



Cambridge City Council Planning

Date: Wednesday, 30 June 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 Two**
Minor/Other Planning Applications
- **Part Three**
General and Enforcement Items

There will be a thirty minute lunch break before part two of the agenda is considered. With a possible short break between agenda item two and three which will be subject to the Chair's discretion.

If the meeting should last to 6.00pm, the Committee will vote as to whether or not the meeting will be adjourned.

2 Apologies

3 Declarations of Interest

4 Minutes

(Pages 7 - 48)

Part 2: Minor/Other Planning Applications

5 20/02504/S73 - Varsity Hotel and Spa, 24 Thompsons Lane 10am

(Pages 49 - 64)

- 6 20/04824/FUL - 130 Queen Ediths Way 10:30am (Pages 65 - 92)
- 7 20/05021/FUL - Land r/o 69 Green End Road 11am (Pages 93 - 112)

Part 3: General and Enforcement Items

- 8 21/0499/TTPO - Newnham Mill 11:30am (Pages 113 - 126)
- 9 Local Validation List 12noon (Pages 127 - 132)

Appendix 1 & 2 to follow

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

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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 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

24 March 2021

10.00 am - 5.45 pm

Present:

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

Officers:

Assistant Director Delivery: Sharon Brown

Delivery Manager Development Management: Nigel Blazeby

Consultant Planner: Phil Mcintosh

Senior Planner: Saffron Loasby

Planner: Dean Scrivener

Legal Adviser: Keith Barber

Committee Manager: James Goddard // Sarah Steed

Meeting Producer: Liam Martin

Other Officers Present:

Principal Conservation and Design Officer: Christian Brady

Principal Sustainability Officer: Emma Davies

Principal Urban Designer: Joanne Preston

FOR THE INFORMATION OF THE COUNCIL**21/28/Plan Apologies**

Apologies were received from Councillor McQueen who expected to join the Committee late, sometime during the discussion of 104-112 Hills Road.

21/29/Plan Declarations of Interest

Name	Item	Interest
Councillors Smart and Tunnacliffe	20/31/Plan	Personal: Received a book on the Flying Pig Pub. Discretion unfettered.
Councillor Page-Croft	20/31/Plan	Personal: Received a book on the Flying Pig Pub. Family have visited the Flying Pig. Attended a site visit

		pre-committee. Discretion unfettered.
Councillor Porrer	20/31/Plan	Personal: Received a book on the Flying Pig Pub. Discretion unfettered.
Councillor Thornburrow	20/31/Plan	Personal: Application in Trumpington Ward where she is a councillor. Attended a pre-application presentation and Design and Construction Panel. Received a book on the Flying Pig Pub. Discretion unfettered.
Councillor Green	20/32/Plan	Personal: Application in Petersfield Ward. Liaised with Petersfield Residents Group about the application as a Ward Councillor. Discretion unfettered.
Councillor Baigent	All	Personal: Member of Extinction Rebellion and the Cambridge Cycling Campaign.

21/30/Plan Minutes

The minutes of the meeting held on 6 January and 3 March 2021 were approved as a correct record.

21/31/Plan 20/03429/FUL 104 - 112 Hills Road Cambridge Cambridgeshire

Councillor McQueen did not take part in the debate or vote on the application.

The Committee received an application for full planning permission.

The application sought approval for (1) the demolition of Betjeman House, Broadcasting House, Ortona House, Francis House, and the rear multi-storey carpark to Francis House, together with existing refuse and cycle stores; to allow for construction of two new commercial buildings of five and seven storeys respectively, providing flexible B1(a), B1(b), A1, A2, A3 uses on the ground floor and Class B1(a) and B1(b) on the upper floors; - (2) the construction of basement with mezzanine level to provide for building services, cycle parking and car parking for the proposed commercial buildings, cycle and car parking spaces for Botanic House and services for Flying Pig Public House; - (3) the refurbishment of the Flying Pig Public House at 106 Hills

Road, including demolition of part single/part two storey outrigger and single storey store, alterations to elevations, construction of extension to enable level access and layout pub garden; - (4) creation of new public realm and landscaping, incorporating segregated vehicular and cycle access from Hills Road, a new access to service areas and substations, and taxi drop off for both the development proposed and existing Botanic House

The Consultant Planner updated his report by referring to updated condition wording on the Amendment Sheet.

The Committee received a representation in objection to the application from a resident of Cambridge. The Committee Manager read a written statement:

- i. In late November 2020, the Applicant modified their planning application. Raised concerns about the changes as a concerned local resident, but some of these comments were not published on the planning portal, due to Council technical issues.
- ii. A new technical fault with the portal in 2021 made it difficult to view the application. (Was able to access other websites, and the planning portal until 2021.)
- iii. Raised these problems respectively with PlanningComments@greatercambridgeplanning.org on 7 Dec 2020 and with planning@greatercambridgeplanning.org on 25 Feb 2021, but only received acknowledgements of the faults, not explanations or solutions. Queried how many other constituents were affected.
- iv. There were many reasons to reject this application. The fact that online commenting and scrutiny were not possible for some locals due to Council technical faults, while offline engagement difficult through COVID, was itself reason enough to reject the application.
- v. Requested postponing this hearing until the portal was fixed and backlogged comments from 2020 and 2021 published.

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

- i. The development was expected to be a mixed-use development of offices and houses. At some point this was lost.
- ii. This site was in the local plan.
- iii. Housing was expensive in the City.
- iv. The Applicant had not responded to the City Council's questions about houses so officers appeared to have removed details from the housing trajectory. Sixty-one affordable homes were deleted from the scheme.

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

- i. Expressed concern that the number of additional job figures and commuter trip figures appeared not to tally.
- ii. A wholly non-residential scheme was unsuitable for the site.
- iii. Queried why offices were included in the application instead of housing.
- iv. The scale of the application was better suited to London than Cambridge.
- v. The viability of the Flying Pig pub was not demonstrated. This application would make the pub unviable.

The Committee received a representation in objection to the application from a resident of Vinter Terrace:

- i. Expressed concern about lack of housing.
- ii. Housing was required, but not more office space as the City had enough already.
- iii. Five years has been requested to undertake building work. This was too long and would impact on Hills Road residents. Eighteen months was more reasonable.
- iv. Expressed concern about the design of the building front.

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

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

- i. The site was in a prominent location and needed a better design.
- ii. Suggested the application did not comply with policies 28, 55, 56, 57, 59, 60 and 61 in the 2018 Local Plan.
 - a. The site was in a Conservation Area and needed to demonstrate more public benefit than harm.
 - b. The design was unattractive and did not suit the character of the area.
 - c. Retention of the Flying Pig pub was welcome, but it would look odd when surrounded by office buildings.
- iii. This was a change of use application on extant permission. The Applicant was no longer building homes in a mixed-use development. The Applicant should not be allowed to drop housing from the site.

- iv. The first iteration of the application was submitted in 2005. The current application was trying to return to the [refused] design of 2007 which had buildings that were too tall.
- v. Extant permission was granted 2007, the 2018 Local Plan has higher specifications which were not being met by the current design. The design maybe better than that allowed under extant permission, but it did not meet 2018 Local Plan policies, so should not be approved.

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

- i. The application did not meet Local Plan policies 57, 58, 62 and 76 relating to scale, massing and architectural value.
- ii. Retention of the Flying Pig pub was welcome but it would look out of context. Please do so in a sensitive manner. The pub could be made unviable by 20/03429/FUL. It was viable at present.

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

- i. 20/03429/FUL had some architectural merits such as meeting BREEAM standards.
- ii. In order to ensure the site was viable as an office location, the merits of having parking on site versus none had to be weighed up.
- iii. The proposal was better than the impact of what could be implemented under extant permission, but the Committee had to judge if it also met 2018 Local Plan standards.
- iv. Residents were concerned about:
 - a. Impact of 20/03429/FUL on the Botanic Garden.
 - b. Height of proposed buildings.
 - c. The loss of the Flying Pig pub.
 - i. Victorian buildings were increasingly rare in the City and should be protected.
 - ii. A community had grown up around it.
 - iii. Residents were desperate to get back to the pub and use it as a music venue. No alternative venues were available if the pub closed to allow construction of 20/03429/FUL, so it would be unlikely to re-establish itself as a music scene

contributor/venue having closed for construction of 20/03429/FUL.

- v. Asked the Committee to impose conditions so the Flying Pig could remain viable:
 - a. Protect the pub structure and repair any damage caused during the construction of 20/03429/FUL.
 - b. Mitigate the loss of venue. Suggest access to s106 funding (as per the Joiner's Arms pub funding award). Funding to be scaled for the length of Flying Pig pub closure.
 - c. Provision made for rapid restoration of Flying Pig pub as a viable business such as 18 months free of rent.

Following member debate, officers tabled the following revised recommendations:

Grant planning permission subject to:

- (i) the prior completion of an Agreement under s106 TCPA 1990 with delegated authority to officers (in consultation with the Chair, Vice-Chair & Spokes) to negotiate and complete such an Agreement on the terms set out below including terms covering appropriate financial mitigation provisions for the Flying Pig which will contribute to its viability, its possible relocation to alternative premises for the period of its closure during construction of the development and other terms considered appropriate to make the development acceptable in planning terms including:
 - a. fixtures and fittings, apart from personal belongings of the existing tenant/s, shall be surveyed/recorded, protected and reinstated, to maintain the internal character of the Flying Pig Public House
 - b. the Flying Pig Public House is to be fitted out internally by the applicant to allow full commercial operation including residential occupation
 - c. the provision of a free to use electric bicycle (minimum 50 bicycles) scheme for tenants within the building
 - d. a car Parking Management Strategy to secure access by EVs only
 - e. Secure a financial contribution of £500,000 towards Station Road/Hills Road junction improvements; and
- (ii) delegated authority to officers to include as part of the decision notice and in accordance with the Town and Country Planning (EIA) Regulations 2017, Regulation 29 'information to accompany decisions' a reasoned conclusion of the significant effects of the

- development on the environment and to carry out appropriate notification under Regulation 30 accordingly; and
- (iii) including delegated authority to officers to include any minor drafting changes to the following conditions including those detailed in the Amendment Sheet.

