a secondary window to bedroom 2 is proposed. This faces over the rear garden of No. 20 but is annotated as being obscure glazed and restricted. This could be appropriately conditioned as fixed shut and permanently fitted with obscure glazing.
- 8.18 The new openings to the rear would not overlook either No 20 Exeter Close or 25C Bishops Road unacceptably. Roof lights are proposed within the roof however these are purely for allowing light through and can be conditioned to have a high sill height. All other windows proposed will be at ground floor level and views from these windows will be obscured by the proposed 1.8m close boarded fences along each of the boundaries.
- 8.19 Overall, the current application is considered to have addressed the concerns regarding overlooking impact, and is in accordance with policies 52, 55 and 57 of the Cambridge Local Plan 2018.

Overshadowing Impact

- 8.20 The application includes a shadow analysis which is embedded in the Design and Access Statement. Concerns have been raised by residents regarding the potential overshadowing of the neighbouring buildings. Specifically, given the orientation of the new dwellings No 20 Exeter Close appears to have the highest threat of loss of sunlight.
- 8.21 Plot 1 is located to the southwest of No 20 Exeter Close. The garden space to No 20 is located to the north of plot 1. As a result there is some overshadowing to the side and rear of this dwelling as shown in the assessment.
- 8.22 During the summer solstice (June) there is no loss of light. During the winter solstice (December) there is potentially a short loss of light to the small first floor bathroom/landing

window on the southwest elevation. During the Equinoxes (March/September) there is a potential loss of sunlight from 9am to 1pm to the small south west facing bathroom/landing window and part of the rear garden. The garden is quite large however it is understood that this part of the garden is paved and used as a seating area.

- 8.23 Whilst it has been demonstrated that there is some loss of light to a window and an area of garden space for No.20 the new dwelling on plot 1 does not cause significant levels of overshadowing. The garden space is not totally overshadowed as a result of the new dwelling and is only for a small period of the year. The small window is to that of a bathroom or landing area and not to a habitable room. As a result, whilst it is considered to result in change to the neighbouring dwellings it is not considered to result in an unacceptable level of harm to warrant a recommendation of refusal in this instance.

Wider Area

- 8.24 The Environmental Health Officer has been consulted on the application and has recommended approval, subject to conditions regarding construction hours, collection during construction, piling/noise vibration and dust. In order to protect the amenities of neighbouring properties, these conditions are considered to be necessary and reasonable and shall be imposed upon any consent granted.

Amenity for future occupiers of the site

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
P	2	4	2	79	118m ²	39
2	4	6	2	106	177m ²	71

- 8.26 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. Both Plots 1 and 2 will have access to private garden areas at ground floor level.

Accessible homes

- 8.27 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 shall be imposed upon any consent granted to secure this requirement and comply with policy 51.

Refuse Arrangements

- 8.28 The residential uses will have separate purpose-made bin stores to accommodate 3 coloured 240 litre wheeled bin containers for each dwelling (allocated for green waste, dry recyclables and residual waste). These will be taken by residents to the kerbside of Bishops Road, which is an existing arrangement for both 25B and 25C Bishops Road. Due to the existing placement of the site, the travel distance for the bins to the kerb will exceed the recommended 30m tow distance. Although this is more than recommended, it should be noted that this is an existing arrangement to both 25B and 25C Bishops Road. The application is acceptable subject to the bins being left on the kerb-side for collection. The proposal is compliant with the RECAP guidance and is in accordance with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.29 There are concerns raised regarding the lack of parking for plot 1 and the intensification of the access road as a result of the development proposal. The Local Highway Authority has been consulted on the application and has raised no objections to the

proposal. Whilst not specifically required by the LHA it is considered appropriate, given the location of the site, the current accessibility and neighbouring occupants that a construction and traffic management plan should be required by condition prior to development commencing. These conditions are considered both necessary and reasonable should consent be granted. Therefore, the proposal is considered to retain the safe and effective operation of the adopted highway and is in accordance with paragraphs 108 and 109 of the NPPF and policy 81 of the Cambridge Local Plan 2018.

Car Parking

- 8.30 The majority of representations received have raised concerns regarding the lack of car parking proposed to serve the proposed development. Two car parking spaces are proposed to the front of the site which are to serve plot 2. No car parking is proposed for plot 1, the 2-bed dwelling. The Local Highway Authority has mentioned within its comments that this may result in on street car parking stress upon surrounding streets. The neighbouring properties within the cluster of backland properties of Bishops Road all benefit from some form of off street car parking areas which will reduce any potential on street car parking stress. There is unrestricted parking available in the area, which has not been identified as suffering from vehicle parking stress.
- 8.31 The proposed dwelling at plot 1 is aimed at individuals or couples potentially working within Cambridge, and not relying on the car as their main mode of transport.
- 8.32 Given the location of the site is within walking and cycling distance of Hauxton Road and Shelford Road which provides shops and services, the development is considered to promote sustainable modes of transport and reduce car dependency. There is a Park and Ride in close proximity and the closest bus stop is located 160m away which provides regular bus services to and from the city centre. Overall, the site is within a sustainable location and therefore the lack of car parking provided is not considered to warrant a reason for refusal in this instance.
- 8.33 The proposed level of car parking would comply with the maximum standards set out in Appendix L of the Cambridge

Local Plan 2018. For the reasons set out above, officers consider the proposed level of car parking is acceptable and would not result in significant increase in overnight parking stress. The proposal would therefore meet the aims of Cambridge Local Plan 2018 policy 82.

Cycle Parking

- 8.34 Cycle parking is provided through secure cycle storage on each plot, proposing 1 space per bed space, which is in accordance with the cycle parking standards under Appendix L of the Cambridge Local Plan. Overall, the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Integrated water management and flood risk

- 8.35 The application has been assessed by the City Council's Sustainable Drainage Engineer and has been considered acceptable subject to conditions to secure a surface water drainage strategy and maintenance plan. These conditions shall be imposed upon any consent granted to ensure the development adopts sustainable drainage methods in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

Trees/Landscaping

- 8.36 There are several mature conifer trees along the rear boundary which are to be removed to accommodate the new dwellings. The conifer trees generally do not contribute any significant visual amenity to the area and therefore their loss is not significantly harmful in this instance. The applicant is proposing to plant trees and introduce soft landscaping within and around the site to compensate for the loss of the trees.
- 8.37 The Landscape Officer has been consulted on the application and has raised no objections, subject to conditions regarding hard and soft landscaping details and green roof details. These conditions are considered necessary and reasonable to ensure the development is satisfactorily assimilated within the site.

Other Matters

- 8.38 To ensure compliance with policy 28 (sustainability) a condition is proposed in relation to carbon reduction measures and in relation to water efficiency standards. To ensure compliance with biodiversity requirements arising from policies 59 and 69, a condition is proposed seeking details of bird and bat box provision. Additionally, a condition is included to ensure gaps in fencing for hedgehogs as part of the hard and soft landscaping condition. As the single storey rear elements are to be flat and green roofed, a condition is included seeking the submission and approval of the detail of the green roof make-up. As neither of the dwellings, would be appropriate to extend in any fashion because of the site constraints, a condition to remove permitted development rights under class A and B are included. Additionally, permitted development for the insertion of any further windows or openings of any kind will be removed from the northeast and southwest elevations and roof slopes to prevent adverse overlooking.

9.0 CONCLUSION

- 9.1 In conclusion, the proposed development would be in keeping with the scale and form of development within the local area and adequately respects the amenities of neighbouring properties.

10.0 RECOMMENDATION: APPROVE subject to the following conditions and informatives:

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

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

8. 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).

9. 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)

10. 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).

11. 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).

12. 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).

13. No development above slab level shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

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

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

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

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

16. The development hereby approved, shall be carried out in accordance with the materials as detailed on the approved plans/documents.

Reason: To ensure the development is satisfactorily assimilated within the local area (Cambridge Local Plan 2018 policy 55).

17. Notwithstanding the provisions of Schedule 2, Part 1, Class A and B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the dwellinghouse(s) 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).

18. The openings on the first floor northeast and southwest elevations of both plots 1 and 2 of the development hereby permitted shall be non-opening and permanently fixed and fitted with obscure glazing 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, 57/58).

19. No further doors, windows or openings of any kind, shall be inserted in to the northeast and southwest elevations or roof slopes of the development hereby permitted without the express formal consent of the Local Planning Authority.

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

20. Prior to the installation of any electrical services, information to demonstrate that at least one dedicated active electric vehicle charge point will be designed and installed on site in accordance with BS EN 61851 with a minimum power rating output of 7kW, 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 forms of travel/transport and to reduce the impact of

development on local air quality, in accordance with the National Planning Policy Framework (NPPF), Policies 36 and 82 of the Cambridge Local Plan 2018 and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018)

INFORMATIVES

1. In order to comply with Part M4(2) of the Building Regulations, the area between any drop-off point for the dwelling provided without a parking space should be level (or gently sloping) and constructed from a suitable surface.

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PLANNING COMMITTEE

21ST APRIL 2021

Application Number	20/02504/S73	Agenda Item	
Date Received	26th May 2020	Officer	Aaron Coe
Target Date	21st July 2020		
Ward	Market		
Site	The Varsity Hotel And Spa, 24 Thompsons Lane		
Proposal	Removal of condition 2 (vehicle parking) of planning permission 08/1610/FUL		
Applicant	Mr William Davies The Varsity Hotel Thompsons Lane		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed loss of the disabled car parking space subject to the conditions which retain the ability for taxis to enter and leave the site in forward gear and the provision of a valet car parking service for disabled guests is not considered to result in an adverse impact on the highway network or the accessibility arrangements for disabled visitors.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is The Varsity Hotel which consists of a seven-storey building which was originally erected as a residential block following approval by Planning Committee under application reference C/03/0808/FP, with a modified design subsequently approved under 04/1270/FUL and then a change of use (other than the uppermost floor of the building) from residential (C3) to hotel accommodation (C1) which was granted permission under application reference 08/1610/FUL. Permission was subsequently granted under 09/0447/FUL for change of use of the top floor from residential to hotel.

- 1.2 The Glassworks gym and its associated restaurant occupy a converted warehouse building which adjoins the application building to the north. Other than this, the area to the north, east and south of the site is predominantly in residential use consisting of nineteenth century and early twentieth century terraced houses. On the opposite side of Thompson's Lane there is student accommodation and to the south-west and west are the relatively modern buildings of the Quayside development, in a mixture of residential and commercial uses.
- 1.3 Thompson's Lane itself, which runs along the eastern side of the application site, is a narrow street. The carriageway width in front of the application site is 4.5m.
- 1.4 The site falls within the Central Conservation Area and is within the controlled parking zone (CPZ).

2.0 THE PROPOSAL

- 2.1 The application seeks to remove Condition 2 from the permission granted under 08/1610/FUL. The wording of that condition is as follows:

The use hereby permitted shall not commence until details of a layout for the car parking area which will allow taxis to turn, enabling them to both enter and leave the site in forward gear, and which makes clearly marked provision for a disabled parking space, have been submitted to and approved in writing by the local planning authority. The approved layout shall be implemented before occupation, and shall thereafter be maintained, free of any obstruction, including parked vehicles, except with the express permission of the local planning authority.

Reason: To avoid obstruction to traffic in Thompson's Lane and in the interest of highway safety. (Cambridge Local Plan (2006) policy 8/2)

- 2.2 The application is accompanied by the following supporting information:
1. Application form
 2. Site Photos
 3. Transport Note

2.3 The accompanying information explains it is proposed to remove the condition for the following reasons:

1. Cars parked in this space have, following a fire risk assessment, been deemed to constitute an ignition risk directly next to one of two main escape routes; and to impede access to the dry riser in the ground floor undercroft.
2. The spaces have only been used 3 times in 10 years as drivers have found it difficult to navigate into the space.
3. Due to these difficulties, disabled drivers have tended to use the hotel's valet parking service

3.0 SITE HISTORY

Reference	Description	Outcome
03/0412/FP	Erection of residential block containing 19 apartments and 9 live/work units	Withdrawn
03/0808/FP	Erection of residential block containing 19 apartments	Permitted
04/1270/FUL	Erection of residential block containing 19 apartments (amendments to elevations of scheme approved under 03/0808)	Permitted
08/1610/FUL	Change of use from residential to hotel, with two residential units on the top floor	Permitted
11/0240/FUL	Installation of acoustic baffle to boundary wall and smoking shelter.	Permitted
12/0933/FUL	External works including the installation and modification to doors and windows (following demolition of existing out-buildings)	Permitted
09/0344/S73	Variation of Condition of 08/0161/FUL to allow the possibility of a restaurant	Refused- Appeal Allowed (17.02.2010)
09/0447/FUL	Change of use of top floor	

	from residential to hotel	Permitted.
09/0498/S73	Variation of Condition 3 of planning permission 08/1610/FUL to allow the possibility of a restaurant.	Refused.
09/0775/S73	Variation of condition 3 to allow restaurant use	Permitted (02.10.2009)
14/0499/S73	Variation of condition 2 to Replace on-site disabled car parking with valet parking for disabled guests.	Refused.

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
		28 31 32 33 34 35 36
		56 61 77
		81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards
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	Circular 11/95 (Annex A)
Relevant SPDs	Greater Cambridge Sustainable Design and Construction (Jan 2020)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

As submitted

- 6.1 The Highway Authority requests that condition 2 is not removed. While accepting that the fire risk in the undercroft car park may be significant, the width of carriageway in Thompsons Lane is not wide enough to enable a delivery vehicle to pass a domestic vehicle (see Manual for Streets Vol. 1 figure 7.1). It must also be recalled that these dimensions are based on data taken from Design Bulletin 32 which was first published in 1977, motor vehicles have become wider since then. This lack of width will encourage drivers to mount the footway to pass a parked car which would be to the detriment of pedestrian safety. The Highway Authority would have no objection to the removal of the car parking alone as long as the ability for a taxi to enter and leave in a forward gear is retained.

