



## Cambridge City Council Planning

**Date:** Wednesday, 7 July 2021

**Time:** 10.00 am

**Venue:** Main Room - The Cambridge Corn Exchange, 2 Wheeler Street, Cambridge, CB2 3QB

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

### Agenda

**Timings are included for guidance only and cannot be guaranteed**

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
- **Part Two**  
Minor/Other Planning Applications

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

**Part 1: Major Planning Applications**

5 21/00659/FUL 71 - 73 Fen Road 10am

(Pages 7 - 46)

## **Part 2: Minor/Other Planning Applications**

6	21/01392/FUL Parkers Piece, Parkside	10:30am	(Pages 47 - 64)
7	21/00333/FUL McDonald's 639 Newmarket Road	11am	(Pages 65 - 74)
8	21/01107/FUL 72 Canterbury Street	11:30am	(Pages 75 - 88)
9	21/01125/HFUL 8 Kelsey Crescent	12noon	(Pages 89 - 98)

**Planning Members:** Smart (Chair), D. Baigent (Vice-Chair), Dryden, Flaubert, Gawthrop Wood, Porrer and Thornburrow

**Alternates:** Herbert, McQueen and Page-Croft

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- Phone: 01223 457000

## Public health and well-being for meeting arrangements

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We ask you to maintain social distancing at all times and maintain your face covering unless you are exempt or when speaking at the meeting. Hand sanitiser will be available on entry to the meeting.

If members of the public wish to address the committee please contact Democratic Services [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk) by 12 noon two working days before the meeting.

We would strongly encourage you to take a lateral flow test in the 7 days in advance of the meeting (ideally two 3 or 4 days apart). Lateral flow tests can be ordered here [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk/order-coronavirus-rapid-lateral-flow-tests) or obtained from your local pharmacy. There is a rapid testing centre at the Meadows Community Centre open Mon-Sat early til late also [Coronavirus \(COVID-19\) Rapid community testing - Cambridgeshire County Council](https://www.cambridgeshire.gov.uk/coronavirus-rapid-testing).

# 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 COMMITTEE**

**7th July 2021**

<b>Application Number</b>	21/00659/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	12th February 2021	<b>Officer</b>	Ganesh Gnanamoorthy
<b>Target Date</b>	14th May 2021		
<b>Ward</b>	East Chesterton		
<b>Site</b>	71 - 73 Fen Road Cambridge CB4 1UN		
<b>Proposal</b>	Demolition of the existing development and erection of 12no. dwellings together with access, car parking, bin and bike stores, landscaping and associated infrastructure.		
<b>Applicant</b>	C/O Carter Jonas One Station Square Cambridge		

<b>SUMMARY</b>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The development would significantly increase the amount of affordable housing to help meet demand within the city;</li> <li>- The proposed development would provide a high-quality residential development that would not have any significant adverse impact on the residential amenity of the neighbouring occupiers;</li> <li>- The design and scale of the proposed development is of a high quality and responds appropriately to the surrounding built form;</li> <li>- The proposed development meets high standards of sustainability with Passivhaus standards, MVHR, EV charging points, electrically based low carbon heating solution with air source heat pumps, solar panels, and sustainable urban drainage.</li> </ul>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

## **0.0 BACKGROUND**

- 0.1 This is a Regulation 3 planning application that has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. One of the original goals of the partnership was to deliver 500 net new council rented homes across the City using mainly council owned sites/assets. The City Council has received £70 million support from central government as part of the Devolution Deal to help achieve this target.
- 0.2 The partnership has received permission for a total of 954 homes, with 614 being Council rented. Of the 954 homes that have received permission, 851 have either been completed, occupied or are under construction on site.
- 0.3 Having met the original aim stated above, the partnership has decided to extend the drive to build more housing.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is an irregular shaped plot of land and occupies approximately 0.35 hectares in area. The site is located on the northern aspect of Fen Road.
- 1.2 The site hosts two single storey buildings with large footprints, although these are unoccupied at present and boarded up. Two smaller buildings are present on site also. The site was last used as a care facility.
- 1.3 The red line site takes in a small area of the open space to the north-west of the site (known as Five Trees) as the proposal includes alterations to the existing access between Fen Road and this space which currently runs along the north-eastern boundary of the site.
- 1.4 The property is not located within a designated conservation area and there are no listed buildings on the site or in the immediate vicinity.
- 1.5 The site is primarily residential in character, with the River Cam running broadly parallel to the south of this part of Fen Road.

## **2.0 THE PROPOSAL**

- 2.1 This application proposes the demolition of the existing buildings and erection of 12no. dwellings together with access, car parking, bin and bike stores, landscaping and associated infrastructure.
- 2.2 The proposal includes 4x two storey buildings, each housing between two and four dwellings. The dwellings would all be two storey and constructed of brickwork. The buildings would run broadly north-west to south-east through the site, with two buildings either side of an access road which would be, in parts, a shared surface. The access road would also provide a replacement pedestrian access from Fen Road through to Five Trees.
- 2.3 The proposal includes the provision of 8x 2-bedroom houses, 3x 3-bedroom dwellings and 1x 4-bedroom dwelling. Two of the dwellings (1x 3-bedroom and 1x 4-bedroom) would be suitable for occupation by wheelchair users.
- 2.4 A total of eleven car parking spaces are proposed, including a disabled access bay for each of the wheelchair user dwellings.
- 2.5 All properties would have private gardens with refuse and cycle stores contained within.
- 2.6 The scheme has been through an extensive pre-application process with officers, and the design of buildings, layout and open spaces has evolved.
- 2.7 In addition to the relevant plans and application form, the application is accompanied by the following supporting information:
- Preliminary Ecological Appraisal;
  - Design and Access Statement;
  - Flood Risk and Drainage Strategy Report;
  - Tier 1 Contamination Risk Assessment;
  - Topographical Survey
  - Planning Statement;
  - Electric Vehicle Charging Plan;
  - Dust Management Plan;
  - Transport Appraisal;

- Tree Survey and Arboricultural Impact Assessment, and associated Drawing;
- Traffic Management Plan;
- Demolition and Construction Noise Assessment
- Sustainability Report;
- Carbon Reduction and Energy Statement
- Illustrative Landscape Masterplan;
- Overheating Report;
- Tier 2 Geo-Environmental Report;

### **3.0 SITE HISTORY**

3.1 The most relevant applications are as follows:

- Outline permission refused 14 June 1989 for residential development. Ref C/89/0091
- Outline permission granted 10 April 1991 for the erection of two houses and two bungalows to vacant sites. Ref C/90/1116
- Reserved Matters permission granted 20 November 1991 for the erection of two bungalows for the disabled. Ref C/91/0860
- Permission granted 24 March 1999 for the erection of single storey extension at rear to provide 2 additional bedrooms and a sleeping room. Erection of a conservatory on south west side. Ref C/99/0052
- Permission granted 10 June 1999 for the erection of single storey extension at rear and a conservatory on the south-west side (amendment to application above). Ref C/99/0317

### **4.0 PUBLICITY**

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

4.2 The Case Officer was informed by a resident that a site notice that had been erected was not in situ, and so a replacement notice was erected, starting the twenty-one day consultation period afresh.

## 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, 45, 50, 51, 52, 55, 56, 57, 59, 67, 68, 70, 71, 73, 74, 75, 80, 81, 82, 85

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

Central Government Guidance	National Planning Policy Framework February National Planning Policy Framework – Planning Practice Guidance Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction SPD 2020 Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments Public Art SPD

	<u>Area Guidelines</u> None Applicable
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## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The Highways Officer had initially raised concerns regarding the width of the access road. This was due to an error on some of the submitted drawings.
- 6.2 Amended plans were submitted and the Highways Officer has confirmed that these overcome his original concerns. Conditions have been recommended and these all feature at the end of this report.

#### **Urban Design Officer**

- 6.3 The Council's Urban Design Officer has commented in support of the scheme subject to the imposition of conditions to secure samples and a schedule of materials to be used in the external elevations.

#### **Sustainability Officer**

- 6.4 The Council's Sustainability Officer has confirmed that the scheme is acceptable from a sustainability point of view subject to the imposition of conditions regarding Passivhaus certification, and water efficiency. These have been recommended accordingly.

#### **Landscape Officer**

- 6.5 The Council's Landscape Officer has commented in support of the proposal, subject to the imposition of a condition to secure further details of hard and soft landscaping proposals.

#### **Refuse Officer**

- 6.6 The Council's Refuse Officer had originally raised concerns over the proposal although has subsequently withdrawn their objection after further explanation from the applicant.

### **Tree Officer**

- 6.7 The Council's Tree Officer has been consulted on the proposal, and no objections have been raised subject to the imposition of conditions.

### **Drainage Officer**

- 6.8 The Council's Drainage Officer had originally requested more information be provided to allow for a full assessment of the scheme.
- 6.9 The requested information has been provided and the Officer has confirmed that the information provided is now adequate, and the proposal is acceptable subject to the imposition of conditions.

### **Local Lead Flood Authority**

- 6.10 The Local Lead Flood Authority have been consulted on the proposal and an objection has been raised due to a lack of information regarding finished floor levels, pollution control, and infiltration testing.
- 6.11 This information was subsequently provided and the Officer has confirmed that they are happy to remove their objection subject to the imposition of conditions.

### **Environmental Health Officer**

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

### **Environment Agency**

- 6.13 The Environment Agency have raised no objection to the proposal.

### **Ecology Officer**

6.14 The Council's Nature Conservation Officer has commented on the proposal and indicated that an after dark bat survey would be required to be undertaken prior to the application being determined.

6.15 This survey was subsequently undertaken and submitted for the Nature Conservation Officer's scrutiny. The survey found no evidence of bats on the survey date, and found that two of the four buildings on the site had 'low' roosting potential whilst the other two had even smaller potential. The Officer has confirmed that he is content with the findings of the document.

### **Public Art Officer**

6.16 No comment received.

### **Fire and Rescue**

6.17 No comment received.

### **Anglian Water**

6.18 No objection raised.

### **Designing Out Crime Officer**

6.19 The Officer has raised no objection to the proposal.

### **Cambridge Airport**

6.20 No objection raised

## **7.0 REPRESENTATIONS**

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

7.2 Letters of representation from the following addresses have been received as a result of this process:

Road Name	Property Number
Fen Road	26, 34, 69
Cheney Way	5, 9, 19, 21, 27
Lents Way	26
Brookside	1

7.3 The representations can be summarised as follows:

<b>Concern</b>	<b>Officer Response</b>
Poor public transport links, and unlikely use of train by Council tenants	8.48
Overlooking/loss of privacy	8.21-8.22, 8.26
Increased noise from future occupiers	8.25
Increased traffic	8.41
Shared roadway would be unsafe	8.41-8.42
Insufficient regular parking provision and no disabled parking	2.4, 8.45-8.48, 8.55
Loss of existing path to rear of properties on Cheney Way	8.11-8.12
Fen Road not appropriate for Motability scooters	8.86
Historic agreement regarding non-development of the site for residential purposes other than bungalows	8.87
Possible future building on Fiveways as precedent will have been set	8.88
Wildlife impacts	8.67-8.69
No disabled user dwellings	2.3, 8.34
Loss of greenery and trees/hedges	8.60-8.66, 8.71
Overdevelopment	8.20
Change to character	8.7-8.10, 8.19
Overshadowing	8.21-8.23, 8.26
20% net biodiversity gain is	8.69-8.71

unambitious	
Impact of proposed trees on existing properties	8.65
Impact on Chisholm Trail route	8.89
Proximity of bin and bike stores to existing residential properties	8.15, 8.37-8.39, 8.53

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

## 8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Flood risk
5. Refuse arrangements
6. Highway safety
7. Car and cycle parking
8. Drainage
9. Trees and ecology
10. Energy and Sustainability
11. Affordable housing
12. Public art
13. S106 contributions
14. Third party representations

### Principle of Development

8.2 Policy 3 of the Cambridge Local Plan (2018) seeks to ensure that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. The proposal is for a residential development within a predominantly residential area, and on a site which already houses buildings that were built for the purpose of residential development.