The amended officer recommendation was **lost unanimously (7 votes to 0)**. Councillor McQueen did not take part in the vote as she joined the Committee during the discussion.

Members provided officers with a list of 'minded to refuse' reasons to refuse the application. There was a short adjournment whilst officers drafted full reasons for refusal. On return from the adjournment Members were provided with the full text of the minded to refuse reasons voting unanimously (**by 7 votes to 0**) to approve all three reasons for refusal.

The Committee:

Resolved (unanimously 7 votes to 0) to refuse the application contrary to the Officer recommendation for the following reasons:

1. The site is located within the Station Areas West and Clifton Road Area of Major Change which seeks to support the continued and complete regeneration of mixed-use areas of the city. Site M44 is allocated for mixed use development including residential use. The proposed development fails to provide residential dwellings and therefore, does not provide an appropriate mix of uses within this Area of Major Change contrary to policy 21 of the Cambridge Local Plan 2018.
2. The proposed development by virtue of its siting, massing, height, scale and design would appear as an incongruous addition to the streetscene and cause an undue sense of enclosure significantly reducing the openness of the Botanic Garden, to the detriment of the character of the area. Furthermore, it fails to preserve or enhance the character and appearance of the New Town and Glisson Road Conservation Area or preserve the setting of the Botanic Garden. The harm caused by the proposed development amounts to less than substantial harm however, the public benefits do not outweigh this harm. The proposed development is therefore contrary to the National Planning Policy Framework and policies 55, 56, 57, 61 and 67 of the Cambridge Local Plan 2018.
3. Insufficient information has been provided to demonstrate that the proposed development would not adversely affect the viability of the

Flying Pig public house contrary to the National Planning Policy Framework and parts (d) and (e) of policy 76 of the Cambridge Local Plan 2018.

21/32/Plan 20/04514/FUL - St Matthews Centre

The Committee received an application for full planning permission.

The application sought approval for erection of a building comprising student accommodation (C2) (113 rooms in 14no flats), including an ancillary reception building, part change of use of existing building from non-residential institution (D1) to cafe (A3), including outdoor terrace with associated development

The Committee received representations in objection to the application.

The representations made on behalf of Friends of St Matthew's Piece and Cambridge Past Present and Future covered the following issues:

- i. The Cambridge Local Plan protects resident's quality of life, heritage and environmental assets, which was threatened by this application. Hundreds of objections were lodged, without a single supporting comment.
- ii. Planning law required applications to be determined in accordance with the Local Plan. This placed a heavy burden on any applicant to show why a decision should be taken contrary to that Plan. The Officer's report demonstrated that the application substantially breached many Local Plan Policies.
- iii. Objected to this application in the strongest terms and supported the officer's recommendation of refusal. Objections were supported by officers and key consultees and focussed on how the application failed to comply with Local Plan policies.
- iv. If approved, the development would fatally undermine the Local Plan. The proposals would significantly harm the Conservation Area, the glorious mature trees the community prized so highly, disrupt the resident's only park and its tranquillity, and despoil residential amenity. The building would dominate and overshadow protected open space and the modest homes that encircled St Matthew's Piece.
- v. Under Policy 60, any proposal significantly taller than the surrounding built form must demonstrate that it had no adverse impact on either

neighbouring buildings or open spaces in terms of “overlooking or overshadowing”. The development breached Policy 60d.

- vi. For 4,300 residents, St Matthew's Piece is the park nearest their home. Proximity is of particular significance to people with disabilities and their carers, and for those with impaired mobility due to advanced age or the challenges of looking after young children. Surrounding properties included flats with little or no private garden or compact terraced homes with very small gardens. During the current pandemic, St Matthew's Piece had been essential to preserving resident's mental and physical health. Its vital role as a public open space was indisputable.
- vii. Asked Members to refuse this application as there were no substantive public benefit arguments in support of the proposals.

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

- i. No-one had a positive view of the application.
- ii. It failed to enhance the character of the area.
- iii. The application caused overlooking / overshadowing.
- iv. It would diminish the amount of open space which allowed people to meet safely and socially distanced.
- v. Beautiful trees would be lost.
- vi. The building was too high and the design did not fit with the setting.
- vii. Streets surrounding the development were narrow and the development would increase traffic and exacerbate anti-social driving in the area.
- viii. Expressed concerns regarding the delivery of construction materials.
- ix. The benefit of the open space to residents and their mental health should be taken into consideration.

The following statement was read out by the Committee Manager on behalf of Cambridge School of Visual and Performing Arts (CSVPA) in support of the application:

- i. Expressed disappointment regarding the officer recommendation to refuse planning permission for the proposal to create a purpose built student accommodation at St Matthews Centre.
- ii. Since CSVPA had launched as a standalone school in 2014, St Matthew's Centre had provided an important education facility for them. The Centre continued to be central to their planned growth as they further developed their performing arts courses.

- iii. CSVPA vision was to grow the talent pipeline for the creative industries from 16 plus and to develop visual arts digital talent from games design to data visualisation and other such subjects.
- iv. The College's existing under 18 year old accommodation was fully utilised with no opportunities for expansion. The site at Sturton Street with its existing Performing Arts Building provided an unrivalled opportunity to support the work and vision of the College and its growth aspirations for 16-18 age accommodation.
- v. The integration of new student accommodation with St Matthew's Centre, where students were taught, meant the space/facility would be uniquely and ideally suited to meet the needs of their students with a localized 'campus'.
- vi. The provision of purpose-built student accommodation would also allow CSVPA to have greater direct management of students and a greater capacity to support the learning, health and wellbeing of the students. A strong emphasis on pastoral care was provided and all under 18 year olds boarding were managed by a highly trained team of professional House Parents who would reside at the property. All students must obey the College's clear conduct rules and curfew times to be back in their rooms. There was also a 24 hour emergency number which could be called, as well as a telephone number for the House Parent.
- vii. CSVPA trusted the Committee could recognise the significant opportunity that the proposal represented in supporting the continued growth of a Cambridge based institution and its ability to compete nationally and internationally, together with adding to the vibrancy of the City.

Rob Hopwood (Applicant's Agent) addressed the Committee in support of the application.

Councillor Robertson (Petersfield Ward Councillor) addressed the Committee about the application:

- i. The drawing did not convey the true scale of the development.
- ii. Asked the developer not to proceed with the development.
- iii. Noted that despite negative responses to the public consultation the developer submitted an application very similar to the application consulted on.
- iv. Referred to the protected open space and the fact that the stairs would intrude onto protected open space.
- v. Existing dwellings would be over-shadowed by the application.
- vi. It was an enormous proposal, proposed on a park.
- vii. Sunlight would be taken from buildings if the development went ahead.

- viii. It was imposing on the street scape.
- ix. The proposal sought to ignore requirements in the local plan.
- x. CSVPA needed to recognise that the accommodation would not be guaranteed for their school. CSVPA could not always guarantee that they would lease the building.
- xi. Requested an additional reason for refusal based on policy 60d, which was concerned with structures significantly taller than surroundings overall by virtue of excessive scale, height and depth, which would result in adverse impact in terms of overlooking and overshadowing.

Councillor Davies (Abbey Ward Councillor) addressed the Committee about the application:

- i. Neighbouring residents to the development were Abbey residents.
- ii. The breadth of objections made clear the number of local plan policies breached by the proposal.
- iii. Policy 60d needed to be added to any reasons for refusal. The structure breached the existing skyline.
- iv. The applicants should have demonstrated that there were no adverse impacts.
- v. There would be an adverse impact on New Street, the development would clearly overlook and overshadow this street.
- vi. Sun light would be blocked by the development at noon and at certain times of the day.
- vii. The development would overshadow and adversely impact 89 New Street which had solar panels. Interference of solar panels was a material planning consideration.
- viii. Referred to Policy 67 and the protection of open space. The development would damage the open space. St Matthews Piece was important to the riverside community. It was the only green space walking back from Mill Road, the Grafton Centre and the railway.
- ix. This was precious open space in Petersfield and to Abbey ward residents.

Councillor Davey (Petersfield Ward Councillor) read out the following statement from County Councillor Jones.

- i. This is an instance of overdevelopment on a site that was adjacent to one of the few public open spaces in the densely populated Petersfield area. The County Councillor also lived locally and regularly used this area for walking and cycling.
- ii. Challenged the claim in the Bidwells' report that a shortage of student accommodation currently existed (para 6.17), given the less than full

- capacity evidence from other sites and the likely impact of online learning. There was no evidence for the claim contained in the report.
- iii. Challenged the framing of the 'moderate adverse impact' (para. 6.46) that Bidwells set out. They argued that the admitted 'moderate adverse impact' could be reduced to being 'minor' or even 'negligible' (para. 49) by the additional biodiversity/landscaping.
 - iv. The presentation of the 'walkway' to St Matthew's Piece from New Street as an 'accessibility' gain overlooked the fact that over 100 plus students were likely to be reducing the accessibility for local residents.
 - v. As a local councillor, he challenged the assumptions made about access and travel. Similar claims had been made for other student developments at planning stage claiming that student travel was almost exclusively by cycle and foot, yet subsequently residents have reported noise and inconvenience, caused in part by high use of taxis and late night activity. There was no date given for the travel survey in Appendix B so it was unclear if this was a summer or winter snapshot of existing travel modes and unreliable as a predictor of a new student group.
 - vi. The earlier claims (para.3.13) about no parking spaces except for disabled changed in para. 6.75 to 5 disabled and 2 others. The purpose of the 'others' was unclear.