As Amended

- 6.2 Following the submission of the Transport Note dated 6th January 2021 which states in paragraph 2.6 that the ability for taxis to enter and leave the site in a forward gear will remain, the Highway Authority removes its request that Condition 2 of 08/1610/FUL not be removed. Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that the area within the hotel site use for the turning of taxis enabling such vehicles to enter and leave in a forward gear shall be used solely for that purpose. Reason: The safe and effective operation of the highway.

Access Officer

- 6.3 Onsite parking is preferred but I cannot challenge the view of a fire safety report. Valet parking has to be offered. I cannot see

that valet parking would have any major impact on traffic passing the hotel. Mainly because this will not be frequent and should be managed efficiently so that the parking time is limited and given the area has no through traffic.

Environmental Health

6.4 No objection.

City Council Conservation team

6.5 No heritage implications

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 which object to the application:

- The Officers Mess Business Centre, Royston Road, Duxford on behalf of Beaufort Place Ltd
- The Old Vicarage, Thompsons Lane
- 1 Clifton Road
- 7 Park Parade
- 27 Portugal Place
- 18 Park Parade
- 24 Park Parade
- 10 Park Parade
- 28 Portugal Place
- 11 Park Parade
- 24 Portugal Place
- 23 Portugal Place

7.2 The representations can be summarised as follows:

- Previous application to replace the disabled parking space with free valet parking (ref 14/0499/S73) was refused on disability discrimination and highway safety grounds. The current application now seeks to remove both the disabled parking space and taxi drop-off bays within the undercroft of the hotel. This would exacerbate existing issues in the area.

- Increased parking in and around the Varsity and blockage of the road with traffic outside the entrance to the site.
- The rationale for the original condition has not changed.
- Fire risk is not a valid reason for the removal of the condition which has been created by the design of the hotel.
- Other conditions have already been amended or removed in relation to this site which undermines the public trust in the planning process
- Narrowness of the highway and lack of space generally causes problems with deliveries and site servicing
- Taxis, Delivery Vehicles and Hotel Customers are constantly breaking the law by stopping in front of the hotel on double yellow lines.
- Dangerous arrangement for pedestrians and cyclists.
- The undercroft has never been used for disabled parking nor has it been used for taxi drop off or pick up.

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 82 (parking management) states that developments should provide at least the disabled and inclusive parking requirements set out in Appendix L. Appendix L states 'where there are rooms specifically designed for disabled people, parking for disabled people of at least 1 space for each room so designed should be provided'. As set out under the Equality Act, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.
- 8.2 The application seeks the removal of condition 2 which involves the loss of the allocated disabled car parking space approved under application reference 08/1610/FUL. The reason for the proposed removal of this disabled car parking space is fire safety issues associated with its location within the undercroft. A fire safety assessment was carried out before the lockdown and has been submitted to support the application. This was completed by a fire prevention officer and advises that cars should not be parked within the undercroft for any period of time as it is a source of ignition directly adjacent to one of two main

fire escape routes out of the hotel. The location of the parking space also obstructs/ impedes fire fighter access to the dry rising main inlet.

- 8.3 As approved within the Travel Plan associated with the original hotel permission the provision of a valet parking service is offered by the Varsity Hotel. This service involves guests agreeing to an arrival time with the hotel to ensure there is sufficient staff on hand to provide this service. The submitted Transport Statement confirms this service has been in place for over 10 years and has been the preferred option for disabled guests visiting the site.
- 8.4 It is acknowledged the principle of the loss of the allocated disabled car parking space is contrary to policy 82. Due to the site constraints within this city centre location, fire safety matters set out in the risk assessment and the provision of a valet service for disabled guests, on balance the loss of the allocated disabled car parking space is considered acceptable in this instance.

Highways Safety

- 8.5 As submitted the County Council Highways engineer raised concern over the loss of the undercroft due to the narrow width of the carriageway along Thompsons Lane and the impact of drivers mounting the footway to pass a parked car. However, during the course of the application the applicants submitted a transport note confirming that the ability for a taxi to enter and leave the site in forward gear will be retained. This has resulted in their original objection being withdrawn subject to a further condition which ensures that the manoeuvring space within the undercroft is retained. Officers support the inclusion of this condition as it is considered reasonable and necessary.
- 8.6 There are no loading and unloading restrictions along Thompsons Lane which means that deliveries to properties and the unloading of vehicles including those associated with residents can take place along its lengths. In this instance the level of disruption to the highway caused by a vehicle pulling up and waiting for the valet parking service is considered to be unlikely to cause any further disruption than the use of the undercroft car parking space (which involves the guest leaving their vehicle to contact a member of staff at reception to open

the gates to the undercroft before manoeuvring into the space) or the delivery of goods to properties along Thompsons Lane. Moreover, within a previous appeal decision relating to the provision of a restaurant on the site, the 4.5m carriageway with footways on both sides was considered to be 'sufficient to allow most small or medium sized commercial vehicles to load or unload on the kerbside without causing undue difficulty'. On balance the loss of the disabled car parking space is not considered to result in additional adverse impacts on the highway network than the existing arrangements. The proposals are considered to be in accordance with Cambridge Local Plan 2018 policy 81.

Access matters

- 8.7 Cambridge City Council's Access Officer has been consulted and provided comments on the proposed loss of the disabled car parking space. Whilst the preferred option would be for a disabled car parking space to be retained on site, given the evidence provided in the form of a risk assessment which identifies the fire safety issues arising from the current arrangement it is considered that on balance the loss of the disabled car parking space would be acceptable subject to the continued offering of a valet parking service to disabled guests. An additional condition which ensures the valet parking service for disabled guests is retained for the lifetime of the development is considered reasonable and necessary.

Other matters

- 8.8 Application reference 14/0499/S73 was refused by Cambridge City Council under delegated powers on 28th May 2014 for the following two reasons:

1) Valet parking for disabled users would be inconvenient and unsuitable for such users, and would show lack of consideration for them, contrary to policies 3/7 and 6/3 of the Cambridge Local Plan 2006.

2) The use of valet parking for disabled users would be likely to lead to vehicles waiting on the carriageway or the footway in Thompson's Lane, causing an obstruction to traffic, a hazard to

highway safety, especially for cyclists and pedestrians, and noise and disturbance to residents, contrary to policies 3/4, 3/7/4/13 and 8/2 of the Cambridge Local Plan 2006.

8.9 In respect of refusal reason one above, it is considered that from the evidence provided by the applicant in relation to the fire safety issues associated with the location of the allocated space it would be unreasonable and unsafe to insist that the disabled car parking space is retained. Officers maintain the view that disabled guests using valet car parking service rather than an on-site car parking space remains to be an inconvenience. However, given the conclusions of the fire safety audit that has been submitted it is considered necessary to give significant weight to this issue and it is considered appropriate for alternative solutions to be considered. Given this change in circumstance since the previous refusal, and the need to address fire risks becoming much more heightened since the Grenfell disaster, it is considered appropriate to depart from this previous reason for refusal in this instance.

8.10 The second reason for refusal listed above refers to the inconvenience to residents/highway safety caused by vehicles parked up on the pavement waiting to be valet-parked. As set out in paragraph 8.6 above, due to the infrequency of the use of this service and the level of disruption caused by vehicles attempting to manoeuvre into the undercroft space on balance the proposal is not considered to result in additional adverse impacts on the highway network than the existing arrangements and the proposals are considered to be in accordance with Cambridge Local Plan 2018 policy 81.

9.0 CONCLUSION

9.1 Overall, the proposed loss of the disabled car parking space subject to the conditions which retain the ability for taxis to enter and leave the site in forward gear and the provision of a valet car parking service for disabled guests is not considered to result in an adverse impact on the highway network or the accessibility arrangements for disabled visitors.

10.0 Recommendation

10.1 Approval subject to conditions.

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan 792/06, Ground Floor 792/H/20, 1st Floor 792/H21, 2nd Floor 792/H/22, 3rd Floor 792/H/23, 4th Floor 792/H24, 5th Floor 792/H/25.

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

2. The area within the hotel site available for visitor drop off shall be retained throughout the lifetime of the development to enable vehicles to enter and leave the site in forward gear. The area shall be used solely for that purpose and shall not be used for the parking of cars.

Reason: To avoid obstruction to traffic in Thompson`s Lane and in the interest of highway safety, and to ensure the area is retained free of obstruction for fire safety reasons. (Cambridge Local Plan 2018 policy 81).

3. The hotel use hereby permitted shall not include a cafe or a bar except with the express permission of the Local Planning Authority.

Reason: The incorporation of such activities would generate a different pattern of activity from the hotel operation proposed in the application and attached drawings, whose impact on neighbour amenity would require testing through the planning application process (Cambridge Local Plan 2018 Policy 35)

4. No person shall be permitted to occupy accommodation in the hotel hereby permitted for a continuous period of more than 13 weeks. The operators of the hotel shall make reservation and occupancy records available to the local planning authority on request, in order to demonstrate the observance of this condition.

Reason: To ensure that the hotel contributes fully to satisfying the need for short-stay visitor accommodation. (Cambridge Local Plan 2018 policy 77).

5. The hotel shall continue to offer a valet parking service for all disabled guests throughout the lifetime of the development.

Reason: To secure the provision of an adequate car parking service to meet the needs of disabled visitors. (Cambridge Local Plan 2018 policy 82).

6. The hotel hereby permitted shall not be occupied until details of the internal configuration of at least three of the rooms in order to confirm with Visit Britain Stars standards of accessibility have been submitted to and approved in writing by the local planning authority. The room layouts so approved shall be implemented before occupation of any rooms in the hotel and shall be maintained thereafter except with the express permission of the local planning authority.

Reason: To ensure adequate provision for disabled visitors (Cambridge Local Plan 2018 Policy 77)

7. The hotel hereby approved shall not be occupied until full details of the sizes and locations of storage containers for waste and recycling and the arrangements for collection have been submitted to and approved in writing by the local planning authority. The provision so approved shall be implemented before occupation of any rooms in the hotel and shall be maintained thereafter except with the express permission of the local planning authority.

Reason: To ensure adequate provision for waste and recycling (Cambridge Local Plan 2018 Policy 57)

8. The hotel use hereby approved shall not commence until details of provision for parking cycles which meets the requirements of the cycle parking standards in the local plan have been submitted to and approved in writing by the local planning authority. The approved provision shall be implemented (including the fixing of approved hoops or stands) before the hotel use commences and shall be maintained thereafter without obstruction except with the express permission of the local planning authority.

Reason: To ensure adequate cycle parking (Cambridge Local Plan 2018 Policy 82)

9. The noise insulation scheme approved by the local planning authority in accordance with the conditions attached to C/03/0808/FP, or an alternative noise insulation scheme approved in writing by the local planning authority, shall not be altered except with the prior written permission of the local planning authority.

Reason: To protect the future occupants of the building from the high ambient noise levels in the area. (Cambridge Local Plan 2018 Policy 35).

10. No restaurant use shall be brought into use, as part of the development hereby permitted, until equipment for extraction of cooking fumes and odours has been installed, in accordance with details to be submitted to and approved in writing by the local planning authority. The extraction equipment shall thereafter be used and maintained at all times in accordance with the manufacturers' instructions.
11. The conditions associated with planning permissions 08/1610/FUL and 09/0344/S73 shall continue to apply to this consent. Where such conditions pertaining to application references 08/1610/FUL and 09/0344/S73 have been discharged, the development shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

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PLANNING COMMITTEE

21ST APRIL 2021

Application Number	20/03838/FUL	Agenda Item	
Date Received	15th September 2020	Officer	Luke Waddington
Target Date	10th November 2020		
Ward	East Chesterton		
Site	38 High Street		
Proposal	Demolition of existing house and the erection of 3 No. dwellings		
Applicant	Mr Barham c/o Agent 96 King Street Cambridge CB1 1LN		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - It would sustain the character of the Chesterton Conservation Area and adjacent Buildings of Local Interest - It would not result in a significant adverse impact upon the residential amenity of neighbouring dwellings - It would not adversely impact highway safety
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is a detached two storey residential dwelling at number 38 High Street Chesterton. The site is laid to hard standing at the front, with much of the rear garden area occupied by buildings and extensions to the existing dwelling.
- 1.2 The site is within the Conservation Area and is adjacent to two Buildings of Local Interest; Bells Corn Depot is located across Chesterton High Street and number 42-46 High Street

Chesterton is located directly to the west of the application site. 25 and 27 High Street Chesterton is a Grade II Listed Building and is sited approximately 40 metres to the west of the site. The site is not within a controlled parking zone.

- 1.3 Flats at Alan Percival Court are located to the rear/east of the site, these are accessed from Chesterton Road via an access to the north east of the site. Numbers 20, 22 and 22A High Street are located to the south west of the site.

2.0 THE PROPOSAL

- 2.1 It is proposed to demolish the existing dwelling and to erect a terrace of 3x 2.5 storey dwellings, comprising of 1x 2 bed dwelling and 2x 3 bed dwellings. The two dwellings would be spread over 3 floors with rear dormers facing south east. Each dwelling would have a rear garden and the site would be accessed from Chesterton Road. Two car parking spaces are proposed. The dwellings would be of a contemporary appearance and would use buff brick and slate for the external materials.
- 2.2 The proposed development has been amended during the life of the application, with the amendments removing a third bedroom and projecting rear element from plot 3 to reduce its size to a 2 bed unit. The size of the single storey rear elements of plots 1 and 2 was also reduced to increase available garden space at the rear.
- 2.3 The present application follows 19/0760/FUL which was appealed for non-determination. The appeal was dismissed on the grounds of the adverse impact upon neighbouring dwellings 22 and 22A High Street in terms of overbearing impact and loss of light. It was also refused as the proposed gardens were too small to provide sufficient amenity space for the proposed 3 bedroom dwellings.

3.0 SITE HISTORY

Reference	Description	Outcome
19/0760/FUL	Erection of 3No. dwellings following demolition of existing house.	Refused, Appeal dismissed

A copy of the Inspector's Decision letter in relation to the appeal is attached.