- 8.3 It is noted that the site was most recently used as a care facility, although planning permission has never been granted for this use. A search of the Care Quality Commission website, and other online sources, has failed to provide concrete evidence of when the care use started, and the only records that have been located confirms the use for a period of less than ten years.
- 8.4 The most recent planning permissions provided outline planning permission for two bungalows on this site (C/90/1116) and reserved matters permission for two bungalows for disabled users. Officers have negotiated with the applicant that two dwellings suitable for disabled users should be provided as part of this scheme.
- 8.5 With the above in mind, it is officers' opinion that the lawful planning use of the site is residential, and the proposal does not seek to change this. It is open to the applicants if they so wished to demonstrate this categorically through the submission of a certificate of lawful development, however, officers do not consider this to be necessary for the purposes of determining this proposal.
- 8.6 The principle of development is considered acceptable subject to the material considerations discussed below being satisfactorily met.

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

- 8.7 The site sits within a predominantly residential area with two storey, pitched roofed, dwellings being the most common built form. There are also a number of chalet bungalows in the immediate vicinity, most notably on the southern aspect of Fen Road. Brick is the prevailing material of construction in the properties nearby.
- 8.8 The proposed development has been laid out in the form of four small blocks, each of two storeys in height, which would ensure that the massing is sympathetic to the character of the existing area. Indeed, the northern aspect of this part of Fen Road is typified by housing of the same form.

- 8.9 The properties would have pitched roofs and would be constructed of brick – further ensuring a coherent response to the existing character.
- 8.10 The properties would sit perpendicular to the properties fronting Fen Road. This mews-type style of development would be read from the streetscene in a similar way as other roads that run perpendicular to Fen Road - that is, a road with properties on either side.
- 8.11 The proposal would result in the loss of an existing pedestrian pathway that runs north-west to south-east from Fen Road to Fiveways. This pathway is relatively narrow and is bound on either side by timber close boarded fences that form the rear boundaries of properties on Cheney Way and the flank boundary of the application site. The proposal would re-provide the link from Fen Road to Fiveways through the access road of the development site. This is considered to provide an improved situation to the existing – in terms of width and openness as well as surveillance and user experience.
- 8.12 It is understood that some concern exists from residents of Cheney Way who would like to have access to the rear of their properties retained from the public footpath. There are no gates leading into properties from this pathway although residents have stated they sometimes get large/bulky items through by lifting up the fence panels. This concern is understood, although there is no right of access in the manner described above, and as such there is no planning reason to insist upon the path being retained in its current location. Indeed, doing so would result in the loss of garden space for some of the new houses proposed which would be detrimental to the quality and success of the overall scheme, as well as future occupiers.
- 8.13 The buildings have been designed to meet Passivhaus standards, and as such, the building form is somewhat simplistic, although this is not alien in the existing surrounds. Officers consider that the construction materials are of paramount importance and a condition to secure detail and sample of these have been suggested.
- 8.14 The scheme has been laid out in a logical manner with the street layout providing easy access to all properties, whilst being kept to a minimum to ensure that the development would

not feel car dominated. The location of the residential parking is suitably distributed through the site which further reduces any sense of the development being car-led.

- 8.15 Each house would have their own refuse stores which helps to reduce visual clutter within the streetscene.
- 8.16 Each property would benefit from a private garden, and it is considered that the quantum and quality of open space proposed is of a sufficient scale for the development proposed.
- 8.17 The Council's Urban Design Officer has been involved in pre-application discussions on this proposal and the scheme has evolved with her input. The Officer has confirmed support for the scheme subject to the conditions discussed above.
- 8.18 The Council's Landscape Officer has been consulted on the proposal and they have confirmed that the scheme is satisfactory subject to the imposition of a condition securing detailed hard and soft landscaping plans.
- 8.19 It is considered that the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and would not constitute overdevelopment. Officers consider that the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, and 59.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.20 The development has been designed with the context of neighbouring properties in mind and has a similar urban grain to the surrounding area. The proposed buildings would have minimum separation distances from properties on Cheney Way of 23.00m and 10.60m from the flank boundary of 69 Fen Road, with the distance to the nearest window approximately 12.0m away. The buildings have been positioned so that the shorter views are more oblique (69 Fen Road is perpendicular to the nearest dwellings proposed) whilst the properties on Fen Way have a significant 'breathing space' from the proposed dwellings – 23m not being uncommon for back to back distances for two storey properties.

- 8.21 The distances between the existing properties and Cheney Way mean that the proposed dwellings would not cause any significant loss of privacy by way of overlooking, nor would there be a significant adverse impact to sunlight or daylight receipt. The rear garden of 69 Fen Road would have a dwelling facing towards their flank boundary (and garden beyond) some 10.60m away and this is, again, not an uncommon arrangement. It is also worthy of note that there is a large tree existing within the application site which would provide some additional privacy to occupiers using the garden space whilst sunlight and daylight receipt would not be significantly adversely impacted upon.
- 8.22 The distance to all other properties is greater than the relationships described above and are therefore considered acceptable.
- 8.23 Post application submission, the Urban Design Officer had requested a study to be undertaken to look at the impact of the proposal on existing properties. This was provided in an amended Design and Access Statement, and this demonstrated that any increase in overshadowing – at various times of the year – would be minimal.
- 8.24 It is acknowledged that the views experienced from some existing properties would be altered by the proposed development. However, it is not considered that the proposal, which respects the height and massing of the established urban grain in the vicinity, would be unduly visually dominant or overbearing to existing occupiers. The separation distances between properties further cements this comfortable relationship.
- 8.25 Concerns have been raised through representations about the noise generated by future occupiers. An increase in noise from any new development of this nature is to be expected although it is not appropriate for Officers to assume that the level of noise would be unacceptable, or unduly loud, and could not substantiate a reason for refusal on these grounds.
- 8.26 Officers have assessed the potential impact on the residential amenity of the surrounding occupiers in terms of sunlight, daylight, overlooking, overbearing sense of enclosure and overshadowing, and are satisfied that the proposal, due to its

siting, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the residential amenity of the neighbouring occupiers such that it would warrant refusal.

#### Wider area

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

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

#### Amenity for future occupiers of the site

8.29 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All units proposed comply with, or exceed, these standards. The table below sets out the standard of accommodation provided against the minimum requirements.

House Type	Min Requirement	Min proposed
2bed, 4person	79	80
3bed, 5person	93	93
4bed, 6person	106	121

8.30 In this regard, Officers consider that all the new homes proposed would provide a high-quality internal living environment for the future occupants.

8.31 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.

- 8.32 All of the proposed dwellings benefit from a private garden. These are considered to be of an appropriate size, and conveniently located, for the dwellings provided.
- 8.33 It is considered that 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) policy 50.
- 8.34 The development has been assessed for compliance with Policy 51 and all dwellings comply with the requirements of Part M4 (2) of the Building Regulations. In addition, two dwellings would be suitable for wheelchair users, which is more than the required 5% of all units have been designed to M4 (3), indicating that they are suitable for wheelchair users. In order to ensure the units are provided to these standards, a condition has been recommended to secure these requirements.
- 8.35 The proposal has been designed to be energy efficient, and as such would help to ensure fuel bills for future residents are kept to a minimum.
- 8.36 Subject to the imposition of a condition as suggested in the previous paragraph, Officers are content that the proposal complies with Cambridge Local Plan (2018) policies 50 and 51.

### **Refuse Arrangements**

- 8.37 The proposed refuse storage arrangements are shown to be of a logical layout, with each house having a refuse store in their back gardens which would be presented at a designated collection point on collection day. The applicant has provided calculations of storage provision and these demonstrate that the quantum of provision is in accordance with the required levels. The applicant has provided detailed tracking plans demonstrating how refuse vehicles would be able to negotiate the development safely when collecting refuse and recycling.
- 8.38 The Council's Refuse and Recycling Officer has been consulted on the application and no response has been received.
- 8.39 Representations have raised concerns regarding the locations of proposed bin stores to property boundaries. No bin stores are proposed close to adjoining property windows and in a

convenient location that allows for use of the garden and good accessibility of the bins. Officers consider this arrangement to be acceptable. It is also worthy of note that planning can not ultimately control where people choose to leave their bins in any event and as such a reason for refusal on these grounds could not be substantiated.

- 8.40 Officers consider that the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

### **Highway Safety**

- 8.41 Concerns have been raised about the safety of the road layout with shared surfaces creating possible conflicts between different users as well as from increased traffic created by the development. This arrangement is not unfamiliar within Cambridge, and the use of shared surfaces assists with addressing the hierarchy of cars, cycles and pedestrians. The development proposed is relatively small in nature and the numbers of vehicle movements are not likely to be so significant that any significant conflict would be likely to occur. Any such conflict would not be noticeably different to pedestrians crossing roads.

- 8.42 The application has been supported by plans demonstrating how the development would be accessed and egressed. This includes swept path analysis which demonstrate that refuse trucks can operate safely within the site. The Highway Authority has been consulted as part of the application and no objections exist. They have suggested that conditions be attached in the event of permission being granted and these feature at the end of this report.

- 8.43 Officers consider that the proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

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

## Car Parking

- 8.45 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L of the same document.
- 8.46 The site is not located within a Controlled Parking Zone (CPZ) and, with this in mind, the maximum car parking provision on site is for:
- No more than a mean of 1.5 spaces per dwelling (up to 2 bedrooms)
  - No less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling (3 or more bedrooms)
- 8.47 The proposal affords 11 car parking spaces for the 12 properties proposed. This equates to 0.92 spaces per residential dwelling. The two M4(3) dwellings would have wheelchair accessible parking spaces within their curtilage, and two other dwellings would also have parking within their curtilage. The remaining seven spaces would be allocated in accordance with residents' needs.
- 8.48 Representations have raised concerns about the quantum of parking proposed, and whether it is sufficient. The representations have challenged the applicant's view that the site is a relatively sustainable one with bus stops and a train station in close proximity. The representation pointed out the infrequency of the bus service which is acknowledged by Officers. The representation accepts that the train service is much more frequent although challenges whether council housing tenants would be likely to use the train. This is not a view that appears to be supported by evidence, and is not supported by Officers.
- 8.49 The proposal includes provision of active charging points for 6 of the 11 car parking spaces (54.5%), and the remaining spaces are proposed to have infrastructure put in place to allow for future connectivity for electric charging.
- 8.50 The Council's Environmental Health Officer has requested that there should be a provision of 50% active electric vehicle charge points and the proposal complies with this.