Councillor Davey (Petersfield Ward Councillor) addressed the Committee about the application:

- i. Was not against landmark buildings however the development disrespected the community where the development was going to be.
- ii. Asked for a further reason for refusal to be included based on policy 60d.
- iii. Noted the Fire and Rescue Service response had not been received.
- iv. The applicant failed to comply with local plan requirements.
- v. Referred to policy 23, the Eastern Gateway SPD - applications had to comply with a duty to enhance the character of the area. The Applicant stated that the effect of the development only partially complied with this policy.
- vi. The special character of Cambridge needed to be protected.
- vii. The project was out of scale.
- viii. Noted policy 57 of the local plan stated that high quality buildings could be supported if they had a positive impact.
- ix. Cycle parking was inappropriate.
- x. Referred to policy 59 of the local plan and noted that the contribution was negative.
- xi. Referred to policy 60d and noted that there was a requirement to demonstrate that there was no adverse impact, the application could not do this.

- xii. The St Mathew's Piece had been in existence since 1898 and was on the only designated park in the Petersfield ward.
- xiii. The application did not recognise the importance of St Matthew's Piece.
- xiv. Referred to local plan policy 67 and noted that students would significantly impact on St Matthew's Piece and would harm the character of it.
- xv. Referred to local plan policy 71 and noted that the open space had been essential during the pandemic.
- xvi. Noted that the trees within the area were significant and nothing should compromise them.
- xvii. No-one supported the application, it was a bad application, in the wrong place.

The Committee:

Resolved (by 7 votes to 0) to refuse the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report subject to an:

- i. Amendment to condition 1 to include a reference regarding a threat to crime; and
- ii. Amendment to condition 5 to reference loss of open space.

Committee delegated authority to officers to amend the reasons for refusal in accordance with i and ii above.

21/33/Plan 20/01609/FUL - 25B Bishops Road

Application deferred to the next Planning Committee as the Committee had insufficient time to properly consider the application.

21/34/Plan Planning Advisory Service Review

The Assistant Director Delivery summarised the Planning Advisory Service review report.

The Committee:

- i. Noted the content and recommendations set out in the Planning Advisory Service report.
- ii. Noted that a further report would be taken to Planning and Transport Scrutiny Committee/Executive Councillor in June 2021 to recommend setting up a joint Member/Officer Group on a task and finish basis to

- oversee the implementation of the PAS report recommendations or, where appropriate to agree the reasons for not implementing any specific recommendation(s) and more specifically to set its terms of reference.
- iii. Considered what representation this Planning Committee should have on the Group and to advise Scrutiny Committee/the Executive Councillor direct and individually with any Member views. The Committee agreed that any reference to Chair and Vice-Chair in the report would include reference to Spokes.

The meeting ended at 5.45 pm

CHAIR

PLANNING

21 April 2021

10.00 am - 5.00 pm

Present:

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

Officers:

Delivery Manager Development Management: Nigel Blazeby

Area Development Manager: Lorraine Casey

Principal Planner: Lewis Tomlinson

Principal Sustainability Consultant: Emma Davies

Senior Urban Designer: Sarah Chubb

Senior Planner: Aaron Coe

Senior Planner: Saffron Loasby

Arboricultural Officer: Joanna Davies

Conservation Officer: Gail Green

Legal Adviser: Keith Barber

Committee Manager: James Goddard

Meeting Producer: Liam Martin

Other Officers Present:

Principal Transport Officer: Tam Parry

Local Highways Engineer: Jon Finney

FOR THE INFORMATION OF THE COUNCIL**21/35/Plan Apologies**

Apologies were received from Councillor Green.

21/36/Plan Declarations of Interest

Name	Item	Interest
Councillor Thornburrow	21/38/Plan and 21/40/Plan	Personal: Application in Trumpington Ward where she is a Councillor. Ward Councillors had general discussion about application

		with residents. Discretion unfettered.
Councillor Baigent	21/41/Plan	Personal: Used to be a member of the Fire Service. Member of Fellowship of Fire Engineers. Member of CamCycle.
Councillor Porrer	21/41/Plan	Personal: Application in Market Ward where she is a Councillor. Ward Councillors had general discussion about application with residents. Discretion unfettered.
Councillor Page-Croft	21/45/Plan	Personal: Application in Queen Ediths Ward where she is a Councillor. Ward Councillors had general discussion about application with residents. Discretion unfettered.

21/37/Plan Minutes

The minutes of the meeting held on 3 February 2021 were approved as a correct record and signed by the Chair.

21/38/Plan 20/04826/FUL - Lockton House, Clarendon Road

The Committee received an application for full planning permission.

The application sought approval for the demolition of Lockton House and 1&2 Brooklands Avenue and the replacement with two new buildings comprising offices (Use Class E), flexible commercial space (Use Class E) to include a cafe, underground parking and utilities, erection of covered walkways, electricity substation, bin stores, access, cycle parking and associated hard and soft landscaping.

The Principal Planner updated his report by referring to updated condition wording on the amendment sheet and revised recommendation wording in his presentation:

The recommendation is to APPROVE the proposal subject to:

- delegated authority for officers to complete the signing of a S106 Agreement to secure the financial contribution for the Chisholm Trail;

- planning conditions as set out in the Officer's report and the amendment sheet.

The Committee received a representation in objection to the application from a representative of Brooklands Avenue and Area Residents' Association:

- i. There was adequate space designated for office provision in the Local Plan 2018. This site was not allocated for new office development in the Local Plan and lay outside the Opportunity Area described under Policy 25. Therefore, this proposal contravenes the Local Plan.
- ii. This was overdevelopment on mainly residential narrow roads. Blocks A and B together would have over three times the existing floor area of Lockton House. Block A would extend south from Brooklands Avenue by around 40 metres, creating an unacceptable loss of privacy and sense of enclosure for the remaining terrace, which includes residential use.
- iii. Demolishing 1 and 2 Brooklands Avenue, opposite the Royal Albert Homes, to build Block A, with large picture windows and a commercial café at ground floor level, would destroy the integrity of a Victorian terrace, and prejudice its future. The design, with an entrance wider than the bay window next door, was inappropriate and damaged the character of the terrace. This terrace makes an important visual contribution to the street scene. It should remain intact.
- iv. Unlike Lockton House, which is placed side-on to Clarendon Road, the bulk of Block B would present five storeys of excessive massing and scale on a wider frontage, with three roof terraces. It would be built right up to the eastern and southern boundaries and loom incongruously over the two storey houses opposite and next to them. Replacement of Lockton House by Block A and B would fail to preserve or enhance the Conservation Area. A screen of 42 mature evergreen trees at the southern boundary would be lost. Both Blocks would overshadow and overlook neighbouring properties having an adverse impact on residential amenity. These buildings are out-of-scale and out of character for the Conservation Area and harm the setting of the Grade II listed Royal Albert Homes.
- v. The Design and Conservation Panel have twice given this an Amber verdict, meaning significant changes are required. One member abstained, believing the case for demolition of Lockton House had not been made. The Panel said the footprint should be reduced, and Block B

made less overbearing to Clarendon Road. To quote from the October 2020 minutes: “the Panel believes the current proposal is treading the boundary of overdevelopment and, indeed, may have strayed over that boundary.” I think it has.

- vi. This application would be overdevelopment due to inappropriate scale, height and excessive massing. Both Blocks would have an adverse impact on neighbours’ living conditions, and would harm the character and appearance of the Conservation Area.

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

- i. His house would be damaged by this application.
- ii. If the application were approved there would be an 11m high wall along his boundary rising to 14m on the corner and then continuing back at that height for 30m to link with Lockton House. It would feel like being at the end of a canyon.
- iii. The proposed entrance to Lockton House next to his front door would create an access for 500 people and provide ground level views into his garden and from the corner of the garden high level windows will provide intrusive views not only into No.3 but also the whole of the Conservation Area.
- iv. Expressed concern that the development was occurring in a terrace, this was unacceptable whether in a Conservation Area or not.
- v. Suggested that if residents wished to extend their terrace properties to the extent of their garden, permission would be (rightly) refused because of the overwhelming damage to neighbours.
- vi. The rebuilding and extending of 1 and 2 Brooklands Avenue in this application had not been considered as work to the terrace but only as an addition to Lockton House. The effect on its neighbours was the most important aspect to consider which had not been done. Despite a number of requests no planning officer has visited to see the effect.
- vii. This application would have a negative impact on 1-7 Brooklands Avenue which was an exceptional terrace. The application openly stated that it intended to create a public entrance to Lockton House within the terrace which is 100m away.
- viii. There should be no connection between Lockton House and Brooklands Avenue. Any application for either should be quite separate.
- ix. Expressed concern the application was an exercise in over development, building tight up to all boundaries to triple the floorspace in order to make it economic to demolish perfectly sound and valuable buildings to build more office space.

- x. This would destroy the nature of 1 -7 Brooklands Avenue and overwhelm the Conservation Area.
- xi. If the Application were granted the Conservation Area designation should be removed since this is exactly what the proposal does.