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
		27
		28 29 31 32 35 36
		50 51 52
		55 56 57 61 62 69 70
		80 81 82

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

Central Government Guidance	National Planning Policy Framework July 2018
	National Planning Policy Framework – Planning Practice Guidance 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)
<p>Previous Supplementary Planning Documents</p> <p>(These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)</p>	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</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>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objections subject to conditions. The proposal is for three dwelling and only two off street car parking spaces are proposed, 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, any additional 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.

Comments on amended plans: Unchanged from above

Environmental Health

- 6.2 No objections subject to conditions for construction hours, collection during construction, piling dust condition, low Nitrous oxides boilers and Electric Vehicle charging points

Comments on amended plans: Unchanged from above

Urban Design and Conservation Team

- 6.3 Conservation Officer: This site falls within the Chesterton conservation area.

A previous application for this site was the subject of an appeal in 2019 and was refused on amenity issues. The inspector did not consider that the proposal would harm the character of the conservation area but would make a neutral contribution.

The existing house is located well back from the road in the middle of the site, opposite the former Maltings and next to No's 40-45 High Street both of which are Buildings of Local Interest.

The High Street contains remnants of the historical route through the former village of Chesterton. It has a handful of older houses interspersed amongst significant later development which has eroded its character. As a result, the townscape is rather fragmented with no overall building line and little consistency in materials or detailing.

Generally, the older buildings tend to front the High Street and are located on the back of the footpath or behind small front gardens. Most of the modern buildings are set further back within their gardens and do not have much of a street presence.

This proposal is to demolish the existing 60s/70s house and replace it with a terrace of three at 2 and a half storeys. The terrace is of the same height, mass and design as the 2019 proposal and will be in buff brick with a slate roof. The large bay windows were previously in zinc (in the refused application) but have been changed to reconstituted stone which will lessen their impact on the street scene. This new application has moved the terrace forward to increase the size of the rear gardens but the frontage is still devoted to parking for three cars.

There are no objections in conservation terms to the demolition of the existing house which as one of the modern infills does not enhance the character of the conservation area. It is a potentially positive move to reintroduce a terraced built form here as it could complement the existing BLI 19th century terrace alongside. Bringing the terrace forward has improved its relationship to the street and a brick wall has been introduced to the frontage which is positive however it is only 600mm high which would not help to screen the parking effectively. A taller wall and additional planting to the front would help to soften the parking and create some further amenity in the street.

The terrace is still proposed at 2 and a half storeys which is half a storey taller than the buildings on this side of the road. This is higher than the BLI terrace and No 36 but given that the buildings are set back and at an angle this height difference will more than likely not be appreciated when viewed from the street.

Taking the above into account, I consider that the proposal will have a neutral effect on the character or appearance of the conservation area.

The proposals will comply with Local Plan policies 55, 57 and 61.

With reference to the NPPF and the effect on the significance of the heritage asset, paragraph 193 would apply.

Comments on amended plans: There are no further conservation comments to make in response to these amendments.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.4 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.

Comments on amended plans: Unchanged from above

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

7.0 REPRESENTATIONS

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

89 King Street, 3, 4, 8, 16 Alan Percival Court, 1, 4 The Maltings 41 High Street Chesterton (x2), 20 High Street, Cambridge Past, Present & Future Wandlebury Country Park Cambridge

- 7.2 The representations can be summarised as follows:

- Overlooking of flats at Alan Percival Court
- 5m hedge is not in place as shown on plans to, what screening will be put in place
- Increase in traffic

- Proposed 5m high hedging will reduce outlook and light for flats at Alan Percival Court particularly at ground floor
- Building work should be done at considerate hours
- Concerns regarding dust generated and impact on adjacent residents
- Two parking spaces insufficient for 3 dwellings and likely to result in on street parking
- Urbanisation of streetscape
- Cramped parking and bin storage
- Concerns over light and ventilation for loft rooms

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

8.0 ASSESSMENT

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 and impact on heritage assets
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Noise, vibration, air quality, odour and dust
6. Inclusive access
7. Residential amenity
8. Refuse arrangements
9. Highway safety
10. Car and cycle parking

Principle of Development

8.2 The application proposes to subdivide the single residential plot to provide three dwellings. As a result Policy 52 applies. This policy states that subdivision of an existing residential plot will only be permitted where;

- a) the form, height and layout is appropriate to the surrounding character,
- b) there is sufficient garden space for the proposed and retained dwellings and any important trees are retained,

- c) the privacy of the new and neighbouring dwellings are respected,
- d) adequate amenity space, vehicular access and parking arrangements are available for the new and retained dwellings and
- e) there is no detrimental effect on the potential comprehensive development of the wider area.

- 8.3 The principle of the development is acceptable, for the reasons set out in further detail within this report.

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

- 8.4 The application site is within the Chesterton Conservation Area and within the setting of Buildings of Local Interest (BLI) and a Grade II Listed Building.
- 8.5 With regard to the previously refused application, the inspector stated that the significance of the Conservation Area (CA) “is, in part, derived from the presence of traditionally designed dwellings generally arranged in a linear pattern in close proximity to the street. Whilst a number of newer buildings reflect this character, there are some exceptions, including the appeal site. Therefore, whilst the appeal proposal would be set back from the highway, this would not result in harm to the character and appearance of the CA as it would replace a building that is similarly set back from the highway edge. In consequence, the development would maintain the character of the CA.”
- 8.6 Although the current proposal has been moved slightly closer to the highway than the refused proposal, it is still visibly set back from Chesterton High Street and is very similar to the refused application in terms of its scale, bulk, design and materials. As such the comments of the Inspector remain relevant to the current application.
- 8.7 As noted by the Conservation Officer, the introduction of modern developments within the High Street has resulted in a character that is rather fragmented with no strongly established building line and little consistency in materials or detailing. The existing dwelling is not considered to contribute significantly to

the character of the Conservation Area and its demolition is acceptable.

- 8.8 In terms of its scale, the proposed terrace would be 2.5 storeys, half a storey taller than the buildings on this side of the High Street including the BLI terrace. However, the proposed terrace would be set back further than the adjacent dwellings, and so it is considered that this height difference will not be overly evident or obtrusive when viewed from the street. The proposed terraced form relates to the existing BLI 19th century terrace alongside the application site.
- 8.9 The contemporary appearance of the dwellings is considered to be acceptable. As noted previously there are several more modern buildings and dwellings within the close vicinity of the site, and as such there is no strongly historic character, with dwellings close to the application site exhibiting a mix of ages, materials and detailing. The bay windows at the front of the dwellings are to be finished in stone which would be more in keeping and less obtrusive than the zinc finish as proposed within the refused application.
- 8.10 As such it is considered that the proposed development would not result in a significant adverse impact upon the character of the Conservation area or the settings of the BLI and Grade II Listed Building and would preserve the significance of these designated heritage assets. This would be subject to conditions requiring samples of materials and details of hard and soft landscaping, to ensure appropriate detailing and so that the proposed development is assimilated into its surroundings.
- 8.11 The proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57, 60 and 62

Carbon reduction and sustainable design

- 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 submission of a surface and foul water drainage strategy as requested by the Sustainable Drainage Officer, the proposed development is considered acceptable in terms of water management and flood risk. A condition would also be attached to any consent granted, to ensure that all flat roofs are green/brown roofs, in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Air quality, noise, vibration, odour and dust

- 8.14 The Council's Environmental Health Officer has recommended conditions in respect of hours of construction, delivery, piling and dust control.
- 8.15 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.
- 8.16 Subject to the recommended conditions, the applicants have suitably addressed the issues of air quality, noise, construction vibration and dust and the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35, 36.

Inclusive access

- 8.17 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 with Policy 51 of the Cambridge Local Plan 2018.

Residential Amenity

Relationship with adjacent dwellings

- 8.18 Adjoining the site is 22 High Street, which faces the highway albeit, set further forward than the existing dwelling. To the rear of No. 22 is an additional dwelling (22A), which is orientated differently in that its rear elevation faces the side elevation of the application site. No.22 has a narrow garden running alongside the south western boundary of the application site.
- 8.19 Within the previous refused application, the proposed units were situated alongside this garden, with a large amount of the proposed dwellings alongside the garden at full height. Unit 3 had a projecting single storey element that would have projected even further alongside the garden boundary (approximately 9 metres past the rear elevation of 22) so that approximately two thirds of the garden of 22 would have been enclosed by the new dwellings. This massing would also have been perceptible from the rear windows of 22A. The appeal was dismissed 19/0760/FUL due to this projection causing an overbearing impact and loss of outlook to 22 and 22A.
- 8.20 Within the present application, one of the car parking spaces at the front of the site has been removed allowing the building line to be brought forwards, so that unit 3 now projects approximately 2 metres past the rear elevation of no.22. The single storey element has been removed entirely for unit 3. This is considered to remove the sense of enclosure that would have resulted from the previous proposal, and the distance of the proposed dwellings from the rear elevation of 22A has doubled from approximately 5 metres to 10 metres. As such the proposed development is now considered to be acceptable in terms of its impact on numbers 22 and 22A.
- 8.21 With regards to impacts upon the residential amenity of Alan Percival Court, the Council's Statement of Case in respect of the appeal for 19/0760/FUL stated that there is approximately a 14 metre separation from the rear first floor windows of the existing dwelling at 38 High Street Chesterton and the first floor habitable rooms of flats within Alan Percival Court with a mature hedgerow obscuring views. The proposal involves introducing a 15.5 metre separation between the first floor window and second floor (dormer) windows whilst retaining the hedge on the

south east boundary of the site. It is therefore considered the proposed development would not result in additional harm on the residential amenity of these properties

- 8.22 The Inspector did not raise any concerns with regards to the impacts upon the residents of the flats at Alan Percival Court, and noted that “by reason of the layout of the proposed building, its position and the boundary treatments, the development would not lead to a significant effect upon the occupiers of Alan Percival Court.】
- 8.23 The current application is very similar to that proposed in 19/0760/FUL, in terms of its proximity, scale and positions of windows and proposed boundary treatment. The main difference is the removal of the second floor dormer window for unit 3. As such, having regard to the appeal decision, it is not considered that the proposed development would result in a significant adverse impact upon Alan Percival Court in terms of residential amenity.
- 8.24 The proposal involves bringing the building line forward so that the front elevation of the property is approximately halfway alongside the side elevation of No. 42 High Street. This is an HMO property with a lightwell and basement located at the rear. Given that there is already a two storey unit located to the south of No. 42 and the proposal maintains a 5 metres separation (which serves an access road to the car parking court) the additional harm of bringing the building line forward is not considered to be significant enough to warrant the refusal of the application.
- 8.25 As existing there are no windows on the north east elevation of No 38 High Street. The proposal involves introducing windows to serve two en-suite bathrooms. It is considered the addition of these windows would not result in any harm on the residential amenity of No’s 42-46 High Street subject to an obscure glazing condition.
- 8.26 In order to preserve the residential amenity of neighboring occupiers, permitted development rights in respect of outbuildings, extension and alteration to the roofs for the new dwelling houses will be removed by condition.

- 8.27 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 52, 55 and 56.

Amenity for future occupiers of the site

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	3	6	3	108	109	+1
2	3	6	3	108	109	+1
3	2	4	2	79	84	+5

Size of external amenity space:

- 8.29 In the appeal decision for 19/0760/FUL, the Inspector stated that “Owing to the scale of the proposed dwellings, there is an increased likelihood that they would be occupied by families, or larger households. Owing to these circumstances, the amount of private recreation space provided to the rear of the site would not provide a sufficiently proportioned area for the carrying out of the full spectrum of recreation activities by all occupiers of the proposed dwellings, including outdoor play. ”
- 8.30 The present application proposes external amenity areas as follows: Unit 1 = 45m², Unit 2 = 40m², Unit 3 = 44m². These areas exclude the footprint of the proposed bin and cycle stores. Units 1 and 2 are 3 bedroom units, unit 3 is 2 bedroom. As stated above, the proposed dwellings have been moved closer to the highway to allow additional space for amenity areas at the rear.
- 8.31 While it is acknowledged that the proposed amenity spaces are not large, the provided space is considered sufficient for an area for relaxing with a table and chairs, circulation, play for children and for hanging washing.
- 8.32 In the opinion of officers, the proposal provides a high-quality living environment and an appropriate standard of residential

amenity for future occupiers, and in this respect it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 52.

Refuse Arrangements

- 8.33 The proposed development would provide space to store refuse bins within rear gardens of dwellings. Further details of bin storage will be required by condition to ensure these are of appropriate size. Subject to this condition, the proposal is compliant in this respect with Cambridge Local Plan (2018) policies 52 and 57.

Highway Safety

- 8.34 The Local Highway authority has raised no objections on the grounds of highway safety, subject to conditions relating to provision of pedestrian visibility splays, materials and drainage of the driveway, construction deliveries and provision of a traffic management plan. These conditions are necessary in the interest of highway safety and will be applied to any consent granted. Subject to these conditions the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.35 The site lies outside the controlled parking zone. Two off-street car parking spaces are provided. This is considered acceptable and compliant with policy 82, which sets a maximum of 1 space per 2 bed dwelling outside the controlled parking zone, and no less than a mean of 0.5 spaces per dwelling for 3 bed dwellings. There would be an area of 6x6 metre for turning within the site as recommended by the Local Highway Authority.
- 8.36 As was noted within the LPA Statement of Case for 19/0760/FUL a nearby application site conducted a car parking stress survey and found there to be capacity for further overnight on-street car parking. Therefore, the off-street car parking area at the frontage was not considered to be necessary.
- 8.37 Cycle parking is shown to be provided in the rear gardens of each unit. Further details of cycle parking would be conditioned. Subject to this condition the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Biodiversity

- 8.38 The site is presently laid with hard standing at the front and the rear of the site mostly contains buildings and extensions. 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.

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 including samples of the external

materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 and 61)

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. Two pedestrian visibility splays of 2m x 2m as shown on drawing number P01 C shall be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

Reason: In the interests of highway safety.

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

Reason: for the safe and effective operation of the highway

10. The proposed car parking area shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

Reason: in the interests of highway safety

11. Prior to the occupation of the new dwellings hereby approved the existing vehicular access and redundant dropped kerbs shall be removed and the footway shall be returned to having a full-face kerb.