## Cycle Parking

- 8.51 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L of the same document.
- 8.52 The standards set out that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms, and 3 spaces should be provided for dwellings with 4 bedrooms. The development is required to provide 28 cycle parking spaces.
- 8.53 The proposal provides 28 cycle parking spaces – which are provided in the gardens of each property. The location of these are considered to be easily accessible whilst allowing for enjoyment of the garden. Six additional spaces are provided in the external areas for visitors.
- 8.54 All dwellings are compliant with the required standards outlined above.
- 8.55 It is considered that the proposal promotes the prevalence of sustainable transport methods, and provides an acceptable balance between car and cycle parking. The proposal is considered to be compliant with Cambridge Local Plan (2018) policy 82.

## **Integrated water management and flood risk**

- 8.56 The application has been supported by a Flood Risk and Drainage strategy.
- 8.57 The Council's Drainage Officer and the Local Lead Flood Authority (LLFA) have been consulted on the proposal and concerns were originally raised regarding level of information provided. More information was requested regarding finished floor levels, pollution control, and infiltration testing.
- 8.58 Both consultees have confirmed that the information is acceptable subject to the imposition of conditions which have been added to this report.
- 8.59 It is considered, the proposal is compliant with the paragraph 163 of the National Planning Policy Framework (2019) and policy 31 of the Cambridge Local Plan (2018).

## **Trees & Ecology**

### Trees

- 8.60 The application was accompanied by a tree survey, arboricultural impact assessment and tree protection plan.
- 8.61 Policy 71 of the Local Plan requires proposals to ‘preserve, protect, and enhance’ existing trees and hedges that have amenity value as perceived from the public realm.
- 8.62 The report identifies a number of trees and hedges falling in A, B, C and U categories that are likely to be impacted by the proposal. The proposal will retain all of the A and B category trees whilst the majority of the C and U category trees in the middle of the site are to be removed.
- 8.63 The proposal involves new tree planting which would create a tree lined ‘avenue’ from Fen Road to Five Trees. Further details of the tree planting would be secured through the landscape condition detailed earlier in this report.
- 8.64 The Council’s Tree Officer has been consulted on the proposal and has raised no objection subject to the imposition of conditions.
- 8.65 Concerns have been raised around new tree planting and the impact this would have on existing properties with respect to light receipt for the dwellings and also the likely increased competition for water that the trees would provide. Officers understand these concerns and the details of any trees to be planted would need to be submitted to the Local Planning Authority as part of the hard and soft landscaping condition. The Council’s Landscape Officers would be consulted on such a submission and would seek to ensure that any future trees would be appropriate to their proposed location.
- 8.66 Subject to the conditions recommended, Officers consider the proposal is compliant with Cambridge Local Plan (2018) policy 71.

## Ecology

- 8.67 Representations have raised concerns regarding the impact of the development on wildlife. A preliminary Ecological Appraisal was submitted as part of the application and this concludes that the site does not fall under any wildlife designations. The report found that there could be a low chance of roosting bats on site, and recommended a further study be undertaken.
- 8.68 The Ecology officer has been consulted as part of the application, and after further information in the form of a night time bat survey, was submitted, has confirmed that there are no objections to the proposal.
- 8.69 The proposal would retain a number of important trees and hedges, whilst also introducing new landscaping, bird/bat boxes and fencing that would allow for hedgehog dispersal.
- 8.70 An objector has stated that the 20% net biodiversity gain aimed for by the applicant is 'unambitious', and wishes for a higher threshold to be insisted upon for this site. Officers do not consider it appropriate to insist on any standard that is above and beyond what planning policy sets out (Policy 57 (h) states that development will be supported where it "includes an appropriate scale of features and facilities to maintain and increase levels of biodiversity in the built environment"), and a reason for refusal on these grounds could not be warranted. The applicant has provided metric calculations that demonstrate a likely net gain in biodiversity of approximately 30%.
- 8.71 The proposal would be in accordance with Policies 57 and 70 of the Cambridge Local Plan (2018).

## **Energy and Sustainability**

- 8.72 The proposed development includes a series of renewable energy and sustainability measures to reduce carbon emissions and to save energy in accordance with Policy 28. These include the following:
- Passivhaus standard housing
  - Sustainable urban drainage integrated into hard landscaping including permeable paving
  - Air Source Heat Pumps

- Mechanical Ventilation with Heat Recovery (MVHR) for all properties
- Electric vehicle charging points – provision made for both residents and the public car park
- Photovoltaic (PV) panels on the roofs of houses and apartments.

8.73 The Energy report demonstrates that the approach chosen would comfortably exceed the 19% reduction in carbon dioxide emissions target within Building Regulations Part L and would comply with policy 28. A comprehensive approach has been taken to sustainability and the measures proposed combine to form a highly sustainable development.

8.74 The Council's Sustainability Officer has been consulted on the proposal and has raised no objections subject to the imposition of conditions relating to Passivhaus certification and water efficiency.

8.75 Officers have no reason to consider the information submitted differently to the Sustainability Office and have recommended the suggested conditions accordingly.

### **Affordable Housing**

8.76 Policy 45 of the Cambridge Local Plan (2018) seeks to secure 40% affordable housing on schemes of 15 or more dwellings, and 25% for schemes with 11-14 dwellings.

8.77 The proposed development is for a scheme of 12 dwellings and so is required to provide 25% affordable housing provision. However, all 12 dwellings are proposed for affordable housing – as social rented accommodation. This equates to 100% of the total number of dwellings.

8.78 Whilst Policy 45 requires a mix of intermediate and affordable rented housing, the development would deliver Council rented housing only. There is a very significant and un-met need for Council rented housing and the Council has identified that the significant levels of affordable rented need might otherwise go unmet without its own direct intervention. It is considered that the proposed tenure of affordable housing is justified in this case, especially in light of the 100% affordable housing provision.

## **Public Art**

- 8.79 Policy 56 seeks to ensure public art is embedded within new developments.
- 8.80 The applicant has provided a statement in their Planning Statement which explains that no public art provision is proposed for this site. The justification for this is the cost of providing Passivhaus standard housing, along with the other benefits afforded by the proposal – such as 100% affordable housing, two wheelchair habitable homes, EV charging points as well as an improved public route from Fen Road to Five Trees.
- 8.81 Officers are required to weigh up the benefits of a proposal against the negative aspects. In this instance, Officers acknowledge the conflict with policy 56 but consider that the wider public benefits of the proposal significantly outweigh the non-provision of public art.

## **S106 Contributions**

- 8.82 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is
- a) necessary to make the development acceptable in planning terms;
  - (b) directly related to the development; and
  - (c) fairly and reasonably related in scale and kind to the development.
- 8.83 In bringing forward these recommendations in relation to the Planning Obligation for this development Officers have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy. The Heads of Terms are summarised below. Financial contributions would be calculated using formulae

based on the final housing mix agreed through reserved matters.

<b>Heads of Terms</b>	<b>Summary</b>
<b>City Council Infrastructure</b>	
Affordable housing	100% provision on site.

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

### **Third Party Representations**

8.85 Some of the matters raised in the representations have been addressed in this report already. Other issues are addressed in this section.

8.86 Concerns have been raised about the suitability of Fen Road for motorised scooter users. The rationale for this concern is not clear to officers although it is assumed this is questioning the provision of wheelchair accessible dwellings being provided in this location. The current condition of Fen Road, which Officers are not offering comment on, is not considered to be an appropriate reason to not provide wheel chair accessible units in the development. Conversely, it would not be appropriate to expect the applicant to make alterations to the public highway.

8.87 Representations have made mention of an historic agreement regarding non-development of the site for residential purposes other than bungalows. It is not clear who this alleged agreement was made between, or when it was made, but there is nothing in planning law, nationally or at a local level, restricting the development of this land. If there was a covenant on the land restricting such development this would fall outside of the remit of planning.

8.88 Concerns have been raised regarding this development, if permitted, setting a precedent for future development of Five Trees, particularly in light of the location of the access road. Officers wish to make clear that each planning application is assessed on its own merits, and this scheme cannot be refused

because of what may or may not be applied for at some point in the future. If any scheme were to come forward for the Five Trees area in the future this would be assessed against the planning policies of that time and determined accordingly, but the granting of an application on this site does not make future development on the adjoining site more, or less, acceptable.

- 8.89 Concerns have been raised about the impact of the development on the proposed Chisholm Trail route. The proposed route would come north from the River Cam between 34 and 46 Fen Road and then turn right, which would be to the east of the access to the site. The proposal does not interfere with this arrangement, and while there would be a new access near the route of the Chisholm Trail it is not considered to provide an unacceptable conflict between users. Indeed, the application actively supports the use of cycles through the provision of 34 cycle parking spaces throughout the site, and residents would have convenient access to the Chisholm Trail.

## **9.0 CONCLUSION**

- 9.1 The proposal is for the comprehensive redevelopment of the site involving the erection of 12 dwellings (100% for Council rent).
- 9.2 The proposed development has had extensive pre-application consultation with a variety of consultees prior to its submission. Nevertheless, the scheme has been amended post submission to address issues that were not satisfactorily resolved at the pre-application stage.
- 9.3 The proposal has been guided by the National Planning Policy Framework (NPPF) and Cambridge Local Plan (2018) which are material considerations.
- 9.4 The application has been considered against the relevant policies, and upon assessment, it is considered that the application complies with national and local policies, and should, therefore, be granted planning permission subject to appropriate planning conditions and a S106 legal agreement.

## 10.0 RECOMMENDATION

**APPROVE PLANNING PERMISSION** subject to (1) the prior completion of a S106 agreement to secure the planning obligations specified in paragraph 8.83 of this report, and (2) the following conditions:

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

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

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

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

3. No 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 all brick types, roof tiles, window and door details, and rainwater goods. 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).

4. No brickwork above ground level shall be laid until a sample panel 1.5 x 1.5m has been prepared on site detailing the choice of brick, bond, coursing, 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: 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).

5. Notwithstanding the plans hereby approved, two of the dwellings shall be constructed to meet the requirements of Part M4(3) 'wheelchair user dwellings', and all other dwellings shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018, Policies 50 and 51).

6. No laying of services, creation of permanent surfaces or erection of any building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Flood Risk & Drainage Strategy Report prepared by Walker Associates Consulting Ltd (ref: 7425) dated 12 May 2021 and shall also include:

- a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage and disposal elements, including an allowance for urban creep, together with an assessment of system performance;
- b) Detailed drawings of the entire proposed surface water drainage system and attenuation measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- d) Site Investigation and test results to confirm location of testing and infiltration rates as well as finished levels showing the clearance to measured groundwater;
- e) Details of overland flood flow routes in the event of system

exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

f) Demonstration that the surface water drainage of the site is in accordance with DEFRA non\_statutory technical standards for sustainable drainage systems;

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

h) In the event that infiltration is not feasible, permissions to connect to a receiving watercourse or sewer;

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 and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts.

7. No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.

8. No development above ground level shall commence until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments, incorporating a method of dispersal for hedgehogs, to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter. Development shall be carried out in accordance with the approved details.

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

9. Prior to the commencement of above ground works, with the exception of demolition, a scheme for ecological enhancement (minimum 20%) including native planting, measures to allow dispersal of hedgehogs and in-built features for nesting birds, roosting bats and shall be provided to and agreed in writing by the Local Planning Authority. The measures shall be implemented in accordance with the agreed scheme.