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

Councillor Summerbell (Ward Councillor) addressed the Committee about the application through a written statement read by Committee Manager:

- i. Submitted a statement in opposition to the development contrary to the officer's report because:
 - The proposal would harm the Conservation Area.
 - The negative impact on the residential amenity.
 - There is significant impact on tree cover.
- ii. Issues with respect to Conservation Area:
 - a. Failed to enhance or preserve the character of Conservation Area. It does not comply with Policies 55 and 61 (it would dwarf the surrounding buildings, especially the terraced houses and would treble the size of the current block). Significant negative impact on the "fine group of buildings" (as The Conservation Appraisal states) that are 1-7 Brooklands Avenue.
 - b. Policy 60: the proposed height will be 21.2m and built significantly closer to surrounding roads and buildings. The current building only reaches this height at a recessed sixth story, therefore with a much lower impact than the proposed design. Members must take into account the aspect as well as the absolute height. There are also roof terraces on Block B. There would surely be significant issues with overlooking surrounding buildings and residences.
 - c. There was already adequate space designated for office provision in the Local Plan. Lockton House and 1 and 2 Brooklands Avenue are not identified as sites for office development within the Cambridge Local Plan 2018. Policy 25: 'Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area' does not identify either Lockton House or 1 and 2 Brooklands Avenue as Proposal Sites and these three buildings are not shown within the 'Opportunity Area.' The current proposal for over-intensive office development did not align with this.
- iii. Significant impact on residential amenity:
 - a. Multiple planning documents misidentify 6 Brooklands Avenue as an office building. It is a residence, immediately north of a 21.2m

- high building. The impact on daylight would undoubtedly be significant, contrary to the officer's report.
- b. The 14metre high public walkway causes significant privacy concerns for the residential dwellings that would be immediately overlooked. Office workers can look directly into residents' gardens and windows.
 - c. The impact on number 3 Brooklands Avenue was devastating.
 - d. There have also been concerns raised with respect to flooding:
 - Flooding of basements to properties will get worse: (February 2021 Ramboll Basement Impact Assessment report, reference 1620007220-RAM-XX-XX-XX-X-0003) identified that although there would be a change in groundwater flow direction, the changes in groundwater elevation would be in the region of a few centimetres at the location of nearby existing basements".
 - This was likely to be significant given that these properties have had existing issues with flooding, with knock on increases in insurance costs as well as the direct risk.
- iv. Impact on tree cover:
- a. The removal of the 42 mature leylandii trees and the loss of other trees is contrary to Policy 71.
 - b. The justification of the removal of the trees is that they are in poor condition. Questioned the point of the Tree Preservation Order if subject trees can be removed due to the fact they have not been sufficiently cared for.
- v. Environmental considerations:
- a. The proposal is to demolish a relatively recent building.
 - b. The developers have completely misrepresented the concept of whole life carbon in their claims. Given that embodied carbon in new buildings is around half the total of the whole life impact (source: Material Economics report) then the new building would have to have net-negative operational emissions in order to have the whole life performance they claim. This is clearly not the case.
 - c. It was worth noting that the calculation had been based on a 60-year design life which minimises the annualised impact of embodied emissions associated with construction while the developers propose knocking down a building far younger than 60 years.
 - d. In addition, a 60-year design life means that the building would still be standing in the 2080s. It did not meet net zero standards for 2050, and there is no firm commitment to meet that target.
 - e. Furthermore, by presenting the impact per occupant, the developers had flattered the calculation by dividing the fixed costs

over a far bigger site than the original. This was clearly not a fair like-for-like comparison.

- f. Members would recall concerns they raised at the last planning meeting about the development on Hills Road, which was subsequently rejected. That concerned a development demolishing older buildings aiming for a BREEAM outstanding rating. This development is demolishing a newer building far better suited to refurbishment and the proposal targets a less efficient energy and carbon performance. Asked Members to apply the same level of scrutiny to this development, as it did not meet Net-Zero by 2050 targets.

Councillor Jones (Ward County Councillor) addressed the Committee about the application:

- i. As the local County Councillor she strongly objected to the Lockton House and 1 & 2 Brooklands Avenue development on two grounds:
 - a. poor quality and inaccuracy of the submission and
 - b. cumulative impact of traffic in the conservation area.
- ii. She thought it was clear from the ongoing significant errors and omissions in the documentation that the developers had no knowledge of the site and the area. The documents consistently contained errors about location, traffic flows and nearby buildings, which suggested they were 'cut and pasted' from another development.
- iii. Talked with the developers in October 2020 to raise issues about construction traffic, increased traffic flows in the area and wider concerns about the cumulative impact of motor traffic. Explained that severe disruption had required bollards to be installed by the County Council to prevent delivery lorries from blocking residents' access. Was reassured that not only were there to be fewer car parking spaces and more bike parking on site but also that the 'servicing' and 'deliveries' required would be to a dedicated delivery bay on Brooklands Avenue. The exception was only for 'refuse collection' from Clarendon Road. The concerns Councillor Jones raised about taxi traffic and drop-offs-pick-ups from the premises (and about construction traffic access) therefore seemed to have been answered.
 - a. Having read the report of the meeting between Councillor Jones and developers, the Vectos report (and its subsequent updates), she found that her concerns about traffic were fully justified. Deliveries were now planned for Clarendon Road as well as Brooklands Avenue, with Vectos assessing this as a likely option for drivers. All taxi pick-ups and drop-offs would move to Clarendon Road too. But with no planned delivery bays or pick-up/drop-off

bays the potential for congestion and conflict will be significant. This was precisely what she and local residents tried to avoid by getting bollards installed through our successful County Local Highway Improvement scheme.

- b. Clarendon Road and surrounding streets are part of a Conservation Area already subject to increasing traffic from large-scale nearby developments, yet it was assumed that local pay and display space was available for employees on these streets. Spaces in Clarendon and Fitzwilliam Roads have been over-subscribed in recent (non-pandemic) years. It was also clear that, with 500 office jobs, this residential area would experience traffic pressures. The Vectos report expected people to drive to the site for meetings, since the report flagged “a maximum stay of 8 hours, therefore suitable for employees’ and notes likely problems with the “lack of two way working” on Clarendon Road.
- c. Clarendon Road and Brooklands Avenue were not built for heavy traffic, contrary to the Vectos report. The application would exacerbate existing traffic noise, flow, parking and pollution issues.
- iv. To conclude: it seemed that the developers have belatedly realised that the development would generate much more car and lorry traffic than admitted and are altering their plans in an ad hoc way. The Brooklands Avenue café would create more delivery pressures and the deliberate shift of traffic to Clarendon Road will impose on this and other Conservation Area streets in an unacceptable way.

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

- i. This application was in fact two applications:
 - a. demolition of Lockton House and 1&2 Brooklands Avenue.
 - b. replacement with two new buildings.
- ii. The current terrace made an important visual contribution to the street scene.
- iii. Numbers 5 and 6 Clarendon Road were houses not offices. They would be particularly affected.
- iv. Suggested the application did not meet Policies 55 and 61 of the Local Plan.
- v. Block B would loom over the terrace.
- vi. Brookland Avenue was already heavily used by pedestrians, cycles and vehicles. The application would create a delivery bay for the site which would exacerbate traffic issues in the area.

- vii. Expressed safety concern that the delivery bay was in the middle of the site pedestrian entrance. There had been various accidents in the area over the last five years.
- viii. Did not agree there was need for further office space in the city. Lockdown had shifted demand from offices to home working.
- ix. It was not easy to convert offices to housing if use permission were changed in future.
- x. The application would adversely affect houses in the Clarendon Road Conservation Area. This would lead to loss of amenity, light and privacy. Office blocks would overlook nearby houses. Expressed concern about:
 - a. out of character with the area;
 - b. overbearing;
 - c. massing;
 - d. out of scale;
 - e. over development of site.
 - f. loss of trees that would be removed so application could be built.
- xi. The footprint of the application should be reduced.

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

- i. control the size of heavy commercial vehicles delivery times;
- ii. investigate if a condition could be implemented to retain public access by preventing the courtyard from being gated;
- iii. planters should remain on the outside of the terrace area.

The amendments were **carried unanimously**.

Councillor Smart proposed an amendment to the Officer's recommendation to include an informative requesting maximum levels of carbon reduction as outlined in the Sustainability Statement.

This amendment was **carried unanimously**.

The Committee:

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

- i. formal determination this was not Environmental Impact Assessment development;
- ii. the prior completion of an Agreement under s106 of the Town and Country Planning Act 1990 with delegated authority granted to Officers to

- negotiate, secure and complete such an Agreement on terms considered appropriate and necessary;
- iii. the planning conditions set out in the Officer's report and amendment sheet;
 - iv. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following additional conditions:
 - a. requiring a service agreement to control heavy commercial vehicle delivery times;
 - b. the courtyard should remain publicly accessible; and
 - c. planters should remain on the outside of the terrace area in perpetuity;
 - v. an informative included on the planning permission:
 - a. requesting maximum levels of carbon reduction as per option 2 in the Officer's report (paragraph 8.93).

21/39/Plan 20/03843/FUL - Carlyle House, Carlyle Road

The Committee received an application for full planning permission.

The application sought approval for a single storey roof extension to create a third floor. First, second and third floor rear extension. Refuse and secure cycle stores to the rear boundary.

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

- i. Firstly: Contradicting the excellent work done and the impressive vision shown in both the Local Area Plan and Mitcham's Corner Framework:
 - a. The proposed building does not meet the requirements for any new development to "create altered or new roof profiles that are sympathetic to existing buildings and the surrounding area" which "do not unacceptably overlook, overshadow, or visibly dominate neighbouring properties." According to the Mitcham's Corner Framework, "building heights along the north western edge of the site "should reflect those of the adjacent 1-17 Carlyle Road".
 - b. Neither does it offer "coherent structures that reinforce the unique quality of the area... through well-designed architecture, developed in a sensitive and sustainable manner and built to the highest quality".