Reason: for the safe and effective operation of the highway

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

Reason: For the safe and effective operation of the highway

13. Demolition or construction vehicles or vehicles with a gross weight in excess of 3.5 tonnes or deliveries of materials shall enter or leave the site only between the hours of 09.30hrs - 15.30hrs, seven days a week.

Reason: in the interests of highway safety

14. Prior to the installation of any gas fired combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NOx) combustion boilers, i.e., individual gas fired boilers that meet a dry NOx emission rating of $\leq 540\text{mg/kWh}$, to minimise emissions from the development that may impact on air quality, shall be submitted to and approved in writing by the local planning authority. The details shall include a manufacturers Nitrogen Oxides (NOx) emission test certificate or other evidence to demonstrate that every boiler installed meets the emissions standard.

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

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

15. 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).

16. 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;
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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

17. Details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features) shall 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 and Cambridge Local Plan (2018) policies 31 and 32.

18. 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)

19. 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).

20. 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).

21. No development above ground level, other than demolition,

shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure 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).

22. No development above ground level, other than demolition, 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, 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).

24. Prior to the occupation of the development, hereby permitted, the bathroom windows on the north east facing elevation 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).

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A, B, C, D, E, F and G of Part 1 of Schedule 2 and Class A of Part 2 of Schedule 2 of the Order shall take place unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.

Reason: In the interests of protecting the character of the area and amenities of neighbouring residents in accordance with Policies 55, 57 and 58 of the Cambridge Local Plan 2018.

Appeal Decision

Site visit made on 11 August 2020

by Benjamin Clarke BA (Hons.) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: Friday, 21 August 2020

Appeal Ref: APP/Q0505/W/19/3239676

38 High Street, Chesterton, Cambridge CB4 1NG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
 - The appeal is made by Mr Barham against Cambridge City Council.
 - The application Ref: 19/0760/FUL, is dated 12 March 2019.
 - The development proposed is the erection of three dwellings following demolition of existing house.
-

Decision

1. The appeal is dismissed, and planning permission for the erection of three dwellings following demolition of existing house is refused.

Main Issues

2. The main issues are:
 - the effect of the development upon the living conditions of the occupiers of 22 and 22a High Street, with particular reference to outlook; and
 - whether appropriate private garden space would be provided for the future occupiers of the development.

Reasons

Living conditions

3. The appeal site consists of a detached dwelling set back from the highway. Adjoining the site is 22 High Street, which faces the highway albeit, set further forward than the existing dwelling. To the rear of No. 22 is an additional dwelling (22a High Street), which is orientated differently in that its rear elevation faces the side elevation of the appeal site. To the rear of the appeal site is Alan Percival Court.
4. Whilst the site has previously been developed, the proposed dwellings would have larger proportions in terms of height, massing, and footprint than the existing structure. In addition, the proposed dwellings would be closer to the shared boundaries with Nos. 22 and 22a than the existing building.
5. The property at No. 22 features a relatively narrow garden adjacent to the dwelling at No. 22a. By reason of the proposed dwellings having a greater footprint than the existing houses, this space would become substantially enclosed. In addition, as the proposed dwellings would be set further back than

the house at No. 22, the proposed development would have a notable enclosing effect upon the rear elevation windows that are present within the neighbouring house.

6. Furthermore, the neighbouring dwelling at No. 22a features glazing block within its rear elevation, which would face the proposed development. Whilst these blocks have been fitted with obscure glazing, the increased form of the proposed development, in conjunction with its closer relationship with the shared boundary, would mean that the proposed dwellings would also be readily perceptible from this neighbouring dwelling.
7. Although the sites are on different land levels, the degree of variation is relatively small. In addition, the proposed development would be significantly taller than the treatments that are proposed to be utilised on the shared boundary. This means that the greater form of development would be apparent by the occupiers of neighbouring properties. In addition, the relatively small set back of the proposed dwellings from the shared boundary with Nos. 22 and 22a would mean that it would not be possible to install appropriate screening that might mitigate the adverse effects of the proposed development.
8. In consequence, the proposed development would have a significant overbearing effect on the adjoining properties, which would prevent the occupiers of these properties experiencing appropriate levels of outlook, irrespective of the 45-degree line that has been drawn from the adjacent windows from No. 22
9. I acknowledge efforts made by the appellant in designing a scheme that does not impinge upon the levels of light experienced by neighbouring occupiers. Whilst these are matters of note, they are only some of all the matters that must be considered when assessing a proposed development. In result, they do not overcome the adverse effects on living conditions as previously identified.
10. The evidence before me is indicative that, by reason of the layout of the proposed building, its position and the boundary treatments, the development would not lead to a significant effect upon the occupiers of Alan Percival Court. Whilst this is a matter of note, it is one of all the issues that must be considered and therefore does not overcome my previous concerns.
11. I therefore conclude that the proposed development would have an adverse effect upon the living conditions of the occupiers of Nos. 22 and 22a, and in particular, result in a loss of outlook. The development in this regard, would fail to accord, with the requirements of Policies 55, 56, and 57 of the Cambridge Local Plan (2018) (the Local Plan). These policies, amongst other matters, seek to ensure that the developments respond positively to context; provide a comprehensive design approach that achieves the successful integration of buildings; and that design considers the needs of all users.

Garden space

12. The proposed development would contain three dwellings, each with three separate bedrooms. There would be a garden area to the rear of each dwelling. Most of the land to the front of the site would be utilised for the provision of car parking.
13. Owing to the scale of the proposed dwellings, there is an increased likelihood that they would be occupied by families, or larger households. Owing to these

circumstances, the amount of private recreation space provided to the rear of the site would not provide a sufficiently proportioned area for the carrying out of the full spectrum of recreation activities by all occupiers of the proposed dwellings, including outdoor play.

14. In reaching this view, I have also noted that the submitted plans indicate that storage for refuse and bicycles would be provided. Whilst such facilities are desirable, the effect of their provision is to further reduce the level of recreation space available for the future occupiers of the development.
15. Although there is a greater amount of space to the front of the site, this would in the main be given over to the provision of vehicle parking and manoeuvring space. In consequence, its availability for recreation purposes cannot be guaranteed. Furthermore, by reason of its proximity to High Street, this area would not benefit from the requisite level of privacy that would be required in a garden to provide the future occupiers of the development with appropriate living conditions.
16. Whilst I acknowledge that the appeal site currently features a residential dwelling, the fact that the appeal proposal would represent a more intensive form of development and would have a larger footprint means that the presence of the existing house does not allow me to disregard the preceding concerns.
17. I therefore conclude that the proposed development does not provide an appropriate amount of private garden space. The proposed development, in this regard, would not comply with the requirements of Policy 52 of the Local Plan. This policy, amongst other matters, requires that developments that subdivide an existing residential plot ensure that enough garden space is retained.

Other Matters

18. The site is located in the Chesterton Conservation Area (the CA). The significance of this is, in part, derived from the presence of traditionally designed dwellings generally arranged in a linear pattern in close proximity to the street. Whilst a number of newer buildings reflect this character, there are some exceptions, including the appeal site.
19. Therefore, whilst the appeal proposal would be set back from the highway, this would not result in harm to the character and appearance of the CA as it would replace a building that is similarly set back from the highway edge. In consequence, the development would maintain the character of the CA. Whilst this is a matter of note, it does not outweigh my previous concerns

Conclusion

20. For the preceding reasons, I conclude that the appeal should be dismissed, and planning permission refused.

Benjamin Clarke

INSPECTOR

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PLANNING COMMITTEE

21ST APRIL 2021

Application Number	20/04303/S73	Agenda Item	
Date Received	20th October 2020	Officer	Mary Collins
Target Date	15th December 2020		
Ward	Castle		
Site	1 Grosvenor Court		
Proposal	S73 application to vary condition 2 (Approved Plans) of permission 19/1250/S73] to permit the introduction of roof terraces to the second-floor flats.		
Applicant	Mr John Wilson Unit 10716 Lytchett House 13 Freeland Park Wareham Road Lytchett Matravers BH16 6FA		

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

SITE DESCRIPTION/AREA CONTEXT

- 1.1 Grosvenor Court is situated on the northern western side of Woodlark Road. It is a detached two storey building in red brick with a hipped roof which comprises

two flats on the ground floor and two flats on the first floor.

- 1.2 The building is currently undergoing conversion and extension to create 8 flats.
- 1.3 Woodlark Road is characterised by pairs of dwellings of a similar age and style
- 1.4 Grosvenor Court is set back behind the pavement edge and the established residential building line behind a gravelled front garden with a bungalow and a detached two storey dwelling immediately adjacent to the application site.
- 1.5 To the side there is a driveway accessing the single garage serving 11 Woodlark Road.
- 1.6 To the rear of the application site is the Darwin Green development.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought under Section 73 to vary condition 2 (Approved Plans) of permission 19/1250/S73] to permit the introduction of roof terraces to the second-floor flats.
- 2.2 This would entail the addition of doors to the rear dormer. The internal layout is unchanged, and access is proposed from the bedrooms. Access will be limited through the balustrades to a small area so that the edge of the accessible area is further from the boundary on either side, and the terraces are shielded by the rest of the building.

During the course of this application revised plans were received showing the following:

- Privacy screens to second floor terraces
- Height of clay tile cladding lowered to line through with first floor balconies to south east and south west elevation

- Format of rooflights changed - north east elevation
- Rear elevation (north west) - window proportions changed, height of parapet dropped, and balustrades introduced to first floor balconies

3.0 SITE HISTORY

18/1637/FUL	Extensions and alterations to provide 8 flats, car parking, covered cycle parking, bin store and new fencing.	Approved 08.02.2019
19/1250/S73	Section 73 application to vary Condition 2 (approved plans) of permission 18/1637/FUL (Extensions and alterations to Grosvenor Court to provide 8 flats, car parking, covered cycle parking, bin store and new fencing) to permit changes including changes to external wall specification and elevational treatment; changes to roof profile; changes to internal layouts (including additional bedrooms to flats 1 and 5 and reconfiguration of flats 3 and 4); alterations to rear balconies and alterations to pergola and boundary treatment adjacent to no. 11 and relocation of plant.	Approved 27.01.2020
20/02965/S73	Section 73 application to vary condition 2 (approved plans) of planning permission 19/1250/S73 to permit changes including changes to the car port, plant room, roof profile and windows.	Approved 31/12/2020
21/00283/S73	S73 to vary condition 2 of 20/02965/S73 to remove the proposed lift from the scheme (Extensions and alterations to Grosvenor Court to provide 8 flats).	Refused 18/03/2021

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 31 32 35 36 50 51 53 55 56 57 58 59 81 82

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

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

6.1 None required necessary.

7.0 REPRESENTATIONS

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

- 9 Woodlark Road
- 2 Hawkins Road
- 29 Woodlark Road (support)

7.2 The representations can be summarised as follows:

The introduction of roof terraces will give an overlook into garden as such will have a detrimental effect on amenity.

Revised drawings

My garden (and surrounding properties) will be overlooked and therefore suffer a loss of privacy.

Out of character with the other buildings in Woodlark Road as no other properties have 2nd floor roof terracing.

The screen proposed is not a good idea since the height of 1.7 metres would allow someone to view above it.

8.0 ASSESSMENT

Principle of Development

8.1 The principle of development has been established through the extant consent 18/1637/FUL which has been varied through permissions 19/1250/S73 and 20/02965/S73.

Context of site, design and external spaces

8.2 The proposed second floor terraces would be located above the terraces on the first floor and are considered to be visually acceptable. The other changes proposed to the first floor terrace and the introduction of balustrades are also considered acceptable.

8.3 Other external changes proposed do not affect the overall appearance of the building.

8.4 In the opinion of Officers the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56 and 57.

Residential Amenity

Amenity for future occupiers of the site

- 8.5 The proposed changes would provide external amenity space for the occupiers of the second-floor flats 2 and 7 which would be directly accessible, and this would complement the use of the communal garden area for these occupiers. The area of the terrace would be sufficient to provide a good level of outdoor amenity space.
- 8.6 The proposed terraces would remove the obscurely glazed rooflight which serves the dining room to flats on the first floor. This is not considered to be detrimental to these units, as they receive light from rear facing windows.
- 8.7 The existing balconies to flats 1 and 5 at first floor level face each other with an intervening distance of approximately 11 metres. There would be a similar degree of inter looking between the two proposed terraces to flats 2 and 7. Due to the relationship with the larger terraces underneath at first floor level there would also be the potential for loss of privacy through overlooking these terraces.
- 8.8 However, it has previously been accepted that given there are areas of communal garden and shared amenity space, any inter looking from these balcony/terrace areas would not be detrimental.
- 8.9 In the opinion of Officers, the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and it is considered that in this respect it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 56.

Residential Amenity

Impact on amenity of neighbouring occupiers

9 and 11 Woodlark Road

- 8.10 These properties lie to the south west and share a common boundary with the application site.

The proposed terrace to flat 2 is inset from the side elevation of the building and the common boundaries.

29 Woodlark Road

- 8.11 The proposed terrace to flat 7 is inset from the side elevation of the building by at least 13 metres. Given this distance from the boundary a detrimental impact through overlooking into the private rear gardens should not result.
- 8.12 Officers consider that a privacy screen installed to the outer side of each second-floor terrace would ensure there are no sideways views available from the terraces into neighbouring gardens to either side in Woodlark Road and this would direct views towards the rear. Drawings have been received showing the screening to the side of the terrace and this is considered acceptable to prevent direct overlooking and sideward/backwards views towards neighbouring gardens.
- 8.13 A condition will be imposed to ensure that the privacy screen is constructed in accordance with the approved drawings prior to first occupation and that it is maintained in perpetuity.

Darwin Green Development

- 8.14 To the rear of the application site is the Darwin Green development. Outline permission (07/0003/OUT) has been granted on this site for mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.
- 8.15 The development along the boundary with the application site has been designated for residential properties of two storeys in height. Reserved matters

have been granted for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site, reference 14/0086/REM. Since the original grant of planning permission 18/1637/FUL for Grosvenor Court, an application for reserved matters for 330 dwellings with associated internal roads, car parking, landscaping, amenity and public open space has been refused, reference 19/1056/REM.