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

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

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

11. 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).

12. 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).

13. 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)

14. 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 17 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.

15. 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 17 and implemented under condition 14 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.

16. 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.

17. Submission of Detailed Remediation Strategy

Prior to the commencement of the development (or phase of) a detailed remediation strategy shall be submitted to and approved in writing by the Local Planning Authority. The remediation strategy must detail the works required in order to render harmless the contamination identified in the Tier 2 Geoenvironmental Assessment (by MLM, ref: 66201918-MLM-ZZ-XX-RP-J-0002, rev C02, status S2, dated 10th February 2021) given the proposed end use of the site and the surrounding environment, including any controlled waters.

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.

18. Unexpected Contamination (In the place of standard condition CE13C)

If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

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.

19. 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 the adjoining properties. (Cambridge Local Plan 2018 policy 35).

20. Demolition and construction shall be carried out fully in accordance with the methodology, proposed mitigation and monitoring as specified within the following documents:

1. Create Consulting Engineers Ltd "demolition & construction noise impact assessment - revision A" dated 27th January 2021 (reference: SW/CS/P21-2216/01 Rev A).
2. Create Consulting Engineers Ltd "dust management plan - revision B" dated 29th January 2021 (reference: NP/CS/P21-2216/02 Rev B).

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

21. Artificial Lighting

Prior to the installation of any artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (or as superseded).

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

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

22. Prior to first occupation of the development, the proposed Electric Vehicle charging points shall be operational and in accordance with drawing FR-EV01.

The EV charging points shall be 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).

23. The development hereby permitted shall be designed in accordance with the Passivhaus standard, as set out in the 71-73 Fen Road Sustainability Report, Pollard Thomas Edwards, February 2021 (Rev C01). Prior to occupation, or as soon as practicable after occupation, evidence of Passivhaus certification shall be submitted to and approved 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 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

24. Water efficiency standards for the scheme shall be carried out in accordance with the water efficiency specification set out in the 71-73 Fen Road Sustainability Report, Pollard Thomas Edwards, February 2021 (Rev C01) , which sets out the measures to be implemented to achieve no more than 100 litres/person/day. The development shall only be used or occupied in accordance with the agreed details, and any amendments to the specification shall first be submitted to and approved in writing by the local planning authority.

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).

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

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

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

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

27. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, cctv installations and water features); proposed (these need to be coordinated with the landscape plans prior to be being installed) 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;
- b) 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; The scheme must be developed and delivered in line with the Landscape Institute's current guidance on plant biosecurity (Biosecurity Toolkit);
- c) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.
- d) If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69)

28. 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

29. 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 and to discuss details of the approved AMS. A record of the meeting will be forwarded to the LPA Tt officer 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.

30. 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.

31. 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

32. No building hereby permitted shall be occupied until foul water drainage works have been detailed and approved in writing by the local planning authority.

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

## **INFORMATIVES**

1. The details required to discharge the submission of materials condition above should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.
2. To satisfy the Noise Insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This

requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

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

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

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

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

3. Infiltration rates should be worked out in accordance with BRE 365. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.
4. Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year.

Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

5. Fire service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building Regulations.

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**PLANNING COMMITTEE**

**7th July 2021**

<b>Application Number</b>	21/01392/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	25th March 2021	<b>Officer</b>	Charlotte Spencer
<b>Target Date</b>	20th May 2021		
<b>Ward</b>	Market		
<b>Site</b>	Parkers Piece Parkside Cambridge		
<b>Proposal</b>	Retention of observation wheel until 31st October		
<b>Applicant</b>	Mr S Thurston C/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The proposed temporary use would not harm the nature, or use of Parkers Piece and is acceptable in principle;</li> <li>2. Subject to conditions, the proposed use would not have a detrimental impact on neighbouring residents.</li> </ol>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application relates to Parkers Piece which is a Protected Open Space located within the city centre. Parkers Piece is a rectangular shaped green space that is bordered by Gonville Place to the South East, Regent Terrace to the South West, Park Terrace to the North West and Park Side to the North West. The buildings that surround the space comprise a mixture of uses including residential dwellings, restaurants, hotels as well as Parkside Pool and the Fire and Police Stations.
- 1.2 Parkers Piece lies within the Central Conservation Area and the footpaths that intersect the space are Public Rights of Way. Within the centre of Parkers Piece lies 'Reality Checkpoint' which is a Grade II Listed Building.

## 2.0 THE PROPOSAL

- 2.1 The application is seeking planning permission for the retention of an observation wheel for a temporary period until 31st October 2021. The observation wheel was installed in late May 2021 and is located within the Eastern sector of Parkers Piece.
- 2.2 The observation wheel is 36 metres tall and supported by eight stanchions with a white painted finish and it holds 24 fibre glass gondolas. To the front of the wheel lies the ticket booth and Astroturf deck. There is also a coffee van and some seats on the decked area. The whole area takes up a space of 22 metres by 30 metres.
- 2.3 During the determination process, Certificate B was amended, further details regarding parking and deliveries and further details regarding noise issues were submitted.

## 3.0 RELEVANT SITE HISTORY

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
07/0573/FUL	Installation and operation of 'Hiflyer' tethered balloon (to rise to 155.75 metres) with viewing platform, winch retrieval, ancillary cabling and access works (temporary period of 5 years operating 12 months of the year)	Refused 17.08.2007
07/1067/FUL	Temporary ice rink from November 2007 to January 2008 and from November 2008 to January 2009 to include viewing platform, and marquee structures for changing facilities and a café	Approved 21.11.2007
07/1065/ADV	Advertising boards	Approved 07.11.2007
09/0480/FUL	Erection of a temporary ice rink including 2 marquees, a box office hut, Christmas market, advertising, decorations and associated fairground rides	Approved 04.09.2009

10/0590/FUL	Temporary ice rink including 2 marquees, box office hut, advertising, decorations and associated fairground rides	Approved 27.08.2010
12/1308/NMA	Non material amendment on application 10/0590/FUL for moving marquee from the back of the ice rink to the right hand side	Approved 29.10.2012
12/1351/ADV	Installation of a plastic banner	Approved 07.12.2012
14/0906/FUL	Installation of a temporary real-ice ice rink with associated skate hire marquee, viewing platform and back-of-house/plant area; a family entertainment area with children' rides and food concessions; and a Christmas market with stalls and concessions, to one quadrangle of Parkers Piece	Approved 19.10.2015
20/03552/FUL	To renew the installation of a temporary real-ice ice rink with viewing platform and back-of-house/plant area; a family entertainment area with children' rides and food concessions; and a Christmas market with stalls and concessions, to one quadrangle of Parkers Piece. Event to run from 1 <sup>st</sup> November 2020 to 31 <sup>st</sup> January 2025	Under determination

#### **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 10 34 35 55 56 57 59 60 61 65 67 79 81

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)
Supplementary Planning Documents (These have been prepared in parallel with the Local Plan preparation and will be shortly adopted by the	Cambridgeshire and Peterborough Flood and Water

Executive Councillor by an out of cycle decision.)	
Previous Supplementary Planning Documents  (These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)	Sustainable Design and Construction (May 2007)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material Considerations	<u>Area Guidelines</u> Cambridge Historic Core Conservation Area Appraisal (2015) Parkers Piece Conservation Plan (2001)  Appendix F: Tall buildings and the Skyline

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 Initially requested a condition requiring a Traffic Management Plan. Following receipt of further information from the applicant's agent regarding parking and delivery vehicles no further comments have been received from the Local Highways Authority.

### **Environmental Health**

- 6.2 The site was visited on 28<sup>th</sup> May 2021 18:45 -19:30 hours to determine the impact of the wheel's operation on the locality.
- 6.3 The floodlights were directed to the commercial Kelsey Kerridge building and unlikely to be a significant impact due to the proposed 8pm curfew. The flashing 'light show' of the many

lights located around the wheel may cause annoyance to the locality due to the intensity and height of the wheel, however, the 8pm curfew and distance to nearby receptors is reasonable to mitigate the impact.

- 6.4 During the visit the wheel was not connected to the mains power and the generator was operating the wheel. The generator was audible on the boundary of Parkers Piece at varying levels of intensity depending on lulls in traffic. The operation of the generator without further acoustic mitigation is unacceptable. It is important that the generator is only to be used in an emergency.
- 6.5 The main concern was the loud regular metallic ‘clanking’ as the wheel rotated which did not comply with the stated ‘silent operation’. This noise was clearly audible on Park Terrace, Regent Terrace and Gonville Place and likely to be audible on residential receptors.
- 6.6 Confirmation is required that mains power has been supplied to the wheel and the metal clanking noise has been resolved.
- 6.7 The following conditions are recommended:
- Restrict hours of use to 11am-8pm
  - Generator only to be used in the event of mains power failure emergency
  - No amplified music

### **Urban Design and Conservation Team**

- 6.8 Parkers Piece is one of the most important historic open green spaces in the Conservation Area and one of its key characteristics is its relatively unbroken openness. Apart from the lighting columns, the main space is completely free of structures -those that there are tend to be at the periphery. It has little in the way of subdivision by fences or railings and the grass surface is largely unbroken except for the footpaths crossing the space. The other key conservation characteristic is the presence of a Grade II Listed Building – the so-called ‘Reality Checkpoint’. That it is free of structures, trees and shrubbery and anything tall other than lighting columns and is literally ‘open space’ is an important part of its attraction to many and makes the listed building the most visible feature.

- 6.9 The observation wheel is particularly tall and although being of a filigree construction, is extremely visually prominent. From a conservation point of view the visual dominance detracts from the listed building and the wider Conservation Area. Whilst there is no objection to having this type of recreational device on the Piece, it seems locating them nearer the periphery and fixed facilities makes more sense and reduces the visual dominance of the open space.
- 6.10 I consider the proposal will adversely affect the character of the Listed Building and will not preserve or enhance the character or appearance of the Conservation Area. The proposals will not comply with Policies 61/62. With reference to the NPPF and the effect on the significance of the heritage asset, paragraph 196 would apply.

### **Sport England**

- 6.11 Sport England is satisfied that the proposed development meets exception 3 of our playing fields policy in that the development only affects land incapable of forming part of a playing pitch. No objections.
- 6.12 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:
- 29 Bateman Street
  - 1 Eden Street
  - 48A Eden Street;
  - 1 Gresham Place, Gresham Road;
  - 142 Gwydir Street;
  - 10 Lyndewode Road;
  - 37 Northfield, Girton;
  - 3 Norwich Street;
  - 87 Ox Meadow, Bottisham;
  - 11 Parker Street;
  - 8 Park Terrace;
  - 9 Park Terrace;
  - Camden House, Emmanuel College, Park Terrace;

- 20 Parkside;
- 27 Parkside;
- 32 Parkside;
- Lower Flat, 32 Parkside;
- 82 Radegund Road;
- 15 Shelly Garden;
- 5 St Pauls Walk;
- 100 Tenison Road;
- 9 Wilburforce Road;
- 80B York Street.

7.2 The representations can be summarised as follows:

Visual Impact

- Wheel is unsightly and not in keeping with the ethos of Cambridge;
- Aesthetically incompatible;
- Overpowers the green space and surrounding architecture;
- Substantially higher than most surrounding buildings.