- c. It was of an inappropriate mass and scale and the development exacerbated the impact of an already ugly office building. It certainly does not protect and enhance the character of a Conservation Area right next to the city centre.
 - ii. Secondly: The negative effect on immediate neighbours:
 - a. The terrace opposite would lose light and be significantly overshadowed, since the houses were 2.5 storeys high and this development will be 4 storeys.
 - b. Loss of privacy because of the 'bird's eye view' created by the additional 4th 'penthouse' floor. The office building was often open outside normal office hours and workers would have a clear view into neighbour's bedrooms.
 - c. The new rear extension overlooks/overshadows the Protected Open Space at Grasmere Gardens' lawns.
 - d. Its scale will adversely affect the subsequent redevelopment at Henry Giles House, where the aim is to be in sympathy with surrounding rooflines.
 - iii. Thirdly: Negative environmental and community impact:
 - a. The pandemic made it clear that fewer offices would be needed in future, so this extra office space in a residential area was superfluous and ill-located.
 - b. The development would reduce on-site parking and lead to additional traffic, access and parking issues.
 - c. It would detract from a largely residential community recently revitalised by a new play park and traffic pinch point, making the area safer and more family friendly.
 - d. If the longer-term plan is to convert to residential use under permitted development rights, the issues over mass and scaling, loss of light and privacy, poor design, and adverse effects on the community would be more urgent.
 - iv. Believed the planned proposal would constitute a kind of 'test case' for whether the bold vision and high standards of the Local Area Plan and Mitcham's Corner Framework are adhered to in practice, and such a large and ugly development, if approved, would potentially set a precedent for a poor standard of design and build.

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

Councillor Porrer proposed amendments to the Officer's recommendation:

- i. Condition 15: Require passive provision for electric vehicle charging points so the number or points could potentially be increased in the future.
- ii. Require details of the mast storage location during construction.

The amendments were **carried unanimously**.

Councillor Thornburrow proposed an amendment to the Officer's recommendation to restrict Class E use to offices and café (not nursery etc).

This amendment was **carried unanimously**.

The Committee:

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

- i. the planning conditions set out in the Officer's report;
- ii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following additional conditions:
 - a. Condition 15: Require passive provision for electric vehicle charging points so they could potentially be increased in future;
 - b. Require details of the mast storage location during construction;
 - c. restrict Class E use to offices and café (not nursery etc).

21/40/Plan 20/01609/FUL - 25B Bishops Road

The Committee received an application for full planning permission.

The application sought approval for the erection of two dwellings comprising of 1No. 2-bed and 1No. 5-bed dwelling following the demolition of the existing bungalow.

The Senior Planner updated her report by referring to late representations from 18 Bishops Road, 21 Bishops Road and 20 Exeter Close.

The Committee received a representation in objection to the application from an Exeter Close resident:

- i. This plan would involve the loss of a bungalow with disabled parking from the housing stock: this was raised by the Access Officer at an early stage as a reason for rejecting the application. Although the planned houses will conform to the required disabled access regulations, the nearest parking for the proposed Plot 1 would be well over 100 metres away up a gravel and somewhat uneven track it was unrealistic to describe the development as providing disabled access, either for its residents or visitors.
- ii. Objected to the over-development of the site: to replace a 2-bedroom bungalow with two houses with 7 bedrooms in a total ground area of less than 320 square metres means that the density is well out of line with anything nearby in Bishops Road.
- iii. This would increase the number of traffic movements which would exacerbate traffic flow and parking issues in the area.
- iv. The increase in vehicle movements will not only be due to cars but could also be due to van deliveries. Having a greater number of residents on the 25B plot is likely to result in more van deliveries along the track. This track is privately owned, narrow, and has a corner in it. There is no provision for turning vans at or beyond the 25B plot, so they have to reverse. Damage to roofing, gutters and fences has already occurred; such damage will be more likely with more such vehicle movements.
- v. If, in spite of these objections, this application was approved:
 - a. Noted the revision on the plan in the positioning of the Plot 1 house; this marginally improves the light loss to a well-used room in Objector's house and paved seating area.
 - b. The plan included the demolishing of the brick wall (between Objector's property and Plot 1). Was concerned about the possible consequential structural damage to Objector's main sewer (which runs extremely close at the base of the wall) and to the foundations of their house, which may also be affected by the digging of the deeper foundations to the Plot 1 house. Understood that a 'Party Wall Agreement' would be needed, and asked that (as a condition) a structural surveyor be appointed to assess these and other potential damage issues.

- c. During the demolition and building phases, access to the site would be extremely difficult and there would need to be limits on the length, width and height of site service vehicles. Access to the site would cause great disruption both to those residents using the track from Bishops Road and in Bishops Road itself, where it is likely that large lorries would have to off-load onto smaller ones for access to the site.

Councillor Summerbell (Ward Councillor) addressed the Committee about the application through a written statement (read by Committee Manager):

- i. Raised residents' concerns around the proposed work:
 - a. Density of the development was out of keeping with the rest of the area – a 2 bed bungalow was being replaced by two houses with a total of seven bedrooms.
 - b. The impact of this increase in population on traffic and parking, particularly on a narrow private track shared by residents.
 - c. There was particular concern around emergency vehicle access from elderly residents.
 - d. Access for construction vehicles, noting particular damage to buildings that had already occurred due to vehicle access.
 - e. Safe access to Exeter Close from the rear of the plot.
- ii. Individual residents also raised concerns about being overlooked and structural risks to their houses from construction work very close by.
- iii. The Access Officer recommended refusal and residents echoed concerns about loss of accessible housing.
- iv. If the Committee were minded to approve the application, he would recommend inclusion of the following conditions:
 - a. A restriction on the size of vehicles allowed to access the site during construction, to a maximum of 2.3m wide and 2.4m high. If larger vehicles are required they will have to access the site via Exeter close.
 - b. A restriction on working hours from 8am to 6pm given the unusually close proximity to residents, and the fact that more people will be spending more time at home than in typical times.
 - c. A review, completed prior to construction, of the safety implications and vehicle access requirements to the site once construction is complete.

Councillor Porrer proposed amendments to the Officer's recommendation:

- i. to restrict construction vehicle size via the Transport Management Plan;
- ii. landscaping condition to include details of measures to prevent car parking on plot 1.

These amendments were **carried unanimously**.

Councillor Thornburrow proposed an amendment to the Officer's recommendation to prevent use of flat roof other than for maintenance purposes.

This amendment was **carried unanimously**.

Councillor Baigent proposed an amendment to the Officer's recommendation to include an informative requesting a working fire prevention sprinkler system.

This amendment was **carried unanimously**.

The Committee:

Resolved (by 6 votes to 1) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. the planning conditions set out in the Officer's report;
- ii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following additional conditions:
 - a. to restrict construction vehicle size via the Transport Management Plan;
 - b. landscaping condition to include details of measures to prevent car parking on plot 1;
 - c. to prevent use of flat roof other than for maintenance purposes;
- iii. include an informative on the planning permission requesting a working fire prevention sprinkler system.

21/41/Plan 20/02504/S73 - Varsity Hotel and Spa, 24 Thompsons Lane

The Committee received an application for full planning permission.

The application sought approval for the removal of condition 2 (vehicle parking) of planning permission 08/1610/FUL.

Councillor Dryden (Ward Councillor) addressed the Committee about the application through a written statement read by Committee Manager:

- i. Fire safety and Pollution, if taxis are going into the hotel undercroft, they will leave their engines running which may well pose a fire risk and cause more pollution to staff in the covered area. The Planning Officer in his report mentioned the Grenfell disaster with fire in mind.
 - a. The Planning Officer quoted the Fire Officer in the application: "It is therefore my professional opinion that vehicles should not be parked in the undercroft".
 - b. So why a condition asking to put taxis in there?
- ii. On a practical level, most people who have ordered a taxi will be waiting outside for it. Taxis will also not drive into the hotel to drop people off.
 - a. To ask a taxi driver to leave the taxi outside, walk in to the hotel reception to ask for the gate to open, then drive in and navigate the undercroft, to then drive out again across a dropped pavement to either pick up or drop off does not make sense. It would also cause more potential collisions as the taxi crosses the pavement both in going in and coming out.
- iii. The Planning Officer's report stated in 8.6 in relation to a previous appeal that "...the 4.5m carriageway with footways on both sides was considered to be 'sufficient to allow most small or medium sized commercial vehicles to load or unload on the kerbside without causing undue difficulty'.
 - a. A taxi picking a guest up or dropping a guest off outside is therefore fine. Why go against an Appeals Officer who has visited the site?
- iv. Disabled Valet Service made sense for the following reasons:
 - a. Fire Risk: The access officer correctly understands the importance of the fire risk of vehicles within the hotel.
 - b. Valet Parking: He also supports the provision of the ongoing offer from the applicant of a free Valet Parking service for disabled guests in the correspondence with the applicant and access officer and in the applicants existing travel plan.
 - c. Convenience for Disabled Guests: Agreed with the Applicant that it was more disruptive for disabled guests to park their car outside, go into the hotel to ask for the gate to open, then navigate the undercroft in what is a tight area and park their car rather than have their car valet parked for them off site.
- v. Supported the removal of the disabled bay, conditioned by the offering of a free valet service for disabled users.
- vi. There was no need to condition the taxi turning area.

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

- i. Residents were concerned about the traffic situation in the area, which would be exacerbated by the hotel and valet service.
- ii. It was a good idea to retain the taxi drop off facility.
- iii. Agreed with comments in the fire safety report.

The Committee:

The application was deferred to seek further information from:

- i. a representative of the fire authority on whether the fire egress route was affected by storage arrangements and more generally on fire safety matters relevant to the application and
- ii. a highways officer concerning highway parking etc. More particularly Members asked their officers invite those officers to be available to provide professional advice when this item returns to Committee for determination.

21/42/Plan 20/03838/FUL - 38 High Street, Chesterton

Application deferred to the next Planning Committee as the Committee had insufficient time to properly consider the application.

21/43/Plan 20/04303/S73 - 1 Grosvenor Court

Application deferred to the next Planning Committee as the Committee had insufficient time to properly consider the application.

21/44/Plan 20/00190/FUL - 44 George Street

Application deferred to the next Planning Committee as the Committee had insufficient time to properly consider the application.

21/45/Plan 20/04824/FUL - 130 Queen Ediths Way

Application deferred to the next Planning Committee as the Committee had insufficient time to properly consider the application.

21/46/Plan 20/03704/FUL - Land adjacent 1 Lovers Walk

Application deferred to the next Planning Committee as the Committee had insufficient time to properly consider the application.