- 8.16 This refused layout particularly with regard to plots 131 to 136, is still a material consideration in the determining of this planning application as this reserved matter planning refusal may still be appealed.
- 8.17 There are approved windows on the first floor north western elevation as well as first floor balconies/terraces, a distance of 4m from the rear boundary of Grosvenor Court.
- 8.18 Although there are approved terraces and windows at first floor level, as well as windows at second floor level, the second-floor terraces occupy a more elevated position and as such there is the potential for loss of privacy through overlooking.
- 8.19 Plots 131-134 of the Darwin Green development are located directly to the rear of Grosvenor Court. During the course of the reserved matters application, amendments were made to maximise the distance between the rear elevation and the boundary for three of those plots (131 – 133), via a change to a shallower house type with longer gardens and a reduction of one home. The distance between the rear elevation of the proposed plots 131-133 to the site boundary is approximately 14m (including the maintenance path and ditch). The distance between the edge of the first-floor roof terraces and the rear elevation of plots 131-133 would be approximately 18m.
- 8.20 The planning refusal at Darwin Green took account of the current application for the second-floor terraces and no significant harm was identified to the future occupiers of these dwellings.

- 8.21 At second storey level, the proposed terraces would not extend as far as the first-floor terraces, and as such would be set back further from the boundary than those approved at first floor level. The edge of the second-floor terraces are approximately a further 2.5 metres back and so there would be a intervening distance of approximately 20.5 metres. It is considered that this set back is sufficient to outweigh any additional harm from the elevated position of these terraces.
- 8.22 The rear facing balustrade to the terrace screening would need to meet the height requirement for an external fixed balustrade/railing per current building regulations of a minimum of 1100 mm from datum. Any higher and it is considered the external amenity area would be compromised as well as have an impact on light reaching windows. The balustrades proposed to the rear of both the first floor and second floor terraces are considered to be acceptable.
- 8.23 In the opinion of officers, the proposal adequately respects the 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.

9.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before 08.02.2022.

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

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

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

3. The surface water drainage scheme shall be fully implemented prior to first use/occupation of the building in accordance with the details approved under application 18/1637/COND3 dated 17 July 2019. The surface water drainage scheme shall be retained in perpetuity thereafter.

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

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. 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. If previously unidentified contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and an appropriate remediation and validation/reporting scheme agreed with the LPA. Remedial actions shall then be implemented in line with the agreed remediation scheme and a

validation report will be provided to the LPA for consideration.

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

7. The dust mitigation scheme approved under application 18/1637/COND7 dated 17 July 2019 shall be fully implemented in accordance with the approved scheme.

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

8. 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)

9. Prior to the installation of any electrical services, information to demonstrate that at least one dedicated active electric vehicle charge point will be designed and installed on site in accordance with BS EN 61851 with a minimum power rating output of 7kW, 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 forms of travel/transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF), Policies 36 and 82 of the Cambridge Local Plan 2018 and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018)

10. All hard and soft landscape works shall be carried out in accordance with the details approved under application 18/1637/COND10 dated 16 August 2019. 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)

11. Before the first occupation of the development hereby permitted, the cycle parking facilities and bin store shall be provided in accordance with the approved details and shall be retained in accordance with the approved details thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles and provision for refuse. (Cambridge Local Plan 2018 policies 82 and 57).

12. The development shall be carried out in accordance with the approved external materials as detailed by External Materials Rev PP01 dated 22/11/19 and email received 11/12/19.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and 58).

13. Notwithstanding the approved plans, units 6 and 8, hereby permitted, shall be constructed to meet the requirements of Part M4(2) or M4(3)' 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)

14. Prior to the first occupation of the development, hereby permitted, the car parking spaces shall be provided in accordance with the approved drawings and shall be retained thereafter.

Reason: To ensure that provision is made for disabled and inclusive parking. (Cambridge Local Plan 2018 policy 82)

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

If the assessment demonstrates that noise levels exceed the background level at the boundary of the premises, having regard to adjacent noise sensitive premises, a mitigation scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the Local Planning Authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

16. Prior to the occupation of the development, hereby permitted, the first floor side facing single windows to the rear of Flats 1 and 5 shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent to a height of 1.7 metres from internal floor level and shall be non-openable below 1.7 metres. The glazing shall thereafter be retained in accordance with the approved details.

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

17. The solar panels to the roof of the building and to the roof of the bike store shall be fully installed prior to first occupation and maintained and retained thereafter.

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).

18. Prior to the occupation of the development, hereby permitted, the second floor terrace shall be screened in accordance with the approved drawing. The terrace screening shall thereafter be retained in accordance with the approved details.

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

19. Conditions 3 to 17 of planning permission 19/1250/S73 shall continue to apply to this permission. Where such conditions pertaining to 19/1250/S73 have been discharged, the development of 20/04303/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

PLANNING COMMITTEE

21ST APRIL 2021

Application Number	21/00190/FUL	Agenda Item	
Date Received	18th January 2021	Officer	Luke Waddington
Target Date	15th March 2021		
Ward	West Chesterton		
Site	44 George Street		
Proposal	Demolition of existing dwelling and replaced with new 2.5 storey dwelling and associated works		
Applicant	Mr Dan Brown 44, George Street		

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

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 44 George Street is a 1.5 storey detached three-bedroom dwelling, and stands on the southwest corner of George Street, where it turns from a north-south orientation to a southeast-northwest orientation. The site occupies the internal angle of this turn in the street and the existing dwelling is located between numbers 42 and 48 George Street, which are both semi-detached, two-storey properties. The existing house on

the site was built in 1986 and differs from its older neighbours in style, materiality and form.

- 1.2 The long section of George Street, running south from the application site is a narrow street, made up of two-storey terraced houses from the middle and the end of the nineteenth century. These houses have a consistent scale and general pattern, but they differ in detail. All are finished in buff brick, although the colouration varies. Some have been cleaned and some have been painted over the whole elevation. Many have projecting bays.

2.0 THE PROPOSAL

- 2.1 It is proposed to demolish the existing dwelling and replace it with a single detached dwelling. The dwelling would have accommodation over 3 levels and would provide an on-site parking space. This application follows an approved application at this site for 2x dwellings with a basement level.

3.0 SITE HISTORY

Reference	Description	Outcome
18/1661/FUL	Demolition of existing house and replacement with two new dwellings.	Approved
17/0671/FUL	Demolition of existing house and construction of a new dwelling with a basement.	Refused, Appeal Dismissed
16/1817/FUL	Demolition of existing house and construction of a new dwelling with basement.	Refused

A copy of the Inspector's Decision letter in relation to the appeal of 18/1661/FUL is attached.

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 31 32 35 36 50 51 52 55 56 57 59 81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning 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)
	Sustainable Design and Construction SPD 2020
Material Considerations	<u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008) Cambridge City Council Draft Air Quality

	<p>Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</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 Management)

- 6.1 No objections. Conditions are requested in relation to provision of a traffic management plan and materials and construction of the driveway, in the interests of highway safety

Environmental Health

- 6.2 No objections. Conditions requested with regard to construction hours and piling, in the interests of residential amenity

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.3 No objection. "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."

7.0 REPRESENTATIONS

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

42 and 48 George Street

- 7.2 The representations can be summarised as follows:

- Overlooking from bedroom windows towards gardens of 42 and 48 George Street
- Obscured glazing on rear facing can be removed
- Reduction of light and increased overshadowing to 48 George street
- Reduction of off-street parking from 2 to 1 space, adversely impacting amenity

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 (and impact on heritage assets)
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Noise, vibration, and dust
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking

Principle of Development

8.2 The principle of development is acceptable and in accordance with the Cambridge Local Plan 2018 policies 1 and 3.

Context of site, design and external spaces

8.3 The principal elevations of the proposed dwelling, facing north and west would have a traditional appearance with a sloping slate roof and would be finished in brick. The overall ridge height and eaves height of the proposed dwelling respects those of the neighbouring properties alongside which they will be sited and would be a similar height to 42 George Street and would be marginally higher than the ridge height of the detached property adjacent at 48 George Street by 0.12 metres. The eaves height is graduated between these three dwellings

as the corner is turned and the existing set back from the back edge of the pavement and the building line would be maintained.

- 8.4 The treatment of the principal elevation of the proposed dwelling reflects the architectural detailing seen in George Street, with its ground floor bay windows and detailing that is in keeping with the character and materials of surrounding dwellings. As such it is considered that the appearance of the principal elevations would not result in a significant adverse impact upon the character and appearance of the surrounding street scene.
- 8.5 When viewed from the rear the proposed dwellings would have a three-storey appearance in brick with a flat roof and would have zinc cladding to the third floor loft section. Although this three-storey form is not a traditional feature or way of extending this type of dwelling, the roof form would read as a large roof extension, of a type that can be found in the vicinity, for instance at numbers 40 and 42 George Street. Given that views of the rear of the properties would be restricted to surrounding gardens, Officers do not consider this feature to be significantly detrimental to the character of wider area.
- 8.6 Overall, the external appearance of the proposed dwelling is very similar to that of the approved development ref. 18/1661/FUL. The principle alterations from the approved design are the re-arrangement of doors and windows within the front elevations facing George Street. These alterations are minor and the overall character of the proposed development would not alter significantly from that already approved.
- 8.7 Conditions would be attached to any consent granted requiring submission of samples and details of external materials, to ensure the materials and detailing is appropriate to the character of the area. Details of hard and soft landscaping would also be required by condition should consent be granted.

Carbon reduction and sustainable design

- 8.8 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

- 8.9 The proposed single storey rear element would have an area of flat roof. As required by Policy 31, this should be a green or brown roof. A condition will be added to any consent requiring the roof to be green/brown.
- 8.10 Subject to this, and to the conditions requested by the Sustainable Drainage Officer, the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Noise, vibration, and dust

- 8.11 No objections have been received from the Environmental Health department regarding noise, vibration, and dust, subject to conditions to limit piling and working and delivery hours.
- 8.12 Subject to the recommended conditions, the proposal is in accordance with Cambridge Local Plan (2018) policies 35 and 36.

Accessible Homes

- 8.13 The Design and Access Statement accompanying the application confirms that the development would comply with Approved Document Part M(2) of the Building Regulations. A condition would be added to any consent to secure this requirement in accordance with Policy 51 of the Cambridge Local Plan.

Residential Amenity

Impact on amenity of neighbouring occupiers:

- 8.14 In terms of its massing, scale, relationship with neighboring dwellings, the proposed development is very similar to that approved within 18/1661/FUL.

- 8.15 With regard to potential overbearing impact, the main difference between the proposed and approved developments is the addition of a single storey flat roofed projection on the proposed rear elevation, alongside the boundary with no.42 George Street. Given its limited length, this would not result in a significant overbearing impact on the garden of that dwelling.
- 8.16 No 42 is situated to the south and has a first-floor window in the side elevation of an extension. This window faces north towards the application site and is understood to serve a study. Whilst the overall height of the dwelling would be increased as a result of the proposed development, the depth of the dwelling into the site at first floor level would not extend any further than the existing main dwelling at No 42; whilst there would be an increase in the built structure in proximity to this window it is considered that it would not result in undue harm in terms of loss of outlook or result in a significant enclosing effect.
- 8.17 The site is located to the north of no.42 George Street. Therefore, Officers do not consider the proposal would result in an unreasonable loss of sunlight or daylight to this neighbour.

No.48 George Street.

- 8.18 The neighbouring dwelling at no.48 has a garage adjacent to the application site which separates the main dwelling property from the application site. The proposed dwelling is not considered to result in a significant overshadowing or overbearing impact upon this dwelling.
- 8.19 As is noted on the proposed plans, all the first and second floor windows on the garden-facing elevations would be fitted with obscured glazing, to a height of 1.7 meters above internal floor level. This was also the case with the previously approved scheme. Officers consider that obscuring these windows would mitigate any potential for significant overlooking impacts onto adjacent gardens. A condition would be attached to any consent granted, to ensure that these windows are fitted with obscured glazing and that it is retained in perpetuity.
- 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 The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	3	6	3	108	157	+49

- 8.22 As was the case with the dwellings approved in 18/1661/FUL, the proposed dwelling would have obscure glazed windows to the rear elevation at first and second floor level, serving habitable rooms. These rooms are dual aspect and would have an outlook to the front; as such the obscured windows would not have a significant detrimental impact on the living conditions and usability of the living rooms at first floor level.
- 8.23 The proposed garden would be approximately 30m² excluding the bin storage area. It is considered that this area, while modest, would not be out of keeping with garden sizes of properties 48-52 George street which are similarly sized. The space provided is considered to be sufficient for the occupants to circulate, play, have a table and chairs and to hang washing.
- 8.24 In the opinion of officers, the proposal provides an appropriate standard of residential amenity for future occupiers, and in this respect it is compliant with Cambridge Local Plan (2018) policy 50.

Refuse Arrangements

- 8.25 Refuse bins would be stored within the site and collected from the kerb as is the existing arrangement.
- 8.26 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.27 Subject to conditions requiring the submission of a traffic management plan, and details of the construction of the access and driveway, there are no objections from the Local Highway

Authority on the grounds of highway safety. The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.28 Concerns from residents regarding the loss of an off-street parking space are noted, however the proposal would still provide a single off-street parking space. This provision would remain compliant with the car parking standards in the Cambridge Local plan, which require no less than 0.5 spaces and no more than 2 spaces, per 3-bedroom dwelling.
- 8.29 The dimensions of the proposed garage provide space for car and cycle parking in accordance with Appendix L (figure L.1). The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Biodiversity

- 8.30 The site's garden is presently paved with some flowerbeds, and areas for planting to the front of the dwelling, although these are currently neglected. Officers consider that through the introduction of measures such as additional native planting at the front and rear, bird and bat boxes, hedgehog gaps, and a green roof, 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

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 including samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 and 61)

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 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 document 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

8. The drive way shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway

9. 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; x Planning Consultation Response (Planning Applications) Rev A
- 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

10. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features)

shall 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 and Cambridge Local Plan (2018) policies 31 and 32.