Impact on neighbour amenity

- Lighting of wheel is visible from residences;
- Lights are disturbing;
- Concern regarding the use of the generator as it is loud and emits fumes;
- If wheel is accompanied by music will erode the quiet enjoyment;
- Loss of privacy;
- Vista will be impaired from surrounding properties.

Transport

- Situated in the heart of a residential area which suffers from traffic congestion
- Cycle provision is an underestimation.

Importance of Parkers Piece as an Open Space

- Extension of the commercialisation of Parkers Piece which is inappropriate to a public space;
- Damage the turf;
- 6 months is too long;
- Valued public commodity;
- Peaceful green is more important than ever.

### Planning Process

- At the date of receiving the letter the wheel was being installed;
- Wheel operating two weeks before the end of public consultation;
- Description incorrect as wheel is being installed;
- Gone through the back door of permitted development;
- No publicly displayed notices;
- Parker's Piece is defined as a public space and the 1985 Act specifically limits closure of any part of the city's public spaces to more than 6 days at any one time;
- Will become a fait accompli;
- Consultation is a sham.

### Other

- Assume North Pole will be the sequel to the extended period resulting in a portion of Parkers Piece being taken over by commercial activities for more than 6 months of the year;
- No details of revenue divulged and so there is lack of transparency;
- Parker's Piece is now being used as a revenue for the Council which curtails public informal recreation;
- Anti-social behaviour;
- Concern regarding social distancing/coronavirus.

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. Light pollution, noise, vibration, air quality, odour and dust
4. Residential amenity
5. Car and cycle parking
6. Third party representations

## **Principle of Development**

- 8.2 Policy 10 of the Cambridge Local Plan (2018) states that Cambridge City Centre will be the primary focus for developments attracting a large number of people and for meeting retail, leisure, cultural and other needs appropriate to its role as a multi-functional regional centre. Any new development within the City Centre should: a. add to the vitality and viability of the city centre; b. achieve a suitable mix of uses; c. preserve or enhance heritage assets and their setting, open spaces and the River Cam; d. be of the highest quality design and deliver a high quality public realm; and e. promote sustainable modes of transport.
- 8.3 Policy 67 of the Cambridge Local Plan (2018) states development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless the open space can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost.
- 8.4 Policy 79 of the Cambridge Local Plan (2018) states Proposals for new visitor attractions within the city centre will be supported where they: a. complement the existing cultural heritage of the city; b. are limited in scale; and c. assist the diversification of the attractions on offer, especially to better support the needs of families. The locations of any new attractions should have good public transport accessibility.
- 8.5 The observation wheel, which is already in place, is a temporary structure seeking permission to be in place until 31<sup>st</sup> October. The intention of the wheel is to aid in the recovery of the City Centre following the Covid-19 pandemic. It is located within an area with a mixture of uses and has good cycle and walking routes to other attractions within the city. As such it is considered that the wheel maintains, strengthens and diversifies the range of visitor attractions within the city centre. The visual impact on heritage assets will be discussed in more detail below
- 8.6 Due to the limited footprint of the wheel and its associated structures in relation to the overall size of Parkers Piece, it is considered that the area will remain a predominantly 'green

space' for recreational use. The wheel is sited within the eastern quadrant which is used for informal recreation and it has not resulted in the loss of any of the formal playing pitches elsewhere on the Piece. Therefore, it is considered that the wheel replaces the existing informal recreational aspect with another and as such there is no net loss of recreational facilities. In addition, it is noted that Sport England has not raised any objections to the proposal.

- 8.7 Parkers Piece has historically been used for recreational purposes including temporary uses and associated structures such as fun fairs, markets and fetes. As such, it is considered that use of the land for an observation wheel would be in keeping with the historic use of the space.
- 8.8 Subsequently, it is considered that the proposed temporary structure and use would comply with Policies 10, 67 and 79 of the Cambridge Local Plan (2018) and so is acceptable in principle, subject to all other material considerations.

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

- 8.9 Policies 55, 56 and 57 of the Cambridge Local Plan (2018) seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment. Policy 67 adds that development proposals will not be permitted which would harm the character of open space. Policy 65 states proposals for items that could constitute visual pollution within the public realm will only be permitted where it can be demonstrated that they do not have an adverse impact on the character and setting of the area and its visual amenity; they are in keeping with their setting, in terms of size, design, illumination, materials and colour; and consideration has been given to the cumulative impact of the proposals, with an emphasis on avoiding an accumulation of street clutter. Policy 60 refers to tall buildings and states that any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against the following criteria: location, setting and context; impact on the historic environment; and scale, massing and architectural quality.

- 8.10 Parkers Piece lies within the Central Conservation Area. Within the centre of Parkers Piece lies 'Reality Checkpoint' which is a Grade II Listed Building. In addition, there are Grade II Listed Buildings facing Parkers Piece along Parkside and Park Terrace. Section 72 of the Planning (LBCA) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area. Section 66 of the Planning (LBCA) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Paragraphs 189 – 202 of the NPPF provide advice on proposals affecting heritage assets and how to consider different levels of harm. Policy 61 of the Cambridge Local Plan (2018) aligns with the statutory provisions and NPPF advice.
- 8.11 One of the key characteristics of Parkers Piece is its unbroken openness and lack of structures, with exception to the lighting columns and footpaths, and the café and toilets along the periphery. This characteristic also allows the Listed 'Reality Checkpoint' to be the most visible feature.
- 8.12 Although the wheel is on a limited footprint, it does have a height of 36 meters and so is taller than all surrounding buildings and is visually prominent within the space and from outside of the space. Due to its siting near to the 'Reality Checkpoint' and its visual prominence, it is considered that the wheel detracts from the Listed Building as this is no longer the most visible feature. In addition, it is considered that the wheel along with its ancillary buildings and structures at the base adds visual clutter to a very open area which would not retain or enhance the character of the area.
- 8.13 However, as the wheel is a temporary structure it is considered that the impact on the historic assets would also be temporary and so the harm is considered to be limited. In addition, the wheel has already been constructed using permitted development rights and so the visual harm has already been done and the additional time period requested under this application would not result in any further harm. Paragraph 196 of the NPPF states that where a development will lead to less

than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal. Due to the temporary nature of the wheel, it is considered that the development leads to less than substantial harm and it is considered that the benefits of the wheel to aid the city in the recovery following the pandemic would outweigh the harm that has occurred. It is also noted that this area of Parkers Piece has previously had permission for a temporary Ice Rink, Christmas Market and funfair which results in similar visual harm and so it is considered that it is difficult to refuse this application for this reason alone.

- 8.14 It is noted that some damage would occur to the grass, however, as the wheel has already been erected it is considered that the damage associated with the installation of the wheel has already been done. However, it is considered reasonable that if approved a condition should be added to ensure that remedial works to the damaged area are conducted.
- 8.15 Subsequently, it is considered that on balance, subject to the imposition of a condition to ensure that the area is returned to an acceptable standard after the removal of the wheel, the extended period of time of the wheel would have an acceptable level of impact on the character and appearance of the surrounding area, Conservation Area and setting of the Listed Buildings. Therefore, the application complies with Policies 55, 56, 58 60, 61 and 65 of the Cambridge Local Plan (2018).

## **Residential Amenity**

### **Impact on amenity of neighbouring occupiers**

- 8.16 Parker's Piece has a number of residential properties in close proximity to its outer boundaries. Due to the siting of the wheel and the separation distance to the residential neighbours it is considered that it would not have an impact on residential amenities in terms of loss of light, loss of outlook or sense of dominance. Whilst the wheel allows views from high level, the wheel is located over 150 metres from the residential properties and so it is not considered to result in an unacceptable loss of privacy.

## Lighting

- 8.17 Policy 34 of the Cambridge Local Plan (2018) states that development proposals that include new external lighting or changes to existing external lighting will be permitted where it can be demonstrated that it minimises impact to local residential amenity.
- 8.18 The wheel includes some floodlights and a flashing light show. The floodlights are directed towards the Kelsey Kerridge building and so unlikely to have a detrimental impact on the residential neighbours. Whilst it is acknowledged that the flashing light show could cause annoyance to neighbouring properties due to the intensity and the height of the wheel it is considered that the proposed 8pm curfew would mitigate this impact. The opening hours of the wheel can be controlled by way of a condition to ensure that the wheel and associated lighting stops at 8pm. Subsequently, it is considered that the proposal is compliant with Policy 34 of the Cambridge Local Plan (2018).

## Noise

- 8.19 Policy 35 of the Cambridge Local Plan (2018) states development will be permitted where it is demonstrated that it will not lead to significant adverse effects and impacts on health and quality of life/amenity from noise and vibration, and adverse noise effects/impacts can be minimised by appropriate reduction and/or mitigation measures.
- 8.20 The application states that the wheel should be powered by mains electricity and that the generator is only to be used in emergencies. However, during a site visit from the Environmental Health Officer the generator was powering the wheel. This has since been confirmed by the applicant as being the case as the mains electricity was not suitable. However, the applicant is currently trying to resolve this with the electricity provider.
- 8.21 The Environmental Health Officer also raised concern regarding a loud 'clanking' noise created when the wheel was rotating. The applicants have confirmed that this is a temporary issue, however, they are seeking discussions with the manufacturers to either resolve or mitigate this issue. This is due to take place

before the Committee meeting so any updates will either be reported in the Amendment Sheet or verbally at Committee.

8.22 As the wheel is currently in use under permitted development rights it is not possible for the Council to control the current use of the generator under the planning process. However, to ensure that noise levels are suitable for the extended time periods it is considered reasonable to add conditions ensuring that following the end of the permitted development time period, the generator is only used in emergencies and that the wheel shall not operate until the ‘clanking’ issue is fully resolved. As such, subject to conditions it is considered that the proposal will comply with Policy 35 of the Cambridge Local Plan (2018).

### **Car and Cycle Parking**

8.23 Details regarding the dismantling and removal of the wheel at the end of the proposed time period has been submitted along with confirmation that staff will not drive to the site. The Highways Authority have not raised any objection to this. The site is located in close proximity to the public car park at Queen Anne’s Terrace for any visitors that do need to travel by car to the site. Otherwise, the central bus station is two minutes’ walk away which includes stops for all park and ride buses and there is cycle parking on Parker’s Piece in the west and south corners. As such, it is considered that the uplift in traffic would be minimal and temporary. Therefore, the proposal is compliant with Policies 80, 81 and 82 of the Cambridge Local Plan (2018).