The meeting ended at 5.00 pm

CHAIR

PLANNING

28 April 2021

10.00 am - 2.15 pm

Present:

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

Officers:

Assistant Director Delivery: Sharon Brown

Delivery Manager Development Management: Nigel Blazeby

Area Development Manager: Lorraine Casey

Area Development Manager: Toby Williams

Senior Planner: Aaron Coe

Senior Planner: Luke Waddington

Planner: Mary Collins

Planner: Dean Scrivener

Legal Adviser: Keith Barber

Committee Manager: Claire Tunnicliffe

Meeting Producer: Sarah Steed

FOR THE INFORMATION OF THE COUNCIL**21/47/Plan Apologies**

Apologies were received from Councillor McQueen.

21/48/Plan Declarations of Interest

Name	Item	Interest
Councillor Baigent	All	Personal: Member of CamCycle.
Councillor Baigent	21/49/Plan	Personal: Had had two contacts with Varsity Hotel one immediately after the previous Planning Committee meeting and another call before this meeting. Advised that could not discuss the item with them. Had received an email regarding the application from Varsity Hotel which had been sent to all Planning

		Committee members.
Councillor Porrer	21/49/Plan	Personal: Application in Market Ward where she is a Councillor. Ward Councillors had general discussion about application with residents. Discretion unfettered. Had received an email regarding the application from Varsity Hotel which had been sent to all Planning Committee members.
Councillor Page-Croft	21/53/Plan	Personal: Item was in her ward but had had no involvement with application. Discretion unfettered.

21/49/Plan 20/02504/S73 - Varsity Hotel and Spa, 24 Thompsons Lane

The application sought approval for the removal of condition 2 (vehicle parking) of planning permission 08/1610/FUL.

The case officer advised the Committee that the application should be deferred as officers needed to review additional fire strategy information which had been submitted following the Planning Committee on the 21 April. Additionally statutory consultees (the highways and fire authorities) are being re-consulted on the revised information received.

The Committee:

Deferred the application.

21/50/Plan 20/03838/FUL - 38 High Street, Chesterton

The Committee received an application for full planning permission.

The application sought approval for the demolition of the existing house and the erection of 3 dwellings.

The Committee received representations in objection to the application.

The first representation covered the following issues:

- i. A hedge was removed between Alan Percival Court and 38 High Street last year due to the trees dying.
- ii. Referred to the drawings and noted that a 5m high hedge would be put up and raised concerns about the height of the hedge due to the lack of light to the ground floor flats of Alan Percival Court.
- iii. Was looking at putting up trees along the rear of 38 High Street and would like to discuss this with planning.

The second representation covered the following issues:

- i. The close proximity of the boundary wall and the height of the trees at 5m was a looming and overbearing feature. This would be oppressive if it ran the length of the boundary wall.
- ii. The proposal to plant along the boundary wall would provide not only a screen for privacy but also a vista.
- iii. Was sympathetic to the provision of a screen but did not want this to become oppressive to neighbouring properties.
- iv. Was pleased with this application as the buildings were further away and closer to the High Street. Their only concern related to the proposed screen. Asked for a condition to be imposed which provided a compromise between the needs of the new and existing residents regarding the screen so that light could filter through and it would be a form of vista.

Councillor Green proposed an amendment to the landscape condition requiring the removal of the existing trees on the rear boundary and for specific details of the new planting on the rear boundary to be submitted to the Planning Authority for approval. Councillor Smart seconded this proposal.

The Delivery Manager Development Management advised against the imposition of such a condition as officers were of the view that the application did not make the situation worse and therefore the imposition of the condition was unreasonable.

The amendment to impose Councillor Green's proposed additional condition was **carried by 6 votes to 1**.

The Committee:

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

- i. the planning conditions set out in the Officer's report and
- ii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following:
 - a. amendment to condition 15 to include reference to two EV charging points;
 - b. amendment to condition 21 to require the removal of the existing trees on the rear boundary and for the specific details of the new planting on the rear boundary to be submitted for approval to the Planning Authority.

21/51/Plan 20/04303/S73 - 1 Grosvenor Court

The Committee received a s73 application to vary condition 2 (Approved Plans) of permission 19/1250/S73 to permit the introduction of roof terraces to the second-floor flats and changes to the external appearance including height of clay tile cladding lowered to line through with first floor balconies to south east and south west elevation, format of rooflights changed north east elevation, rear elevation (north west) window proportions changed, height of parapet dropped, and balustrades introduced to first floor balconies.

The Planning officer referred to details on the Amendment Sheet.

John Wilson (Applicant) addressed the Committee in support of the application.

The Committee:

Unanimously resolved to grant the s73 variation application in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. the planning conditions set out in the Officer's report and;
- ii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following informatives:
 - a. that the flat roof space adjoining the roof terrace should not be used as an amenity space; and
 - b. to encourage green roofs where possible (with pointers as to which roofs the informative is referring) where possible.

21/52/Plan 20/00190/FUL - 44 George Street

The Committee received an application for full planning permission.

The application sought approval for demolition of existing dwelling and replaced with new 2.5 storey dwelling and associated works.

The Committee received a representation in objection to the application.

The representation covered the following issues:

- i. Objected to the application for 3 reasons: overlooking, over-shading and parking.
- ii. Noted this was the fourth application for a new building on this site since 2016.
- iii. At the second floor, the windows on the rear elevation were full height windows. The rooms were dual aspect so would have windows at the front therefore enquired why the windows at the back had to be so large. Occupants would be able to look directly into rooms and gardens of numbers 42 and 48 and potentially beyond.
- iv. Asked how condition 17 requiring the 'obscured glazing to be retained in perpetuity' would be enforced.
- v. Noted that the report made reference to only one of the previous applications, 17/0671 and the subsequent appeal but a reference to application 16/1817 should also have been included which was rejected on the basis of overlooking into neighbouring properties affecting their amenity. Asked if the Committee members were familiar with the details of these schemes.
- vi. The proposed building would be a storey higher than existing and would impact the garden of number 48 in particular, which was small and confined. 'Light from the sky' as explained in the BRE guide explained how this was important for indoor and outdoor spaces and had become more relevant during Covid lockdowns. Noted that previous applications had included a 'sunpath study', but this application did not have one. Full sunlight analysis and visualisations were required to assess the impact on the amenity of neighbours in this respect.
- vii. The proposals replaced two off street car parking spaces with one - a net loss of one parking space in an area already under high pressure for residents' parking which had recently been exacerbated by the

construction of three new houses opposite which did not provide any off-street parking.

- viii. Noted that the previous application increased the housing supply by a single additional dwelling, but this application replaced a three-bed house with a slightly larger three-bed house. Queried the necessity of the application and the impact on the environment

The Committee:

Resolved (by 5 votes to 1 with 1 abstention) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. the planning conditions set out in the Officer's report and;
- ii. delegated authority to officers, to draft and include the following:
 - a. an additional condition regarding the provision of EV charging points; and
 - b. an additional informative referencing clean air and the use of coal and wood burning fires.

21/53/Plan 20/04824/FUL - 130 Queen Ediths Way

The Committee received an application for full planning permission.

The application sought approval for the demolition of the existing 2 storey house and replacement with three, two-person one bedroom flats and two, three person two bedroom flats in a one and two storey building.

The Planning Officer referred to details on the Amendment Sheet.

The Committee received a representation in objection to the application.

The representation covered the following issues:

- i. Was speaking on behalf of 19 objectors.
- ii. The application ignored a significant road safety issue because of the location of the property. The junction was dangerous and in 2016 was ranked third out of 26 applications for road safety by the Cambridge City LHI panel when applied for double yellow lines in Strangeway Road.
- iii. Referred to two bus stops on a plan displayed during the meeting which were 30m from each entrance, one of which was opposite Heron Close

and the other was three houses down. Each bus stops served 6 buses an hour.

- iv. There were approximately 1900 pupils at three schools within 600m of the site. Strangeway Road was a significant access route for cars, bicycles and pedestrians. Children lingered on this corner.
- v. Queen Edith's Way was narrow and had a speed limit of 20mph but most cars and buses drove between 25-40mph.
- vi. Noted that there were no proposed allocated parking spaces and therefore every car would arrive at the property uncertain whether they would have a parking space.
- vii. Disagreed with the response provided by the Highways Authority that there would be no impact on highway safety.
- viii. Parking provision was dangerous and inadequate. Criticised the use of the Cambridge On-street Parking Strategy 2016 for assessing parking stress as it was out of date and not fit for purpose.
- ix. Policy 82 had not been fulfilled.
- x. Queens Edith's Way did not have double yellow lines and experienced anti-social verge parking.
- xi. Noted staff from Netherhall School parked in Beaumont Road.

A vote was taken on the officer's recommendation to approve the application but subject to the inclusion of additional conditions regarding:

- a. EV and passive charging points and
- b. the flat roof area being a green roof.

Resolved (by 6 votes to 1) to reject the Officer recommendation to approve the application.

'Minded to' refuse reasons were provided by Members. An adjournment followed to allow officers to consider advice and to draft the reasons for refusal. Whilst drafting the reasons for refusal it became apparent there was a discrepancy/uncertainty regarding whether or not the application complied with space standards.

In light of the uncertainty, officers advised the Committee the application should be deferred to obtain clarification of space standards compliance.

Some Members indicated that they only had concerns regarding space standards and this was why they had voted to reject the officer's recommendation.

The Committee:

Resolved unanimously to defer the application pending clarification of the space standards compliance uncertainty.

21/54/Plan 20/03704/FUL - Land adjacent 1 Lovers Walk

The Committee received an application for full planning permission.

The application sought approval for demolition of existing car port and storage area and erection of 1 no. dwelling and associated curtilage.