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. 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).

13. 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).

14. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels

or contours; means of enclosure 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 (e.g. 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).

15. No development above ground level, other than demolition, 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.

16. 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).

17. Prior to the occupation of the development, hereby permitted, the windows and doors annotated as 'Part obscured' on drawing

numbers PL(21)02 Rev P1 and PL(21)01 Rev P1 shall be obscure glazed up to a minimum height of 1.7 metres above internal finished floor level, to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall be non-openable below 1.7m from internal finished floor level. The windows annotated as 'Obscured' on drawing number PL(21)01 Rev P1 shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall be obscure glazed up to a minimum height of 1.7 metres above internal finished floor level and shall be non-openable below 1.7m from internal finished floor level. 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).

18. Notwithstanding Schedule 2, Part 1, Classes A, B and C of the General Permitted Development Order 2015, no new windows at first floor or above on the west or south west elevations shall be inserted without express planning permission having first being obtained from the LPA.

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.

1. Site Plan

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

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

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

2. Movement and control of muck away and delivery vehicles

- i. The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.
- ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?
- iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at Streetworks@Cambridgeshire.gov.uk) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.
- iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.
- v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.
- vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

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

3. Contractor parking:

i. If possible all parking associated with the proposed development should be off the adopted public highway.

ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.

iii. If the site has no potential to provided off street car parking and or only limited numbers the applicant must provide details of how on street parking will be controlled.

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.

Appeal Decision

Site visit made on 20 March 2018

by R Norman BA (Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 27th April 2018

Appeal Ref: APP/Q0505/W/17/3187958
44 George Street, Cambridge CB4 1AJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Dan Brown against the decision of Cambridge City Council.
 - The application Ref 17/0671/FUL, dated 11 April 2017, was refused by notice dated 16 October 2017.
 - The development proposed is the demolition of the existing house and replacement with a new dwelling.
-

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues are the effect of the development on:
 - The character and appearance of the area; and
 - The living conditions of adjoining occupiers.

Reasons

Character and Appearance

3. The appeal site is located on a corner plot along George Street and consists of a dwelling with rear amenity space. The road bends quite sharply at this point and the existing dwelling is located on the back of the footpath, and follows the bend in the road. George Street is characterised by residential development on both sides of the road, comprising predominantly of semi-detached and terraced properties.
4. The proposed development would involve the demolition of the existing dwelling and its replacement with a larger dwelling. The proposal would include a basement level with the remainder of the dwelling set over three floors. It would also retain some of the rear outdoor space, provide a small terrace at first floor from the master bedroom and a further roof terrace at second floor. An integral garage would be provided adjacent to No 48.
5. The northern elevation of the proposed dwelling would provide a sliding garage door at ground floor level with windows to first floor and rooflights. The overall height of this elevation would reflect the existing adjoining dwelling at No 48 and the design and fenestration would also reflect the character of the

adjoining dwelling. The proposed brickwork detailing of this elevation would add interest and would represent a visual improvement over and above the northern elevation of the existing dwelling.

6. However, the eastern elevation of the proposal would present a complex and highly detailed appearance. The projections and heights of the various proposed elements would be staggered and the proposed windows would be positioned in an irregular arrangement and would vary in size. The overall effect of the varied heights, fenestration and positioning would result in an incongruous and dominant feature within the street scene which would lack coherence. Furthermore, although the overall height of the dwelling would not exceed that of No 42 adjacent to the site, the proposed dwelling would be clearly visible above the eaves height of this property and this, in combination with the busy nature of this elevation, would result in the development being highly prominent and of a design and form which would be incongruous with the general character of George Street.
7. I note that many of the other properties in the area have dormers, many of which occupy a large proportion of the roof, and accordingly, the proposed zinc clad box dormer itself would not be out of keeping. However, in combination with the complex design of the eastern elevation, the dormer would add to the dominance of the proposed dwelling within the street scene.
8. There is another dwelling on the opposite side of George Street which presents a contrasting and more modern design to the general character of the area. However this presents an anomaly within the prevailing character of the street. The Council have identified that this was constructed in the 1980s and its location and scale differ from the appeal site and proposal. The appeal site is in a more prominent location, on the corner, and as such I consider that the existing dwelling does not set a precedent for the appeal proposal.
9. I acknowledge that the design of the proposal has tried to avoid mimicking the predominant architecture of the street and seeks to turn the corner in an interesting fashion and I consider that the proposed materials would be suitable. However, although the northern elevation represents some improvement to the appearance of the appeal site, the complexity of the design and form of the eastern elevation results in the proposed development having a dominant and incongruous appearance which would be out of keeping with the existing character and appearance of George Street.
10. For the above reasons the proposed development fails to comply with Policies 3/4, 3/7 and 3/12 of the Cambridge City Council Local Plan (2006) (Local Plan). These policies seek to ensure that new development responds to the context and characteristics of the locality and has a positive impact on its setting in term of height, scale, form, materials and detailing to enhance the townscape.

Living Conditions

11. The existing dwelling is located between Nos 42 and 48 George Street, which are both semi-detached, two-storey properties. No 42 has a first floor window in the side elevation of the dwelling facing the appeal site, which I understand serves a study. Whilst the overall height of the dwelling would be increased as a result of the proposed development, the depth of the dwelling into the site would not extend any further than the existing main dwelling at No 42. The window facing the site is located in the rear outrigger of the property which is

set back from the main side elevation of No 42. The proposed dwelling would not extend out as far as the window and therefore, whilst there would be an increase in the built structure in proximity to this window I consider that it would not result in undue harm in terms of outlook or result in a significant enclosing effect.

12. In addition to the side window of No 42, there is also a large area of glazing to the roof of the ground floor side element. The proposed side elevation adjacent to No 42 would introduce windows at first and second floor. The Appellant has demonstrated that there would be minimal views from the second floor window into this area. Furthermore, two of the proposed windows would serve a hallway and staircase, and another would be a frosted bathroom window, which are unlikely to give rise to significant levels of overlooking.
13. No 51 is located opposite the appeal site, across the road, and faces the eastern elevation. The proposed development would include a small terrace which would be located opposite a first floor window of No 51. I have had regard to the Council's concerns with this aspect of the proposal however, given the separation between the appeal site and No 51, across George Street, and the size of the terrace proposed, which would preclude excessive use, this would not result in significant harm to the occupiers of this property in terms of loss of privacy.
14. For the above reasons the proposed development would not be harmful to the living conditions of the occupiers of Nos 42 and 51. As such the proposal would comply with Policies 3/4 and 4/13 of the Local Plan which require development to identify and respond to existing features and avoid significant adverse effects on amenity.

Other Matters

15. Objections have been received from local residents concerning impacts on living conditions and parking issues. I have considered the living conditions above. Given my overall findings it is not necessary for me to conclude on the parking matters.

Conclusion

16. For the reasons given above, and having had regard to all matters raised, I conclude that the appeal should be dismissed.

R Norman

INSPECTOR

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PLANNING COMMITTEE 2021

21ST APRIL

Application Number	20/04824/FUL	Agenda Item	
Date Received	23rd November 2020	Officer	Mary Collins
Target Date	18th January 2021		
Ward	Queen Ediths		
Site	130 Queen Ediths Way		
Proposal	Demolition of existing 2 storey house and replacement with three, two person one bedroom flats and two, three person two bedroom flats in a one and two storey building.		
Applicant	Mr Colin Wills c/o Si One Parsons Green St. Ives PE27 4AA		

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

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site lies on the southern side of Queen Edith's Way between the junction with Heron's Close and Beaumont Road. This is a predominantly residential area characterised by detached brick

properties on large plots with houses set back from the street having car parking and landscaping to the frontages. The existing property is two storey red brick building. The property is accessed from Queen Edith's Way with two dropped kerbs at either end of the property and some trees and hedge to the frontage.

- 1.2 The site does not fall within the Conservation Area nor is it within the Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for the demolition of the existing building and erection of a replacement property. The replacement building would be comprised of two 1x bedroom flats and three 2x bedroom flats.
- 2.2 The replacement building would be broken into three elements; a single storey element to the east which rises into 2 x two storey blocks with pitched roofs which are linked by a flat roofed clad and glazed element. The building would be finished in buff bricks with timber cladding to the upper floors of the front elevation and brown roof tiles with a grey single ply membrane to the flat roof.
- 2.3 Amendments have been received during the course of the application and to alter the description of the proposal to: demolition of existing 2 storey house and replacement with three, two person one flats and two, three person two bedroom flats in a one and two storey building.
- The scheme has been amended to comply with the space standards and private amenity space requirements of Policy 50 of the Cambridge Local Plan 2018 and to comply with Policy 51 of the Cambridge Local Plan 2018 through the addition of a lift.
 - Flat 4 has been changed from a 4-person two bed flat to a 2-person one bed flat.
 - Flats 1, 2 and 4 are now all 2-person one bed flats of 51sqm GIA (to comply with Policy 50)

- Flats 3 and 5 have been changed from 4-person two bed flats to 3-person two bed flats and resized to 61sqm (to comply with Policy 50)
- A lift has been introduced into the communal hallway to provide level access to Flats 4 and 5 at the first-floor level (to comply with policy 51).
- Where introducing a lift has removed access to the rear communal garden directly from the communal hallway, external, south-facing balconies have been added to both first floor flats, affording each flat a private external space (to comply with Policy 50). These balconies are separated by a timber privacy screen, have been set back from the boundary with 132a Queen Edith's Way, and do not project beyond the rearmost elevation of the development.
- The main entrance to Flat 1 has been relocated to the proposed west elevation, giving a more efficient internal layout.
- Where access to the rear communal garden from the communal hallway is no longer required, an enclosure for 5 air-source heat pumps is proposed, reducing the lifetime carbon footprint of the development.
- The area of the site covered by pathways has been reduced to allow for more green space.

3.0 SITE HISTORY

Reference	Description	Outcome
08/0888/FUL	Erection of 4 two-bedroom flats (following demolition of house).	Withdrawn
17/1626/FUL	Demolition of existing 2 storey house and replacement with 2 one bed flats and 3 two bed flats in a one and two storey building.	Approved 06/12/2017

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 50 51 52 55 56 57 59 69 70 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 Management)

6.1 Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that no demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority.

Environmental Health

6.2 In the interests of amenity, recommend the following standard conditions (and informative):

- Demolition/construction hours
- Collections/deliveries during demolition and construction
- Piled foundations

- Airborne dust (and informative)
- Noise insulation scheme

The impacts of noise are a material consideration for any new build property. The habitable rooms facing onto Queen Edith's Way may be significantly impacted by traffic noise by day and night. As such, will require a standard traffic noise assessment which will guide the design of the glazing and ventilation system serving the new building.

Refuse and Recycling

- 6.3 In the design and access statement, it states there will be 360 litre shared bins, next to the flats, this is a 15m walk to the kerbside (collection point), the residents should take the bins to the kerbside and take them back in after collections, however as these are shared bins, will they do this? It would be better if the bin store/bins could be placed next to the entrance, so the crews can just take the bins from the curtilage

Sustainable Drainage Officer

- 6.4 The proposals have not indicated a surface water drainage strategy however, as this is a minor development, it would be acceptable to obtain this information by way of condition.

Nature Conservation Projects Officer

- 6.5 Would recommend an internal and external preliminary bat survey prior to determination, to identify potential bat roost features and if any further emergence surveys are required. This survey can be undertaken at any time of year. The building is in an area of relatively large mature gardens with numerous bat records.
- 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:

- 15 Almoners Avenue
- 36 Almoners Avenue
- 4 Beaumont Road
- 6 Beaumont Road
- 73 Beaumont Road
- 21 Bowers Croft
- 2B Cavendish Avenue
- 1 Herons Close
- 5 Herons Close
- 8 Herons Close
- 9 Herons Close
- 11 Herons Close
- 15 Herons Close
- 17 Herons Close
- 19 Herons Close
- 129 Queen Ediths Way
- 138 Queen Ediths Way
- 11 Strangeways Road
- 18 Topcliffe Way

7.2 The representations can be summarised as follows:

- Out of character for the area and other structures in the South Queen Edith's area. The development is over-bearing and overlooks existing properties.
- Loss of biodiversity as trees are being removed and not replaced.
- There is no consideration of the environment of energy saving as per Council Policy.
- The existing property has a covenant which requires the site to be used for a single property
- 4 Parking spaces is insufficient for a potential of 16 people (2 per double bedroom), possibly more if they have a visitor. It would be dangerous to have another 12 cars parking in this area. There is not enough space at the front of the property for it to include a garden/screening, space for 4 diagonal parking spaces plus space to manoeuvre a car.
- In Herons Close, we already experience a lot of 'overflow parking' from Queen Edith's Way which causes obstructions at the top of our cul-de-sac and damages the verges. This development is very close to the entrance of Herons Close and

will likely contribute further to this problem so more parking should be provided on the site.

- Queen Edith's Way is very busy at rush hour so on road parking here would add to traffic, and the side streets already have damaged verges and blocked access from too many cars.
- The property sits opposite the T junction to Strangeways Road which leads to a primary school and there is a secondary school further along Queen Edith's way. It is very busy at school start/finish times with traffic and children cycling, therefore it would be dangerous having cars entering/exiting it across a pavement onto a busy road.
- There is not enough space for a potential of 15 wheelie bins (black, green and blue for each flat).

Revised drawings

Objections

1 Herons Close
8 Herons Close
17 Herons Close
19 Herons Close
133 Queen Ediths Way
234 Queen Ediths Way
5 Strangeways Road
11 Strangeways Road
18 Topcliffe Way

- Note the reduction in overall occupancy of the site, but principle objection remains. The revised proposal has not addressed the issues raised concerning the parking provision
- Insufficient parking for the occupants of 5 apartments leading to overspill into Herons Close. This exacerbates an already dangerous situation at the junction between Herons Close and Queen Ediths Way.
- Concern about the 5 air source heat pumps and the proximity of these pumps to property.