### **Third Party Representations**

<b>Issue Raised</b>	<b>Response</b>
Visual Impact including aesthetics, height and overpowering of space	Addressed in paragraph 8.13
Impact on neighbour amenity including concerns regarding light, noise, privacy and outlook	Addressed in paragraphs 8.17-8.23
Transport including traffic congestion and cycle provision	Addressed in paragraph 8.24

<p>Importance of Parkers Piece as an Open Space including:</p> <ul style="list-style-type: none"> <li>- damage to turf,</li> <li>- impact on peaceful green</li> <li>- commercialisation</li> </ul>	<p>Addressed in paragraph 8.15 Addressed in paragraph 8.6 and 8.7 The fact that the wheel runs as a commercial operation is not a material planning consideration.</p>
<p>Planning Process including</p> <ul style="list-style-type: none"> <li>- At the date of receiving the letter the wheel was being installed/consultation a sham</li> <li>- Description incorrect as wheel is being installed;</li>   <li>- Gone through the back door of permitted development;</li>   <li>- No publicly displayed notices;</li> </ul>	<p>The wheel was erected under permitted development rights</p> <p>The description at the time of submission was correct. However, due to delays in validation applicant used permitted development rights to start. The description was subsequently changed and public reconsulted.</p> <p>Under Class B, Part 4, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 and subsequent amendments in June 2020 and November 2020 the wheel can be erected and the use changed for a period of up to 56 days. The Local Planning Authority has no control over permitted development rights.</p> <p>A site notice was displayed on a lamppost near to the relevant quadrant on 06.05.2021. Following the change in description, four more notices were displayed on the periphery of Parkers Piece close to the footpaths</p>

- Parker's Piece is defined as a public space and the 1985 Act specifically limits closure of any part of the city's public spaces to more than 6 days at any one time;	on 03.06.2021  This is a legal issue and not a material planning consideration.
Assume ice rink will be the sequel to the extended period	A planning application for the temporary ice rink is under consideration, however, as no decision is made, little weight can be given to this.
Lack of transparency in terms of revenue	Not a planning consideration
Social Distancing	Not a planning consideration

## 9.0 CONCLUSION

- 9.1 Having considered the proposed development against the applicable national and local planning policies and having taken all relevant material into account, it is recommended that temporary planning permission should be granted in this instance.

## 10.0 RECOMMENDATION

**APPROVE** subject to conditions.

1. The hereby approved observation wheel and associated structures shall be fully removed and the area made good, in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority, by the end of 31st October 2021 unless otherwise agreed in writing with the local planning authority.

Reason: To avoid harm to the special interest of the recreational area, and to limit visual harm to the character and appearance of the surrounding area, Conservation Area and nearby Listed Buildings. (Cambridge Local Plan 2018, policy 55, 56, 58, 61 and 67)

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 permitted use hereby approved shall not operate/open outside the hours of 11:00 and 20:00 hours.

Reason: To protect the residential amenity of neighbouring properties (Cambridge Local Plan 2018 Policies 34 and 35)

4. The generator shall only be used in the event of mains power failure emergency to safely disembark patrons. It shall not be used as an alternative supply in the event of disconnection from the mains supply following for example non-payment.

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

5. The use of amplified music equipment/voice is not permitted.

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

**PLANNING COMMITTEE**

**7th July 2021**

<b>Application Number</b>	21/00333/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	26th January 2021	<b>Officer</b>	Andy White
<b>Target Date</b>	23rd March 2021		
<b>Ward</b>	Abbey		
<b>Site Proposal</b>	McDonald's 639 Newmarket Road Cambridge Installation of 2 No. rapid electric vehicle charging stations within the car park of McDonalds and 2 No. existing parking spaces to become EV charging bays, along with associated equipment.		
<b>Applicant</b>	Mr Paul Hicks 6 Cedarwood Crockford Lane Chineham Park Basingstoke RG24 8WD		

<b>SUMMARY</b>	<p>The development accords with the Development Plan for the following reasons:</p> <p>It does not change the use of the land</p> <p>It will support electric vehicles and therefore contribute to net zero carbon transport related emissions</p> <p>The siting of the infrastructure would not be harmful to the character of the street scene</p>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

**1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 This application site is the McDonalds Restaurant drive-thru, located on the north-east corner of the roundabout junction of Newmarket Road with Wadloes Road, close to the eastern edge of the city. Access to the site is via Wadloes Road and the main car parking areas are between the restaurant building and Wadloes Road.
  
- 1.2 The site is situated in a mixed use area, nearby residential properties are located to the west of the site, on the opposite side of Wadloes Road and on the north side of Newmarket

Road and Nursery Close to the north. South and east of the site, nearby residential properties are 641 Newmarket Road and flats on the south side of Newmarket Road, located over a parade shops.

- 1.3 The site falls outside the controlled parking zone and within the Barnwell Local Centre. There are some Tree Preservation Order trees near to the south and west boundaries by the footway.

## 2.0 THE PROPOSAL

- 2.1 The application proposes the installation of 2 No. rapid electric vehicle charging stations within the car park of McDonalds and 2 No. existing parking spaces to become EV charging bays, along with associated equipment. There is no loss of car parking spaces as part of the proposal.

## 3.0 SITE HISTORY

Reference	Description	Outcome
08/1143/FUL	Extensions to restaurant and outdoor patios, ancillary works to the restaurant building, soft and hard landscape and site layout.	Approved
08/1511/FUL	Alteration to drive-thru to provide side-by-side order point and installation of Customer Order Display (COD).	Refused
13/0569/FUL	Reconfiguration of the drive thru lane and car park to provide a side-by-side order point with the construction of a new signage island and reconfigured kerb lines including associated works to the site. Alterations to the circulation within the car park to accommodate new layout with the relocation of the existing corral. Small booth extension for improved internal operations (1.3 sqm). The installation of 2 no. Customer Order Displays (COD) with associated canopies.	Approved

	Amendments to the existing signage suite with additional signs.	
14/0507/S73	S73 application to vary condition 6 of planning permission C/00/0222/FP to allow the restaurant to operate between hours 0600 and 2300 seven days a week.	Refused
16/0718/FUL	Refurbishment and reconfiguration of the restaurant, to include extensions totalling 18.5sqm, incorporating associated works to the site. Alterations to elevations which include the relocation of the entrance door. Existing booths to be replaced with new.	Approved
16/0719/ADV	Relocation of 1no existing internally illuminated fascia sign.	Approved
19/1108/ADV	Installation of 3x freestanding double digital menu board, 1x freestanding single digital menu board and 1x 15" digital booth screen (all internally illuminated).	Approved

#### 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 2 3 4 5 6 7 8 9 28 29 55 56 71 80 81 82

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

Central Government Guidance	National Planning Policy Framework National Planning Policy Framework – Planning Practice Guidance Circular 11/95 (Annex A)
Material Considerations	<u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008) Cambridge City Council Draft Air Quality Action Plan 2018-2023

## 6.0 CONSULTATIONS

### Cambridgeshire County Council (Highways Development Management)

6.1 No comment on the behalf of the Highway Authority.

## **Environmental Health**

- 6.2 Development is acceptable. No comments or recommended conditions to make regarding this application.

## **Sustainability Officer**

- 6.3 From a responding to climate change perspective the proposals are supported. The electrification of transport is an important element in the transition to net zero carbon, which will require the provision of vehicle charging infrastructure to support the uptake of electric vehicles. The provision of 2 fast charge units at this location is therefore supported.
- 6.4 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 Cllr Haf Davies advised that ward councillors are supportive of businesses installing EVCs in general, but given that this is the biggest traffic hotspot in Abbey ward, we would request that the application be scrutinised and decided by the Committee. A number Abbey residents have made objections for this reason.
- 7.2 The owners/occupiers of the following addresses have made representations: 13, 17, 19, 21 23 27 Wadloes Road, 2 Nursery Close, 1 Dunsmore Close,
- 7.3 The representations can be summarised as follows:

-The proposal will take away two parking spaces from the users of McDonald's which does not have enough parking spaces as it is. Parking will spill out on to the road to grass verges, double yellow lines, blocking driveways, parking in the two disabled bays on the road & blocking the garage entrance.

-If people were to use the charging points, they would park their cars there & either go off for a walk or catch a bus somewhere as eating a burger meal would surely not be long enough to charge your vehicle?

-Why put spaces at the front of the car park? Why not at the back alongside the building where staff park (who could also park further down the road to free up parking spaces?) It's just another thing that we residents have to look at outside our front windows!

-Traffic congestion is already at an absolute saturation in this area, with constant queueing occurring daily. To remove general parking spaces and replace them with the EV bays is going to put more pressure onto the already too busy roads and car park.

-Is the council assuming the visitors to the EV bays are customers who are already visiting the restaurant? Will the Council carry out any studies regarding this? It may not be the case that vehicles are visiting to use the restaurant AND the charge points? As electric vehicles become more prominent than petrol vehicles how in the long term will this affect demand and traffic in the area?

-The Government ELV guidance and a report named "lessons learnt" it states that local councils should be leading projects on identifying suitable locations and vendors for ELV charging points and establishing a clear policy so mistakes are not being made.

-Making provision for pedestrians, cyclist and using local transport comes a priority before Electric cars within the East area of Cambridge and I presume that's why Newmarket Park and Ride car park does not provide ELV charging points and some park and ride sites do.

-There is an active working party meeting regular to discuss evident problems this site is causing on the neighbourhood and potentially could be relocated to a more suitable location.

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

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received 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. Highway safety
5. Car and cycle parking
6. Third party representations

### **Principle of Development**

8.2 The proposal does not change the function of the car parking spaces and as such the application is about the principle of siting the charging equipment at the site. In this regard the principle of development accords with the Council's Climate change policies which seek to reduce carbon emissions. As is noted in the comment of the Sustainability Officer the proposal would support the move to net zero carbon through facilitating electric vehicles.

8.3 The principle of the development is acceptable and in accordance with policies 28 and 29 whereby development should seek to reduce transport related carbon emissions

### **Context of site, design and external spaces**

8.4 The proposal sites two charging points and support infrastructure within the existing car park. The proposal does not change the external space and the number of car parking spaces and the parking area would remain unchanged. The charging points would be 2.2 metres in height 0.7 metres width and 0.4 metres depth. The 'feeder pillar' to which the charging points are connected would be 2.3 metres in height and 1.7 metres width. The equipment will be located close to the access and egress to the site on Wadloes Road. It would be set within the site with railings and hedge between the equipment and pavement. This equipment is not considered to be out of character with this location and would be seen in the context of the car park and the Norway Maple tree immediately to the

north (next to the entrance) which is protected as T1 by TPO 05/2011.

- 8.5 The design and siting of the infrastructure would not be harmful to the character of the area.

### **Carbon reduction**

- 8.6 The function of the equipment proposed would be to charge electric vehicles and will therefore support technology that will reduce carbon emissions. This conclusion is supported by the response from the Sustainability Officer.
- 8.7 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.8 The objections from local residents refer to the displacement of parking from the car park as a result of the two spaces being dedicated to EVs. In consequence the objections refer to there being less parking on-site leading to greater queues and on-street parking which would be harmful to amenity. The houses opposite the site have two disabled spaces and immediately outside the site on both sides of Wadloes Road there are double yellow lines. Any parking in these locations would therefore be unlawful. Further north on-road parking already takes place. It is not accepted that parking will be displaced onto the road. As the number of EVs on the roads is increasing and as parking already takes place legally in other parts of Wadloes Road further from the site it is not possible to identify harm to amenity directly resulting from the application. The charging equipment itself is distant from the nearest residential dwellings and is not noise generating and small scale and therefore would not harm residential amenity

- 8.9 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 56 and 82.