The Committee received a representation in objection to the application

The representation covered the following issues:

- i. Objected to the proposal as the area was already densely populated with a couple of dozens of households within 25m of the proposed property. The addition of another household with a car parked outside would not be a benefit to the area.
- ii. There was no designated car park for the new dwelling contrary to requirements.
- iii. On the Site Block Plan - Proposed and Existing the current depiction of the border with 72 Humberstone was not correct.
- iv. The proposed property encroached into the small garden and would do so even more when taking into account the excavation work necessary to lower the land and to put in foundations. It also protrudes into the garden of 70 Humberstone Road beyond the line defined by 1 Lovers Lane. The foundations and excavation work needed to be completely on the land of number 7 so it should not be possible for the building to protrude as it did in the drawings.
- v. Found it problematic the plans lacked external dimensions.
- vi. The height of the property would have a great impact on the amenity of the surrounding gardens. The plans showed that the land would be lowered to allow for the new property. Queried the effect on 70, 72 and 74 Humberstone Road. The external width and length of the property

was needed to understand how the property and its foundations would fit on the land of number 7.

- vii. Reclaimed bricks should be used on any new property so that it was in keeping with the surrounding area. The current building was built with old Cambridge bricks.

Franco Montecalvo (Architect) addressed the Committee in support of the application.

The Committee:

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

- i. the planning conditions set out in the Officer's report; and
- ii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following additional conditions covering:
 - a. boundary treatment
 - b. materials
 - c. the removal of householder permitted development rights for use classes A, B, C and E;
 - d. landscaping requiring a separate walkway for accessibility; and
- iii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include an additional informative relating to the Party Wall Act.

The meeting ended at 2.15 pm

CHAIR

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

0.0 Addendum

0.1 At 21st April 2021 Planning Committee, Members resolved to defer the application due to concerns over the fire safety matters and members requested a representative of Cambridgeshire Fire and Rescue be present at the committee meeting to answer members questions and concerns in relation to fire safety matters. Following on from the deferral of the application a site meeting has taken place between the case officer, the applicants and their fire safety consultant. Additional information has also been submitted in the form of a fire strategy and a further consultation on this document has taken place with Cambridgeshire Fire and Rescue and Cambridgeshire County Council Highways authority.

Consultations

Cambridgeshire Fire and Rescue Service

0.2 Further to our recent conversation, to my knowledge the undercroft at the Varsity Hotel is not being used as a facility to park or turn vehicles, which I believe has been the case for some time or potentially from when the hotel first opened. The undercroft is largely being used as a storage/service area for the hotel. My understanding is that vehicles are temporarily or permanently parked at other locations and not at the hotel.

However, the building was designed and approved with parking and turning facilities for vehicles, which would have been

considered and accepted by the Fire Service and other regulatory bodies at the time.

It appears that the parking bays are away from the exit and dry riser inlet in the undercroft to avoid any obstructions. There are two alternative escape routes from the staircase at ground floor level, one through reception (primary escape route) and the other via the undercroft (secondary escape route). Both escape routes should be maintained and be easily and safely accessible at all times, in the event that one route is compromised by fire and to ensure that the alternative route is available.

The fire risk assessments from Force Fire Consultancy Ltd., dated 26th April 2021 has been observed.

Cambridgeshire Fire & Rescue Service (CFRS) would recommend that no cars are parked in the undercroft on fire safety grounds, in order to avoid increasing the fire load and the risk of fire in that location, and as the hotel hasn't and/or doesn't currently provide parking. However, vehicle parking, access and turning facilities at the hotel were previously accepted by approving authorities with the building design and occupancy in mind.

Cambridgeshire County Highways Authority

- 0.3** The additional comments made by Cambridgeshire Fire and Rescue do not alter or conflict with the comments made by the Highway Authority on 12th Jan. 2021, i.e. that the removal of the car parking spaces is acceptable as long as the turning area is retained.

Planning Assessment

- 0.4** Following a site visit inside the undercroft space it is evident that there is sufficient space for a taxi turning space to be retained within the undercroft space without detrimental impacts on fire safety. The applicants have submitted details of their fire safety strategy which have been reviewed by the Cambridgeshire Fire and Rescue Service. The Cambridgeshire Fire and Rescue consultation response clearly indicates that no vehicles should be parked in the undercroft in order to avoid increasing the fire load and the risk of fire. The fire risk

associated with a turning space for taxis being retained is considered to be less than associated with permanently parked vehicles within the undercroft space. Therefore, given the comments on the County Highways Authority which require a turning space to be retained on highway safety grounds it is considered reasonable and necessary for the loss of the allocated car parking space within the undercroft to be accepted but the retention of a taxi turning space will be secured via condition.

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

Recommendation

- 0.6** Approval subject to conditions.

Application Number	20/02504/S73	Agenda Item	
Date Received	26th May 2020	Officer	Aaron Coe
Target Date	EOT (23 rd April 2021)		
Ward	Market		
Site	The Varsity Hotel and Spa 24 Thompsons Lane Cambridge, CB5 8AQ.		
Proposal	Removal of condition 2 (vehicle parking) of planning permission 08/1610/FUL		
Applicant	Mr William Davies.		

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

1.0 SITE DESCRIPTION/AREA CONTEXT

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

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

2.0 THE PROPOSAL

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

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

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

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

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

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

3.0 SITE HISTORY

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

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

4.0 PUBLICITY

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

5.0 POLICY

5.1 Cambridge Local Plan 2018

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 28 31 32 33 34 35 36 56 61 77 81 82

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

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

Cambridgeshire County Council (Highways Development Management)

As submitted

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

As Amended

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

Access Officer

- 6.3 Onsite parking is preferred but I cannot challenge the view of a fire safety report. Valet parking has to be offered. I cannot see that valet parking would have any major impact on traffic passing the hotel. Mainly because this will not be frequent and

should be managed efficiently so that the parking time is limited and given the area has no through traffic.

Environmental Health

6.4 No objection.

City Council Conservation team

6.5 No heritage implications

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

7.0 REPRESENTATIONS

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

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

7.2 The representations can be summarised as follows:

- Previous application to replace the disabled parking space with free valet parking (ref 14/0499/S73) was refused on disability discrimination and highway safety grounds. The current application now seeks to remove both the disabled parking space and taxi drop-off bays within the undercroft of the hotel. This would exacerbate existing issues in the area.
- Increased parking in and around the Varsity and blockage of the road with traffic outside the entrance to the site.
- The rationale for the original condition has not changed.

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

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

8.0 ASSESSMENT

Principle of Development

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

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

Highways Safety

- 8.5 As submitted the County Council Highways engineer raised concern over the loss of the undercroft due to the narrow width of the carriageway along Thompsons Lane and the impact of drivers mounting the footway to pass a parked car. However, during the course of the application the applicants submitted a transport note confirming that the ability for a taxi to enter and leave the site in forward gear will be retained. This has resulted in their original objection being withdrawn subject to a further condition which ensures that the manoeuvring space within the undercroft is retained. Officers support the inclusion of this condition as it is considered reasonable and necessary.
- 8.6 There are no loading and unloading restrictions along Thompsons Lane which means that deliveries to properties and the unloading of vehicles including those associated with residents can take place along its lengths. In this instance the level of disruption to the highway caused by a vehicle pulling up and waiting for the valet parking service is considered to be unlikely to cause any further disruption than the use of the undercroft car parking space (which involves the guest leaving their vehicle to contact a member of staff at reception to open the gates to the undercroft before manoeuvring into the space) or the delivery of goods to properties along Thompsons Lane. Moreover, within a previous appeal decision relating to the provision of a restaurant on the site, the 4.5m carriageway with

footways on both sides was considered to be 'sufficient to allow most small or medium sized commercial vehicles to load or unload on the kerbside without causing undue difficulty'. On balance the loss of the disabled car parking space is not considered to result in additional adverse impacts on the highway network than the existing arrangements. The proposals are considered to be in accordance with Cambridge Local Plan 2018 policy 81.

Access matters

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

Other matters

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

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

2) The use of valet parking for disabled users would be likely to lead to vehicles waiting on the carriageway or the footway in Thompson's Lane, causing an obstruction to traffic, a hazard to highway safety, especially for cyclists and pedestrians, and noise and disturbance to residents, contrary to policies 3/4, 3/7/4/13 and 8/2 of the Cambridge Local Plan 2006.

- 8.9 In respect of refusal reason one above, it is considered that from the evidence provided by the applicant in relation to the fire safety issues associated with the location of the allocated space it would be unreasonable and unsafe to insist that the disabled car parking space is retained. Officers maintain the view that disabled guests using valet car parking service rather than an on-site car parking space remains to be an inconvenience. However, given the conclusions of the fire safety audit that has been submitted it is considered necessary to give significant weight to this issue and it is considered appropriate for alternative solutions to be considered. Given this change in circumstance since the previous refusal, and the need to address fire risks becoming much more heightened since the Grenfell disaster, it is considered appropriate to depart from this previous reason for refusal in this instance.
- 8.10 The second reason for refusal listed above refers to the inconvenience to residents/highway safety caused by vehicles parked up on the pavement waiting to be valet-parked. As set out in paragraph 8.6 above, due to the infrequency of the use of this service and the level of disruption caused by vehicles attempting to manoeuvre into the undercroft space on balance the proposal is not considered to result in additional adverse impacts on the highway network than the existing arrangements and the proposals are considered to be in accordance with Cambridge Local Plan 2018 policy 81.

9.0 CONCLUSION

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

10.0 Recommendation

10.1 Approval subject to conditions.

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

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

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

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

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

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

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

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

Reason: To ensure that the hotel contributes fully to satisfying

the need for short-stay visitor accommodation. (Cambridge Local Plan 2018 policy 77).

5. The hotel shall continue to offer a valet parking service for all disabled guests throughout the lifetime of the development.
Reason: To secure the provision of an adequate car parking service to meet the needs of disabled visitors. (Cambridge Local Plan 2018 policy 82).