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

8.0 ASSESSMENT

Principle of Development

- 8.1 Planning permission has recently expired on the 6 December 2020 reference 17/1626/FUL. Although this application was determined under the previous 2006 Local Plan and has expired, case law has emphasised the importance of consistency in decision making, and it is therefore a material consideration.
- 8.2 The principle of development is acceptable and in accordance with the Cambridge Local Plan 2018 policies 1 and 3.
- 8.3 Policy 52 states: Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:
- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
 - b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
 - c. the amenity and privacy of neighbouring, existing and new properties is protected;
 - d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
 - e. there is no detrimental effect on the potential comprehensive development of the wider area.

The criteria listed in this policy will be addressed later in this report.

Context of site, design, external spaces

- 8.4 There have been minor changes to the approved scheme apart from the addition of balconies to the first floor rear elevation which would be situated in the recess to the rear of the building and the reduction in the depth of the recessed central section.

- 8.5 The proposed replacement building still reads like two domestic scale buildings, connected by a link that is set back and treated with contrasting materials to the main elevations.
- 8.6 The proposed replacement building is broken down into different elements which help to reduce the overall scale and massing of the development. The clad and glazed linking element provides a visual break between the solid brick elements. This reduces the overall scale and massing as the materials have a more lightweight feel.
- 8.7 The position of the replacement building is still broadly in line with the surrounding building line and the previous approval. The siting of the building is considered acceptable.
- 8.8 A boundary condition is recommended to ensure that the altered planting to the frontage is of an adequate quality. This maintains a varied and suburban character to match the streetscape, which is mixed.
- 8.9 Conditions are recommended relating to material samples, cladding details, window/door details and details of bin and bike stores.
- 8.10 The form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and is in accordance with Policy 52 (a).

Carbon reduction and sustainable design

- 8.11 Conditions are recommended to secure carbon reduction and water conservation measures in accordance with Cambridge Local Plan 2018 policies 28 and 31.

Integrated water management and flood risk

- 8.12 Officers are satisfied that an acceptable surface water drainage scheme could be secured through condition. Policy 31 of the Cambridge Local Plan 2018 requires all flat roofs to be Green or Brown to assist in reducing surface water run-off from buildings. There are sections of the proposed building which would have flat roofs. In this instance, given a drainage scheme would need to be agreed prior to commencement of work in this instance,

and this would take into account the flat roofed sections, a condition requiring a Green Roof is not required.

- 8.13 Subject to this, it is considered the proposal is compliant with Cambridge Local Plan 2018 policies 31 and 32.

Ecology

- 8.14 The building is in an area of relatively large mature gardens with numerous bat records. The proposal entails the demolition of an existing building and an internal and external preliminary bat survey has been requested to be carried out prior to determination, to identify potential bat roost features and if any further emergence surveys are required. This survey can be undertaken at any time of year. The report has been commissioned and is expected to be submitted prior to the planning committee. The results of the bat survey as well as consultee response will be conveyed to the members of the planning committee who will be updated through the amendment sheet.
- 8.15 The proposal will be required to provide a biodiversity net gain. A condition is recommended to secure this detail.
- 8.16 Subject to this, it is considered the proposal is compliant with Cambridge Local Plan 2018 policies 69 and 70 and policy 52(b).

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.17 The building drops down to single storey near the boundary with 132A Queen Edith's Way. The building would also be set away from the boundary. Whilst it would extend further into the garden than 132A Queen Edith's Way, it would be of a relatively modest size with a low eaves height of 2.5 metres and set away from the boundary. As a result, Officers are satisfied that it would not have any significant impact on this occupier in terms of enclosure or overshadowing. The proposal would be two storeys near the boundary with the other neighbour at 128 Queen Edith's Way and would extend beyond the rear building line of this neighbouring property by approx. 3.6 metres. However, the building is set off of this boundary with 6.35 metres from building to building and 3.2 metres between the

extension and the boundary. Whilst the proposal would result in some additional enclosure to the neighbouring garden in comparison to the existing building, given the set away from the boundary, Officers are satisfied that this would not be significantly harmful to warrant refusal. The proposal may result in some additional overshadowing of the garden of number 128, however Officers are satisfied that this would be very limited and not sufficiently harmful to warrant refusal of permission.

- 8.18 Some of the representations raise concerns regarding noise and disturbance from additional users of the site. The proposal is for 5 flats on a plot which is considered to be adequately large to accommodate the number and type of units. In the view of Officers, the additional residential uses would not give rise to a significant increase to noise and disturbance to the surrounding occupiers. The building would have windows closer to the neighbouring gardens however given the presence of existing first floor rear windows Officers are satisfied that there would be no significant impact on overlooking of neighbouring properties.
- 8.19 The addition of balconies to the rear would not extend much further into the application site than the previously approved rear elevation and windows. The balconies are inset approximately 8 metres from the rear boundary and this distance is considered sufficient to ensure that there would not be a detrimental loss of privacy. The balconies are also set in sufficiently from each side boundary with properties in Queen Edith's Way. The first-floor balconies would be the same distance from the boundary as the approved windows. As such it is considered that the insertion of the balconies would not result in a detrimental loss of privacy through overlooking.
- 8.20 With regard to the 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 the 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.

8.21 In the opinion of officers, the proposal adequately respects the 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, 56 and 52(c).

Amenity for future occupiers of the site

8.22 Policy 50 of the Cambridge Local Plan 2018 sets out internal residential space standards.

8.23 The previous planning application was considered prior to the adoption of the Cambridge Local Plan 2018 and policy 50 – internal space standards. The emerging policy and space standards were a material consideration in the determination of this planning application, and it was considered that the proposal provided a good quality of internal space although none of the proposed units met the space standards.

8.24 The sizes of the units have been revised so that three of the units now meet the space standards whilst the two 3-person bedspace units only have a shortfall of 1sq.m

8.25 All five flats are dual aspect and were previously considered to be of an adequate internal size albeit being below the space standards set out in the emerging plan, the Cambridge Local Plan was adopted in 2018.

8.26 The floor space of the proposed units is presented in the table below against the requirements of Policy 50.

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	2	1	50	50	-
2	1	2	1	50	50	-
3	2	3	1	61	60	-1
4	1	2	1	50	50	-
5	2	3	1	61	60	-1

Size of external amenity space

- 8.27 Policy 50 of Cambridge Local Plan 2018 states that all new residential units will be expected to have direct access to an area of private amenity space.
- 8.28 The amenity space is south facing, and all units are dual aspect. Ground floor flats have access to private gardens. The two upper floor flats have access to a communal garden.
- 8.29 The first-floor flats as previously approved did not have access to private amenity space although they would have use of the communal gardens. Amendments have been made in the current application with the first-floor flats now having direct access to a balcony. These are south facing and would give an acceptable level of private outdoor amenity space in association with the communal gardens.
- 8.30 The proposed balcony area would overhang the ground floor garden to Flat 2 but is not considered to impede the use of this garden or to result in undue overshadowing to this garden or loss of light to ground floor rear facing rooms. The communal garden is now accessed from the front entrance to the property.
- 8.31 The proposal as amended is considered to comply with policy 50.

Accessible Homes

- 8.32 As this is a new build, compliance with policy 51 and the requirements of Part M4 (2) of the Building Regulations is required. The proposal as submitted did not meet these requirements but has been amended to include lift access to the first-floor flats. The proposal as amended is considered to comply with policy 51.
- 8.33 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, 51 and 57.

Refuse Arrangements

- 8.34 Recycling and waste provision has been amended to accommodate the reduced occupancy (two 360l general waste and recycling bins each and two 240l composting bins for 12 occupants). The applicant has noted the comments of the council Waste Team and has confirmed that the premises will be fully managed by an agent on behalf of the owner and the service provided will include delivery and recovery of the shared bins to the roadside on collection day. Details of the stores, including elevations and materials proposed are recommended to be required via condition.
- 8.35 It is considered that the proposal is compliant with Policy 56 of the Cambridge Local Plan 2018.

Highway Safety

- 8.36 In the previous application, the building position was amended to be set far enough back so that there was enough space for cars to turn at the front. The position of the building has not changed and there is enough space for four cars to be parked but also to turn.
- 8.37 The Highways Authority does not consider that there would be any adverse impact upon highway safety. The proposal would therefore be compliant with policy 81 of the Cambridge Local Plan 2018.

Car and Cycle Parking

- 8.38 The Council has maximum parking standards outlined in Policy 82 and Appendix L of the Cambridge Local Plan (2018). Cambridge City Council promotes lower levels of private parking where good transport accessibility exists. The site is located in a very sustainable location close to the City Centre and in close proximity to public transport routes, including the railway station.
- 8.39 There are four parking spaces provided and this is considered acceptable as this is the level of parking that was previously provided. There is adequate space to accommodate cycle parking on site. Footprints for the cycle store are shown on the

plans. Details of these stores, including elevations and materials, are requested via condition.

- 8.40 The site lies outside the Controlled Parking Zone, and a number of residents have raised concerns regarding the potential exacerbation of existing on-street parking problems. The definition of parking stress is contained within the supporting text of Policy 53 of the Cambridge Local Plan (2018) which relates to flat conversions, but parking stress is a factor in the determination of this application as new residential units are being created.
- 8.41 Parking stress is defined as occurring in those streets where surveys show that there is less than 10 per cent free notional parking capacity. The Cambridge On-Street Residential Parking Study November 2016 shows that in Queen Edith's Way and Heron's Close there is low parking pressure with at least 10 per cent notional free parking and subsequently no overnight car parking stress on these streets. As a result, the development is not considered to give rise to an unacceptable increase in on-street parking pressures.
- 8.42 The proposal would therefore be compliant with policies 81 and 82 of the Cambridge Local Plan 2018.

Third Party Representations

- 8.43 These have been addressed in this report.

9.0 CONCLUSION

- 9.1 In conclusion, it is considered that the proposed development would have an acceptable impact on the amenity of the occupiers of adjoining properties and future occupants having regard to the proposed unit sizes and accessibility.

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. 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. 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 above ground level, other than demolition, shall commence until a noise insulation scheme, detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area has been submitted to and approved in writing by the Local Planning Authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the development, hereby permitted, is occupied or the use commenced and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area.
(Cambridge Local Plan 2018 policy 35)

8. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

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

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

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions))

10. 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)

11. 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)

12. Prior to first occupation full details of all cycle stores and refuse stores, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed details prior to first occupation of the development unless the Local Planning Authority agrees to any variation in writing.

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

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

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

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

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

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

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

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

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

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

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

18. 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)

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

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

20. 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).

21. Finished ground floor levels to be set no lower than 300mm above ground level.

Reason: To reduce the risk of flooding to the proposed development and future occupants. (Cambridge Local Plan 2018, Policy 32)

22. No development shall take place (including demolition, ground works, vegetation clearance) until an ecological enhancement plan has been submitted to and approved in writing by the local planning authority. The plan shall include:

The specification, number and location of bird and bat box provision.

Details of boundary treatments to ensure hedgehog and amphibians can move between adjoining gardens.

Areas of vegetation to be retained and enhanced for nesting birds and proposed new plantings.

Demonstrate that any proposed external lighting will not illuminate mature trees and boundary features likely to support foraging bats.

The approved scheme shall be fully implemented within an

agreed timescale unless otherwise agreed in writing

Reason: To maintain, enhance, restore or add to biodiversity in accordance with Policy 70 of the Cambridge Local Plan 2018.

INFORMATIVES

1. 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.

The granting of permission and or 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.

2. Cambridge City Council recommends the use of low NO_x boilers i.e. appliances that meet a dry NO_x emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.
3. If a construction dust assessment or suppression 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).

PLANNING COMMITTEE

21ST APRIL 2021

Application Number	20/03704/FUL	Agenda Item	
Date Received	3rd September 2020	Officer	Dean Scrivener
Target Date	29th October 2020		
Ward	West Chesterton		
Site	Land Adjacent 1 Lovers Walk		
Proposal	Demolition of existing car port and storage area and erection of 1no. dwelling and associated curtilage		
Applicant	Mr Peter Smith 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 proposed development would not have an adverse impact on the character of the surrounding area; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; - The proposed development would provide a high-quality living environment for the future occupiers. - Officers consider the current application overcomes the previous reasons for refusal concerning overbearing impact and an inadequate outlook and poor level of amenity for future occupiers (20/01203/FUL)
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is located within the De Freville Conservation Area which mainly comprises rows of terraced dwellings set within linear plots. The site is accessed from Lovers Walk which is connected to Elizabeth Way, situated to the East of the site.
- 1.2 The site is occupied by a single storey double garage with a double width open car port located adjacent to it. The garage is no longer used but the car port is still used for car parking. An area of hardstanding is located to the south which can be used for car parking and manoeuvring of cars.

2.0 THE PROPOSAL

- 2.1 This planning application is a resubmission of a previous application which was refused last year under delegated powers (20/01203/FUL). The application was refused for the following reasons:

- 1) *'The proposed amenity area would be contrived and enclosed which would not provide a good level of amenity for future occupiers to enjoy. The amenity area would not provide sufficient outlook as it is enclosed on all four sides and is occupied with bins and cycle storage, within a small and confined space. As a result, the proposal is contrary to policy 56 of the Cambridge Local Plan 2018'.*
- 2) *'The lack of first floor windows serving the bedroom which is classed as a primary habitable space, would not provide an adequate level of outlook for future occupiers to enjoy. As a result, the proposal is contrary to policy 56 of the Cambridge Local Plan 2018'.*
- 3) *'By virtue of its height and projection along the boundary of no 70 Humberstone Road, the proposed dwelling would result in an unacceptable level of enclosure and overbearing impact upon the rear garden of this neighbouring property. The proposal would therefore result in an unacceptable loss of*

amenity to the occupiers of no 70 Humberstone Road contrary to Cambridge Local Plan (2018) policies 55 and 56’.