### **Highway Safety**

- 8.10 Objections have raised the problems that the site currently presents including queuing from and over the roundabout with Newmarket Road. The proposal itself is not considered to impact on this issue as the rapid charging would provide about 120 miles range for a vehicle with a 15 minute charge and would enable customers to charge whilst in the restaurant. As such the time spent at the EV spaces is not likely to be different to that of other spaces. The Highways Authority has not identified there to be any highways safety issues arising. It should be noted that drive through meals have been available at this site and other McDonalds restaurants during the pandemic, when eating-in was not possible. As such, it is possible that queuing vehicles has been greater at certain times over the past year. There was queuing for the drive thru service when the officer site visit was undertaken on a Friday afternoon when eating-in was not allowed. The proposal for the charging infrastructure is not considered to lead to highway safety issues.
- 8.11 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

- 8.12 The level of car parking would be unchanged as a result of the application.
- 8.13 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

### **Third Party Representations**

- 8.14 Various issues have been raised in representations received.
- 8.15 There is an assumption that some McDonalds customers will have electric vehicles and use the charging points. Studies have not been carried out by the Council to test the assumption. Given the speed of the charging points it is not considered likely

that someone charging a vehicle would leave the site for a long period of time. Even if this were so the management of the spaces would be by McDonalds as is the case at present.

- 8.16 The local plan policies and national policies support all forms of transport with an aim of reducing carbon emissions and reducing the reliance on the car. The provision of car charging facilities assists in this aim and no additional parking is proposed that would encourage additional carbon generating journeys.

## **9.0 CONCLUSION**

- 9.1 The application has been considered in relation to material national and local planning policies. There is no change of use of land as part of the application and the siting of the electric vehicle charging infrastructure is not considered to be harmful to the character of the area or to residential amenity.

## **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.

**PLANNING COMMITTEE**

**7th July 2021**

<b>Application Number</b>	21/01107/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	10th March 2021	<b>Officer</b>	Charlotte Spencer
<b>Target Date</b>	15th June 2021		
<b>Ward</b>	Castle		
<b>Site</b>	72 Canterbury Street Cambridge CB4 3QF		
<b>Proposal</b>	First floor rear extension to create 2no 2bed apartments.		
<b>Applicant</b>	Adrian Fairburn 75 Canterbury Street Cambridge CB43QG		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposal respects the character and appearance of the existing property, street scene and Castle and Victoria Conservation Area.</p> <p>The proposal does not adversely impact the residential amenity of neighbouring properties and provides adequate living conditions for future occupiers.</p> <p>The proposal would not have a detrimental impact on Highway safety.</p>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 The application relates to a two storey detached building located to the South East of Canterbury Street at the junction with Canterbury Close. The existing property consists of a vacant dental practice at ground floor and a residential flat at first floor. The brick, render and tile dwelling is set back from the road by an area of soft landscaping and there is currently no off street parking that lies within the red outline, although it is noted

that parking is available within the garages at the rear included within the blue outline.

- 1.2 The application property shares a side boundary with No.70 Canterbury Street to the South West. To the rear lie garages which are under the ownership of the applicant, beyond which lies the side boundary of No.1 Canterbury Close.
- 1.3 The area is residential in character and appearance and the site lies within the Castle and Victoria Road Conservation Area and the Controlled Parking Zone

## **2.0 THE PROPOSAL**

- 2.1 The application is seeking planning permission for a first floor rear extension to create 2no 2bed apartments. The ground floor would be converted from a vacant dental practice to a 2-bed self contained flat. At first floor the extension would have a depth of 2.9 metres and would span for a width of 3.2 metres and would create a second bedroom to the existing flat. The extension would be characterised by a hipped roof with a maximum height of 6.8 metres. A new door would be installed on the front elevation. A new dropped kerb would be installed from Canterbury Close and two parking spaces would be provided. The garden area would be split into two private amenity spaces.
- 2.2 During the determination process, an en-suite has been removed from the ground floor flat and details of the boundary treatment have been submitted.
- 2.3 The application is accompanied by the following supporting information:
  1. Drawings
  2. Design and Access Statement

## **3.0 SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
21/01219/FUL	Demolition of existing garages and erection of a 2 storey dwelling and associated parking	Under Determination

C/01/1305	Single storey side extension to provide storage space to existing doctors surgery	PERM 14.01.2002
C/83/0015	Change of use from residential dwelling house to dental surgery (ground floor) with residential flat over	PERM 28.03.1983
C/82/0823	Change of use from residential to Dental Surgery	REF 13.01.1983

#### 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 29 30 31 35 36 50 53 55 56 58 59 61 71 75 81 82

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework July 2018</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Greater Cambridge Sustainable Design and Construction SPD (2020)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
	<p><u>Area Guidelines</u></p> <p>Castle and Victoria Road Conservation Area Appraisal (2012)</p>

## 6.0 CONSULTATIONS

### Cambridgeshire County Council (Highways Development Control)

- 6.1 No objections subject to conditions regarding pedestrian visibility, drainage and use of bound material for the parking spaces.

### Urban Design and Conservation team

- 6.2 No material conservation issues

## **Environmental Health**

6.3 No objections subject to construction hours and EV charging conditions.

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

## **7.0 REPRESENTATIONS**

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

7.2 The representations can be summarised as follows:  
- Block the light to landing;  
- Impact light to kitchen.

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. Residential amenity
4. Highway safety
5. Car and cycle parking
6. Bin and Cycle Storage
7. Third party representations

### **Principle of Development**

8.2 Policy 53 of the Cambridge City Local Plan (2018) states that proposals to convert a single family dwelling house or a non-residential building into self contained flats will be permitted

where a) the proposed development has an internal gross floor area of at least 120 square metres and b) the ground floor includes a family unit (two bedroom plus) with garden access. The proposal includes the conversion of the existing property into two flats. The proposed development would have an internal gross floor area of 128 square metres and the ground floor unit would benefit from two bedrooms with direct access to a private garden area. As such, it is considered that the proposal would comply with parts a and b of Policy 53. The other sections of Policy 53 will be discussed in more detail as part of the material considerations.

- 8.3 The existing dental surgery is vacant and Policy 75 of the Cambridge Local Plan (2018) does not restrict the loss of health care facilities. As such, there is no concern with the loss of the existing use.
- 8.4 Subsequently, it is considered that the proposal would be acceptable in principle.

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

- 8.5 Policies 55, 56, 57 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment. Policy 53 states that the proposal should not have a negative impact on the amenity of character of the area.
- 8.6 Section 72 of the Planning (LBCA) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area. Paras 189 – 202 of the NPPF provide advice on proposals affecting heritage assets and how to consider different levels of harm. Para. 194 states ‘Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification’. Policy 61 of the Local Plan aligns with the statutory provisions and NPPF advice.
- 8.7 The site lies within the Castle and Victoria Conservation Area, however, the Conservation Area appraisal states that the

western parts of Canterbury Street, where the application site lies, is less visually pleasing due to the fragmentary nature but it is softened by garden shrubs and trees. The immediate area is highly residential in character and appearance and it comprises of a mixture of houses that vary in size, design and age resulting in a piecemeal appearance.

- 8.8 It is considered that as the extension would be set down from the ridge and slightly set in from the side it would appear subordinate to the main property. As it would be located to the rear of the property and would adjoin the existing two storey rear projecting element it is considered it would not be overly visible from the street scene. It would be partially visible from Canterbury Close when viewing up the road towards the junction, however, it is considered that it would not have a detrimental impact on the character of the area. In addition, the Conservation Officer has not raised any concerns with the proposal. The new door to the front would be a minor addition that would have limited visual impact.
- 8.9 Subsequently, it is considered that the proposed dwelling would have an acceptable impact on the character and appearance of the street scene and surrounding area and would not detract from the character of the Castle and Victoria Conservation Area. As such, the proposal would be compliant with Policies 53, 55, 56, 57, 59 and 61 of the Cambridge Local Plan (2018).

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.10 Policy 58 of the Cambridge Local Plan (2018) permits extensions and / or alterations to existing buildings provided they do not unacceptably overlook, overshadow or visually dominate neighbouring properties. Policy 53 adds that works to allow a conversion to flats should avoid cumulative and negative impacts on neighbouring residential properties.
- 8.11 The first floor extension would be sited 0.4 metres from the shared boundary with No.70 Canterbury Close. Due to the size and siting of the extension and the neighbouring property, it would not project rearwards of the rear wall of No.70, however, the occupier has raised concerns in terms of the impact of light on the side windows. The extension would be located 1.5

metres from side windows of No.70 and so it is considered that it would result in some impact on the light to these windows. However, these windows serve a landing and kitchen and not habitable rooms. In addition, No.70 is located to the South of No.72 and so it is considered that the proposal would have limited impact on direct sunlight. Subsequently, it is considered that on balance, the impact on the residential amenity of this property would not be significant enough to warrant a refusal.

- 8.12 No side windows would be installed facing No.70. The new first floor window would be located over 21 metres from the side boundary of No.1 Canterbury Close and so it is considered that it would not result in a loss of privacy to these neighbours. However, it is noted that a planning application for a new dwelling house in the rear garden area of No.72 is currently under determination, some consideration needs to be given to this. The window would be approximately 11.5 metres from the new dwelling if approved, however, due to the design of the new dwelling it would overlook a blank side wall and so would not result in a loss of privacy to any potential occupiers of this property.
- 8.13 The Environmental Health Officer has requested a condition restricting construction hours to protect the health of neighbouring occupiers. This is considered reasonable.
- 8.14 As such, it is considered that the proposal would have an acceptable level of impact on the amenities of the neighbouring properties in terms of loss of light, loss of outlook, sense of dominance or loss of privacy. Therefore, the proposal is compliant with Policies 35, 53, 55 and 57 of the Cambridge Local Plan (2018).

#### Amenity of future occupiers

- 8.15 Policy 53 of the Cambridge Local Plan (2018) states that in order for flat conversions to be acceptable the proposed room sizes need to comply with the residential space standards. Policy 50 sets out internal residential space standards. The proposed residential units would be in accordance with the minimum standards, including size of bedrooms, and 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:

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 <sup>2</sup> )	Proposed size of unit	Difference in size
1	2	3	1	61	65	+4
2	2	3	1	61	63	+2

Size of external amenity space:

8.16 Policy 50 also states that new residential units will be expected to have direct access to an area of private amenity space. The existing garden area would be separated into two private garden areas. The ground floor flat would benefit from approximately 35 square metres which would be directly accessed from the proposed unit. The first floor flat would be accessed from the parking area and would be of a size of approximately 25 square metres. It is considered that due to the shape of both amenity areas they would allow for space for a table and chairs for sitting and relaxing in the garden. In addition, it is noted that the property would be in very close proximity to Histon Road Recreation Ground which would allow for other amenities such as play. Plans demonstrate that 1.8 metre high close boarded fences would be installed to separate the garden areas to allow for adequate privacy. It is considered reasonable to add a condition to ensure that these are installed prior to the new residential unit (ground floor) being occupied. Subsequently, it is considered that the proposal provides an adequate level of residential amenity for future occupiers and is compliant with Policies 50, 51 and 56 of the Cambridge Local Plan (2018).

### **Highway Safety**

8.17 The Local Highway Authority has been consulted as part of the application and is satisfied there would not be any adverse impact upon highway safety subject to conditions. The proposal is therefore compliant with Policy 81 of the Cambridge Local Plan (2018).