2.2 The proposed development under this planning application involves the rebuilding of the garage to create a one bedroom dwelling with its own amenity space. The dwelling will contain a bedroom, a kitchen/diner and bathroom. Bin and cycle stores are also provided and car parking is to be located on the existing hardstanding to the south.

2.3 When compared to the previous application, the current planning application has made the following changes:

- The proposed dwelling would retain the same height as the existing garage
- The dwelling has been reduced from two storey to single storey and a window is proposed on the east elevation to allow sufficient light through to the bedroom
- The proposed amenity area is larger in size

2.4 The following amended plans have been received and a further 14 day reconsultation has been undertaken:

- AP042-B (Revised Site Block Plan)
- AP044-B (Revised Ground Floor)
- AP048-B (Revised Elevations)

2.5 The application is accompanied by the following supporting information:

1. Planning Statement
2. Existing and proposed plans

3.0 RELEVANT SITE HISTORY

Reference	Description	Outcome
20/01203/FUL	Demolition of existing car port and storage area and erection of 1no. dwelling and associated curtilage	REFUSED

18/1860/FUL	Demolition of existing car port and storage area and erection of 2no. dwellings and associated curtilage.	REFUSED
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4.0 PUBLICITY

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

5.0 POLICY

5.1 Cambridge Local Plan 2018

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3
		28 31 32 33 34 35 36
		50 51
		55 56 57 58 59 61 62 69
		81 82

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

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance 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</p>
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	Government March 2015 (material consideration)
Supplementary Planning Documents	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No objections subject to a an informatives regarding the following:

- Residents' Parking Permits

Environmental Health

6.2 Acceptable subject to conditions/informatives regarding the following:

- Construction hours

City Council Sustainable Drainage Engineer

6.3 Acceptable subject to conditions/informatives regarding the following:

- No development shall commence until a surface water drainage strategy has been submitted and approved
- Details for the long term maintenance arrangements for the surface water drainage system to be submitted and approved

Conservation Officer

6.4 No objections

Cadent Gas

6.5 No objections

7.0 REPRESENTATIONS

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

- 72 Humberstone Road
- Salisbury House
- 74 Humberstone Road
- 70 Humberstone Road

7.2 The representations can be summarised as follows:

- Restricted access along the public access/passage which starts adjacent to No. 74 Humberstone Road
- No designated car parking area

- Car parking will affect pedestrian/cycle access for to No. 7 Elizabeth Way which is a HMO
- Reclaimed bricks should be used to make sure the proposal is in keeping with the local area
- The boundary line is incorrect alongside No. 72 Humberstone Road
- Excavation works/foundation works will encroach into the garden area of No. 72 Humberstone Road
- Impact upon the amenity areas of neighbouring dwellings
- The land is to be lowered – how will this affect the higher land of Nos. 70, 72 and 74 Humberstone Road?
- Width and length measurements are required to understand how the property and foundations would fit on the land
- The proposed building is too large for the space available on the site
- It would appear that there is a wall proposed which would protrude into the garden land serving No. 70 Humberstone Road
- The space between Lovers Walk and this plot is jointly owned and therefore car parking may not be possible
- Incorrect addresses are referred to in the application
- The building should be built along the same line as the existing garage

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 3 of the Cambridge Local Plan (2018) seeks to ensure that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. Given the location of the site is within a sustainable location and is in walking and cycling distance of Cambridge City centre, the

application site is considered suitable to accommodate residential development.

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

- 8.2 The proposal intends to provide a single one person dwelling by rebuilding the existing garage and car port space, with a private amenity space.
- 8.3 The Conservation Officer has been consulted on the application and has raised no objections. Given the siting of the dwelling would be located within an enclosed space to the rear of No. 1 Lovers Walk and out of clear views, the proposal is not considered to result in any visual harm upon the Conservation Area. Many of the rear gardens of nearby properties on Humberstone Road have sizable outbuildings and extensions and the scale of the proposed building would clearly remain subservient to the majority of the surrounding properties.
- 8.4 The proposed materials would comprise slate, grey aluminium fenestration and a yellow stone brick. There are concerns raised that these materials are inappropriate and are not in keeping with the character of the local area. Given its concealed location and minor scale, the proposal would not been seen in any prominent views within the Conservation Area and therefore the proposal is considered to be acceptable in this instance.
- 8.5 Overall, the form, height, scale and layout of the proposed development is considered to be appropriate and would sustain the character of the Conservation Area. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 61.

Residential Amenity

Amenity for future occupiers of the site

- 8.6 Reason for refusal 1 under the previous application (20/01203/FUL), referred to the inadequate amenity space provided to serve the future occupants as it was deemed to be too contrived and enclosed.

8.7 The current application originally proposed a larger amenity area comprising 30.5m². This has been slightly reduced following the provision of a side passageway running along the eastern boundary of the site, in response to the third representations received requesting that a shared passageway is reinstated along this boundary. The provision of this passageway has resulted in a slight reduction of the proposed amenity space to 26.7m². Given the proposed dwelling is for a single person, this provision is still considered to be adequate and would provide a good level of amenity space for one person. Therefore, officers consider the current application has overcome the previous reason for refusal 1.

8.8 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. The proposed dwelling is for a single person and exceeds the minimum standards. Although the ground floor plan submitted shows a double bed which would indicate two bedspaces, the internal floor area of the bedroom comprises a total floor space of 9.8m², which is below the minimum floorspace to provide sufficient floorspace for two bedspaces in accordance with policy 50(d) of the Cambridge Local Plan 2018. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	1	1	39.0m ²	47.8m ²	+8.8

8.9 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. The proposed residential unit will benefit from a private amenity area which can be easily accessed.

8.10 Reason for refusal 2 under the previous application (20/01203/FUL) referred to the lack of windows serving the bedroom to provide a good level of outlook for future occupiers.

8.11 The current application proposes a window within the eastern elevation (front) of the dwelling which would serve the proposed bedroom. This would provide an adequate level of outlook for

future occupiers. In addition, there are two proposed roof lights above the bedroom which would provide a sufficient level of light to this room. Officers therefore consider that reason for refusal 2 has been overcome and the proposal is acceptable.

Overbearing Impact

- 8.12 Under the previous application, the third reason for refusal referred to the overbearing impact of the proposed dwelling upon the neighbouring garden area serving No. 70 Humberstone Road.
- 8.13 The ridge height of the previous proposal would have continued and maintained the ridge height of the adjacent building at No. 1 Lovers Walk. This would have projected along the neighbouring boundary with No. 70 Humberstone Road and create a sense of enclosure upon the amenity of this neighbour. The current application proposes to retain the ridge height of the existing garage which 1.5m lower than that of the previous height proposed. Given the height of the proposed dwelling would be the same as the existing garage, officers consider that no additional overbearing impact would arise in this instance and therefore the proposal has overcome reason for refusal 3.
- 8.14 The flat roof of the proposed dwelling would be set hard up against the rear boundaries of Nos. 74 and 72 Humberstone Road, to the north. Given the low height of the flat roof and minor scale of the proposal, no significant overbearing impacts are considered to arise upon the amenities of these neighbouring properties.
- 8.15 Overall, the current application is considered to have overcome the previous reason for refusal (reason 3) regarding overbearing impact and is in accordance with policies 55 and 56 of the Cambridge Local Plan 2018.

Overlooking Impact

- 8.16 Given the proposed dwelling would be single storey and the positioning of the windows would not be facing in the direction of any neighbouring properties, no overlooking impact is considered to arise upon the amenities of the neighbouring properties in this instance.

Overshadowing Impact

- 8.17 Given the proposed dwelling would comprise the same height as the existing garage, no additional loss of light or overshadowing impacts will occur upon the amenity areas of the surrounding neighbouring properties.

Overall, the proposal is considered to respect the amenities of neighbouring properties and is therefore in accordance with Cambridge Local Plan 2018 policies 55 and 56.

Wider Area

- 8.18 The Environmental Health Officer has been consulted on the application and has recommended approval, subject to conditions regarding construction hours and work related delivery times. In order to protect the amenities of neighbouring properties, this condition is considered to be necessary and reasonable and shall be imposed upon any consent granted.

Accessible homes

- 8.19 The development has been assessed for compliance with Policy 51 in relation to providing an acceptable layout to comply with M4 92) Building Regulations. A condition shall be imposed upon any consent granted to secure this requirement and comply with policy 51.

Refuse Arrangements

- 8.20 The proposed bin store will be located adjacent to the amenity area which is considered to be in a suitable location. The proposal is compliant with the RECAP guidance and is in accordance with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.21 the Local Highway Authority have been consulted on the application and have raised no objections subject to an informative to ensure the applicant is aware that all future occupiers will not be eligible to apply for future Resident's Parking on the surrounding streets. This shall be imposed upon any consent granted.

- 8.22 Given the proposed dwelling will be occupied by a single person and no car parking is proposed, the proposal is not considered to result in any significant number of vehicle trips to and from the site and therefore, the proposal is considered to retain the safe and effective operation of the adopted highway and is in accordance with paragraphs 108 and 109 of the NPPF and policy 81 of the Cambridge Local Plan 2018.

Car Parking

- 8.23 The majority of representations received have raised concerns regarding the lack of car parking proposed to serve the proposed development. No car parking is proposed for the future occupiers and given that the proposed dwelling is a 1 bedroom dwelling which would be occupied by an individual potentially working within Cambridge, the reliance on the car as their main mode of transport is considered to be unlikely. There is a concern raised that any cars parked within this area would limit the accessibility of pedestrians and cyclists accessing the rear gate serving No. 7 Elizabeth Way. The application does not propose any car parking as part of the scheme and therefore officers consider that there would be no significant safety hazards to pedestrians and cyclists accessing No. 7 or using the side passageway along the eastern boundary of the site.
- 8.24 Given the location of the site is within walking and cycling distance of Cambridge City centre, the site is located within a sustainable location and the development is considered to promote sustainable modes of transport and reduce car dependency. The lack of car parking provided is not considered to warrant a reason for refusal in this instance.
- 8.25 There is no conflict with the adopted car parking standards set out in Appendix L of the Cambridge Local Plan 2018. The proposal accords with Cambridge Local Plan 2018 policy 82.

Cycle Parking

- 8.26 One cycle parking space is provided which is in accordance with the cycle parking standards under Appendix L of the Cambridge Local Plan 2018. This will be located within a secure and enclosed structure set within the amenity area serving the dwelling. Overall, the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Integrated water management and flood risk

- 8.27 The application has been assessed by the City Council Sustainable Drainage Engineer and has been considered acceptable subject to conditions to secure a surface water drainage strategy and maintenance plan. These conditions shall be imposed upon any consent granted to ensure the development adopts sustainable drainage methods in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

Other Matters

- 8.28 There are concerns raised in regards the red line boundary submitted on the Site Location Plan. The applicant owns the majority of the land within the site however does not have full ownership of all of the land, hence why Certificate D has been submitted with the application. This is considered to be a legal dispute as opposed to a material planning consideration and will not be form any reason for refusal on planning grounds.
- 8.29 There are concerns raised in regard to the proposed dwelling being slightly offset when compared to the original building line of the existing garage. This is considered to be a minimal difference of approximately 100mm and is not considered to result in any reasonable reason to refuse the application on these grounds.
- 8.30 Concerns are raised regarding the footings/excavation works required to construct the dwelling, and the lower ground levels on which the dwelling would be situated. The applicant will be required to apply for Building Regulations which will formally assess the foundations on which the dwelling will be built upon and is not considered to be a material planning consideration. Should contractors require the access to the neighbouring gardens to construct the dwelling, this will need to be agreed between the applicant and the neighbouring parties and is not a material planning consideration in assessing this application.
- 8.31 There is a comment raised regarding a proposed wall which would encroach into the rear garden serving No. 70 Humberstone Road. The proposed footprint of the dwelling is shown to be included within the red line boundary as shown on the proposed Site Plan and therefore officers are of the view

that the proposal would not encroach into the rear garden area of No. 70.

8.32 Amended plans have been received following the applicant's wish to reinstate a 1.5m wide shared passageway running along the eastern boundary of the site, directly to the rear of Nos 5 and 7 Elizabeth Way. This was to address the comments raised by third party representations.

8.33 To ensure compliance with policy 28 (sustainability) condition 5 is proposed in relation to carbon reduction measures and condition 6 in relation to water efficiency standards. To ensure compliance with biodiversity requirements arising from policies 59 and 69, condition 7 is proposed which seeks details of bird and bat box provision. There is also a green/brown roof condition and an informative proposed in relation to Fire Tender access.

9.0 CONCLUSION

9.1 In conclusion, the current application is considered to have overcome the previous reasons for refusal as outlined within this report. The proposed development would be in keeping with the scale and form of development within the local area and adequately respects the amenities of neighbouring properties.

10.0 RECOMMENDATION: APPROVE subject to the following conditions and informatives:

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

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

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

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

Planning Act 1990.

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

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

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

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

5. No development 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 onsite 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).

6. The dwelling shall not 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).

7. No development above slab level shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

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

8. Prior to the commencement of development, other than demolition, a scheme for surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

1) 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

2) 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;

3) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;

4) A plan of the drained site area and which part of the proposed drainage system these will drain to;

5) Full details of the proposed attenuation and flow control measures;

6) Site Investigation and test results to confirm infiltration rates

7) Full details of the maintenance/adoption of the surface water drainage system;

8) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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

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

9. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings

hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in accordance with the approved details and shall be retained 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 and policy 31 and 32 of the Cambridge Local Plan 2018.

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

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

11. Notwithstanding the approved plans, 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 proposed garden courtyard shall be laid out in full and retained in accordance with the approved plans prior to the

occupation of the dwelling.

Reason: In order to protect future residential amenity (Cambridge Local Plan Policy 55 and 56).

INFORMATIVES

1. Following implementation of any Permission issued by the Planning Authority in regard to this proposal the residents of the new dwelling will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets. This should be brought to the attention of the applicant, and an appropriate informative added to any Permission that the Planning Authority is minded to issue with regard to this proposal.
2. Before the existing building is demolished, a Demolition Notice will be required from the Building Control section of the council's planning department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area.
3. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.
4. There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.
5. 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.