## **Car Parking**

8.18 Policy 82 of the Cambridge Local Plan (2018) states that planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L. The parking standards state that within a controlled parking zone a 2 bed property should have no more than one parking space. The plans demonstrate that 1 parking space of adequate size would be provided for each of the two units. The applicants have not indicated that they intend to include an EV charging for vehicles; however, it is considered that this could be easily accommodated on the site. Therefore, this detail can be secured by way of a condition. Subsequently, it is considered that the proposal would comply with Policy 82 of the Cambridge Local Plan (2018).

## **Bin and Cycle Storage**

8.19 The plans demonstrate that refuse storage and cycle storage could be accommodated to the rear of the property. It is considered that this is a reasonable storage location for bins and cycles. The proposal is therefore considered to be compliant with the Cambridge Local Plan (2018).

## **Third Party Representations**

8.20 The impact of the proposal on the residential amenity of No.70 Canterbury Road has been discussed in paragraph 8.11 above.

## **9.0 CONCLUSION**

9.1 Having considered the proposed development against the applicable national and local planning policies and having taken all relevant material into account, it is recommended 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. Prior to the occupation of the new residential unit (ground floor flat) the boundary treatment as shown on drawing 21007-04 shall be installed 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).

4. The development, hereby permitted, shall not be occupied or brought into use, until visibility splays have been provided each side of the vehicular access in full accordance with the details indicated on the submitted plan No 210007-03. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

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

5. The proposed driveway shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. 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. (Cambridge Local Plan 2018 policy 81).

6. The driveway hereby approved shall be constructed with bound material to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

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

7. No construction or demolition work shall be carried out and no plant or power operated machinery 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, , unless otherwise previously agreed in writing with the Local Planning Authority.

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

8. No permanent connection to the electricity distribution network shall be undertaken until 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 an active electric vehicle charge point will be designed and installed with a minimum power rating output of 7kW in the car parking space provided for the new dwelling.

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).

9. No dwelling, hereby permitted, shall be occupied until the curtilage of that dwelling has been fully laid out and finished in

accordance with the approved plans. The curtilage shall remain as such thereafter.

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

## **INFORMATIVES**

1. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
2. 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.

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<b>Application Number</b>	21/01125/HFUL	<b>Agenda Item</b>	
<b>Date Received</b>	10th March 2021	<b>Officer</b>	Phoebe Carter
<b>Target Date</b>	5th May 2021		
<b>Ward</b>	Cherry Hinton		
<b>Site</b>	8 Kelsey Crescent Cambridge		
<b>Proposal</b>	Retrospective application for the erection of an ancillary annex.		
<b>Applicant</b>	Mr And Mrs Ostani 8 Kelsey Crescent Cambridge		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p style="padding-left: 40px;">The design is acceptable and the impacts on residential amenity are acceptable notwithstanding the application is retrospective and a strong objection has been received in respect of the proposal.</p>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 No. 8 Kelsey Crescent is a two-storey, end of terrace property on the south eastern side of Kelsey Crescent. The built form of the area is predominantly residential. Two pairs of semi-detached properties on Windermere Close face the side gable of the host property.

## 2.0 THE PROPOSAL

- 2.1 The proposed application is seeking retrospective planning permission for a single storey ancillary annexe in the rear garden.
- 2.2 The annexe is 5 metres long by 6.5 metres in width. It fills the entire width of the garden. The height of the outbuilding is approximately 3 metres with a velux window marginally above the roof level. A veranda is to the front of the annexe extending 1 metre from the front elevation. The proposed annexe is intended to be used by family members and is proposed in materials that matched the previous garage. It includes a white plastic trim fascia board along the eaves.
- 2.3 The car port element has been removed and does not form part of the application.

## 3.0 SITE HISTORY

An annexe has planning permission (19/0838/FUL decided on 30.08.2019). The works have been completed and the annexe has the following difference:

- The overall height is 0.1 metres higher than that approved;
- A high level obscure glazed window is proposed in the south west side elevation;
- The annexe demolished the garage instead of extending;
- The addition of a 1 metre veranda / overhang off the front elevation;
- Removal of one window from the rear elevation; and
- Removal of the car port

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
19/0838/FUL	Conversion and extension of garage to habitable space and erection of carport.	Permitted

## 4.0 PUBLICITY

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

## 5.0 POLICY

### 5.1 National Planning Policy Framework 2019

National Planning Practice Guidance

#### **Cambridge Local Plan 2018**

55 (context), 56 (successful places), 57 (new buildings), 58 (extensions)

82 (parking)

Appendix L: Car and cycle parking

Sustainable Design and Construction SPD 2020

Cambridgeshire Flood and Water SPD

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The Highway Authority requests that the application be refused in its present format as no details of the proposed carport have been provided. The above may be overcome if the applicant provides a dimensioned plan showing the proposed car port. *(Officer note, the car port does not form part of the application)*
- 6.2 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## 7.0 REPRESENTATIONS

7.1 Cllr Ashton has called the application into Planning Committee regarding and in relation to the retrospective nature of the proposal and the concerns raised by the nearby residents of no. 4 Windermere Close.

The owners/occupiers of the following address have made a representation:

- 4 Windermere Close

7.2 The representation can be summarised as follows:

- Contravention to granted permission, application is retrospective and complete
- Demolition and rebuild instead of extension of garage
- Larger than existing garages, resembles a petrol filling station, out of context
- Overbearing, towering above existing garages
- Overhang excessive
- Materials, plastic fascia depth 48cm out of context, should be grey, causes glare, dazzle, temporary blindness and photokeratitis (painful, temporary eye condition caused by exposure to ultraviolet rays).
- Tree removed during build, incorrect application form submission
- Loss of biodiversity, removal of hedging and shrubs in the garden
- Use of building, it is in fact a separate dwelling, with a separate front door
- Plans dated 2019 and should have been submitted as part of original application. The changes to the plans were planned prior to construction.

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

## **8.0 ASSESSMENT**

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

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Other matters

### **Principle of Development**

8.2 19/0838/FUL, which is of an identical footprint to the proposed, is extant and this carries weight within the application assessment. The principle of the development was assessed under this application and was considered acceptable and in accordance with the Local Plan Policies 55, 56 and 58. Considerable focus in the third-party representation falls upon the retrospective nature of the application and the applicant's original intentions. The fact that the application is retrospective is not sufficient cause to refuse the application; members of the Planning Committee are advised to assess the application as submitted for consideration on its own merits. The applicant's intentions and the third-party representations in this regard are of no material bearing to the assessment of the proposal. The works as carried out have been entirely at the applicant's own risk and if the application is refused, officers would ask for authority to serve an enforcement notice to seek the regularisation of the planning infringement.

### **Context of site, design and external spaces**

#### Response to context

8.3 The revised design of the proposed outbuilding are considered to be in scale and character with the existing dwelling and its surroundings and do not significantly change the impact of the annex upon its surroundings. The overall volume and floor area are very similar to the extant planning consent. Whilst the original garage has been demolished, instead of extended, the materials used are a similar red brick to the surrounding garages and the roof has been felted. It is considered that the materials

are in keeping with the surrounding rear garages and dwellings and it does not harm the character or appearance of the street-scene. The annex roof has been altered to create a veranda, approximately 1 metre in depth. Whilst this is visible, from the third party's garden and house and from the pathway, it is not visually harmful, despite the representation to the contrary. The white plastic fascia panel is not noticeably out of keeping; it is a commonly occurring form of fascia used on domestic buildings. The car port, previously approved under 19/0838/FUL, has been removed from the plans.

- 8.4 The proposal's impact on the character and appearance of the existing property, street scene and surrounding area is in compliance with policies 55, 56 and 57 of the Cambridge Local Plan 2018.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.5 The revised design is not considered to adversely affect the amenities of the neighbours. The overall height has marginally increased (0.1 metre) and it is not considered to significantly increase the visual impact of the proposal. It is not overbearing either to the property or rear garden area of the objector's property, which is separated by a pathway in-between. Whilst the proposal does introduce a window on the side elevation this is a high-level window to a shower room which is obscure glazed and consequently it is not considered to increase overlooking. No loss of privacy arises. Officers are mindful of the objection from No. 4 Windermere Close, however, in Officers' view the revised scheme and differences between that proposed and that approved do not amount in substance to a significant difference or significant harm. To refuse planning permission would be a difficult task to defend on appeal.
- 8.6 The addition of a verandah, due to the siting of the garages to the rear of the properties on Kelsey Crescent and the relationship to the rear amenity space of the properties on Windermere Road, is

considered not to overshadow or overbear the surrounding residential amenity spaces.

- 8.7 The proposal is not for a separate dwelling and must be determined as an ancillary proposal; it would be unreasonable of the Planning Committee to treat the application differently. A condition is proposed to be attached to any consent to restrict the use of the annex to ancillary to the main dwelling to ensure that it would not result in a separate dwelling.
- 8.8 Lastly, the objection raises issues of glare, dazzle, temporary blindness and photokeratitis associated with the white plastic fascia panel. The objector's property and garden has been visited. Officer's do not share the concerns raised in this regard. Whilst the plastic fascia is visible from the objector's garden, this form of building material is commonplace and any glare is likely only to be temporary depending on the level and angle of sunshine, reducing in time with weathering.
- 8.9 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 57 .

### **Highways**

- 8.10 The Local Highways Authority have been consulted on the planning application. The comments have recommended that the application is refused due to lack of information provided on the car port. The proposed car port has been removed from the application, confirmed by the agent, and therefore the highways comments are not relevant. The Local Highways Officer has therefore raised no concerns regarding the proposal. Subsequently, the proposal would comply with Policy 81 of the Cambridge Local Plan (2018).

### **Third Party Representations**

- 8.11 The majority of the third-party comments have been addressed in the preceding paragraphs. Neighbours have raised concerns regarding the removal of a tree which was not included on the

original application (2019). Whilst Officers are unsure of the location of the tree in question the site does not fall within a Conservation Area and there are no Tree Preservation Orders on site and therefore the tree had no protection under planning and could be removed without notification. It therefore has little bearing on this assessment. The Council does not seek to exercise control over the layout and planting of domestic gardens. Removal of shrubs and plants prior to the project, as also raised by the objector is noted, but again has little bearing on this recommendation.

8.12 Concerns have been made regarding the use of the building. A condition was added to the original application, and will also be added to any permission granted, regarding the use of the annex ancillary to the dwelling. The floorplans submitted have not been amended regarding the internal layout and Officers are satisfied that the condition will limit the use and ensure that it remains functionally connected to the dwelling.

8.13 The other aspects of the comment have been discussed within the assessment of the application.

## **9.0 CONCLUSION**

9.1 The development in terms of the annex has not been built to the extant planning permission. The fact that the proposal is retrospective should not be held against the applicants in the determination of the proposal. It is evident that the extant permission is similar (in terms of impact and appearance) and it forms a strong fall-back position for approving the scheme. The design is acceptable and the impacts on residential amenity are acceptable notwithstanding the extant permission fall back.

## 10.0 RECOMMENDATION

**APPROVE** subject to the following conditions:

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

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

2. The outbuilding hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwellinghouse and it shall at no time be independently occupied or let, used to accommodate bed-and-breakfast guests or other short-term visitors paying rent or fees.

Reason: To avoid harm to the character of the area, to protect the amenity of neighbouring occupiers and to avoid the creation of a separate planning unit (Cambridge Local Plan 2018, policies 35, 55, 52, and 57).

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