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

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

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

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

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

Reason: To ensure adequate cycle parking (Cambridge Local

Plan 2018 Policy 82)

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

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

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

Reason: To define the terms of the application.

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

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

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site lies on the southern side of Queen Edith's Way between the junction with Heron's Close and Beaumont Road. This is a predominantly residential area characterised by detached brick properties on large plots with houses set back from the street having car parking and landscaping to the frontages. The existing property is two storey red brick building. The property is accessed from Queen Edith's Way with two dropped kerbs at either end of the property and some trees and hedge to the frontages.

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

2.0 THE PROPOSAL

2.1 The application seeks full planning permission for the demolition of the existing building and erection of a replacement property. The replacement building would be comprised of two 1x bedroom flats and three 2x bedroom flats.

2.2 The replacement building would be broken into three elements; a single storey element to the east which rises into 2 x two storey blocks with pitched roofs which are linked by a flat roofed clad and glazed element. The building would be finished in buff bricks with timber cladding to the upper floors of the front elevation and brown roof tiles with a grey single ply membrane to the flat roof.

2.3 Amendments have been received during the course of the application and to alter the description of the proposal to: demolition of existing 2 storey house and replacement with three, two person one bedroom flats and two, three person two bedroom flats in a one and two storey building.

- The scheme has been amended to comply with the space standards and private amenity space requirements of Policy 50 of the Cambridge Local Plan 2018 and to comply with Policy 51 of the Cambridge Local Plan 2018 through the addition of a lift.
 - Flat 4 has been changed from a 4-person two bed flat to a 2-person one bed flat.
 - Flats 1, 2 and 4 are now all 2-person one bed flats of 51sqm GIA (to comply with Policy 50)
 - Flats 3 and 5 have been changed from 4-person two bed flats to 3-person two bed flats and resized to 61sqm (to comply with Policy 50)
 - A lift has been introduced into the communal hallway to provide level access to Flats 4 and 5 at the first-floor level (to comply with policy 51).
 - Where introducing a lift has removed access to the rear communal garden directly from the communal hallway, external, south-facing balconies have been added to both first floor flats, affording each flat a private external space (to comply with Policy 50). These balconies are separated by a timber privacy screen, have been set back from the boundary with 132a Queen Edith's Way, and do not project beyond the rearmost elevation of the development.
 - The main entrance to Flat 1 has been relocated to the proposed west elevation, giving a more efficient internal layout.
 - Where access to the rear communal garden from the communal hallway is no longer required, an enclosure for 5 air-source heat pumps is proposed, reducing the lifetime carbon footprint of the development.
 - The area of the site covered by pathways has been reduced to allow for more green space.
- The application was deferred at the planning committee held on 28th April 2021 so that uncertainty regarding compliance with the space standards could be clarified. Since the meeting, a parking survey has been commissioned and has been carried out by Traffic Surveys UK Limited using the 'Lambeth Methodology' on the nights of 12th and 13th May. In response to the Highway Authority's response, as reported in paragraph 6.1, this has been further amended to omit the spaces on Queen Edith's Way.

- The applicant has also responded to the query about a lift ‘overrun’ and states that in this type of situation all that is required is a low usage, low speed ‘Platform Lift’, which has no overrun requirement. For aesthetic reasons it is proposed to use a Stannah Piccolo Lift, which is very similar to a platform lift but includes a more traditional looking lift door and enclosure but still only requires a total headroom of 2,500mm, which will fit easily within the proposed building design.

3.0 SITE HISTORY

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

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 31 32 35 36 50 51 52 55 56 57 59 69 70 81 82

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

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

Cambridgeshire County Council (Highways Development Management)

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

Additional information - Parking survey

The Highway Authority would seek that the parking spaces identified within the survey along Queen Edith's Road are not included within those identified as being suitable for use for residential parking. This road is not suitable for on street parking as is evidenced within the report, for what little parking there is, is on the grass verge, i.e. removing the vehicle wholly from the carriageway. This is not a practice the Highway Authority recognises as acceptable or desirable.

The survey shows that while there are on street car parking spaces available that a reasonable level of 'stress' already exists on a number of the adjacent streets, and that if residents of the proposed development do own cars and park them on street this level of 'stress' will increase, most likely within Strangeways Road, where the survey identified available on street spaces close to the proposed development.

While showing that the loss of residential amenity may not be severe the survey does not demonstrate that it will not be insignificant, and the Planning Authority may still wish to consider this aspect of the scheme within its overall deliberations.

Environmental Health

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

- Demolition/construction hours
- Collections/deliveries during demolition and construction
- Piled foundations
- Airborne dust (and informative)
- Noise insulation scheme

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

Refuse and Recycling

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

Sustainable Drainage Officer

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

Nature Conservation Projects Officer

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

The Council's Biodiversity Officer is content with the survey effort and recommendation that demolition can proceed following a hand strip of the lead and ridge detail as described.

Support the proposed inclusion of at least one integrated bat roost feature, the specification and location of which can be secured via the previously proposed condition.

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

7.0 REPRESENTATIONS

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

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

7.2 The representations can be summarised as follows:

- Out of character for the area and other structures in the South Queen Edith's area. The development is over-bearing and overlooks existing properties.

- Loss of biodiversity as trees are being removed and not replaced.
- There is no consideration of the environment of energy saving as per Council Policy.
- The existing property has a covenant which requires the site to be used for a single property
- 4 Parking spaces is insufficient for a potential of 16 people (2 per double bedroom), possibly more if they have a visitor. It would be dangerous to have another 12 cars parking in this area. There is not enough space at the front of the property for it to include a garden/screening, space for 4 diagonal parking spaces plus space to manoeuvre a car.
- In Herons Close, we already experience a lot of 'overflow parking' from Queen Edith's Way which causes obstructions at the top of our cul-de-sac and damages the verges. This development is very close to the entrance of Herons Close and will likely contribute further to this problem so more parking should be provided on the site.
- Queen Edith's Way is very busy at rush hour so on road parking here would add to traffic, and the side streets already have damaged verges and blocked access from too many cars.
- The property sits opposite the T junction to Strangeways Road which leads to a primary school and there is a secondary school further along Queen Edith's way. It is very busy at school start/finish times with traffic and children cycling, therefore it would be dangerous having cars entering/exiting it across a pavement onto a busy road.
- There is not enough space for a potential of 15 wheelie bins (black, green and blue for each flat).

Revised drawings

Objections

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

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

Additional information received Parking Survey

Councillor Page-Croft has requested that the application be called in to Committee as the car parking is not satisfactory contrary to Policy 82 and Appendix L.

Objections

36 Almoners Avenue
 6 Beaumont Road
 21 Bowers Croft
 2B Cavendish Avenue
 1 Herons Close
 17 Herons Close
 11 Strangeways Road

- The recent traffic survey and the comments about the lift do not materially change objection to this development.
- The traffic survey advises the adjacent Heron's Close is too narrow to park but does not include restrictions to stop parking by potential residents of 130 Queen Edith's Way which will be the most viable option as there is no parking space proposed at the dwelling.
- The inappropriate development of the area and with a building that is out of keeping with other properties, remains an issue to stop this development going ahead.
- This amendment does not address any of the previous objections raised by local residents, especially those around over-development of the site and road safety.

- The traffic survey indicates a low parking stress by assigning a value of 0% to Queen Edith's Way and 4% to Strangeways Road, which does not take into account a number of critical factors:

1) Residents do not park on Queen Edith's Way because of the width of the road and the amount of traffic. On-street parking would drastically increase congestion and reduce road safety.

2) As noted by other objectors to this application, Strangeways Road is a narrow road that already has parking problems caused by drivers forced to park on the pavement due to its width.

3) By carrying out the survey at 00:30 each day, the effects of peak traffic flow and parking due to the several nearby schools are not considered.

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

8.0 ASSESSMENT

Principle of Development

8.1 Planning permission has recently expired on the 6 December 2020 reference 17/1626/FUL. Although this application was determined under the previous 2006 Local Plan and has expired, case law has emphasised the importance of consistency in decision making, and it is therefore a material consideration.

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

8.3 Policy 52 states: Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:

a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;

b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are

worthy of retention due to their contribution to the character of the area and their importance for biodiversity;

- c. the amenity and privacy of neighbouring, existing and new properties is protected;
- d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
- e. there is no detrimental effect on the potential comprehensive development of the wider area.

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

Context of site, design, external spaces

- 8.4 There have been minor changes to the approved scheme apart from the addition of balconies to the first floor rear elevation which would be situated in the recess to the rear of the building and the reduction in the depth of the recessed central section.
- 8.5 The proposed replacement building still reads like two domestic scale buildings, connected by a link that is set back and treated with contrasting materials to the main elevations.
- 8.6 The proposed replacement building is broken down into different elements which help to reduce the overall scale and massing of the development. The clad and glazed linking element provides a visual break between the solid brick elements. This reduces the overall scale and massing as the materials have a more lightweight feel.
- 8.7 The position of the replacement building is still broadly in line with the surrounding building line and the previous approval. The siting of the building is considered acceptable.
- 8.8 A boundary condition is recommended to ensure that the altered planting to the frontage is of an adequate quality. This maintains a varied and suburban character to match the streetscape, which is mixed.
- 8.9 Conditions are recommended relating to material samples, cladding details, window/door details and details of bin and bike stores.

- 8.10 The form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and is in accordance with Policy 52 (a).

Carbon reduction and sustainable design

- 8.11 Conditions are recommended to secure carbon reduction and water conservation measures in accordance with Cambridge Local Plan 2018 policies 28 and 31.

Integrated water management and flood risk

- 8.12 Officers are satisfied that an acceptable surface water drainage scheme could be secured through condition. Policy 31 of the Cambridge Local Plan 2018 requires all flat roofs to be Green or Brown to assist in reducing surface water run-off from buildings. A condition will be attached requiring a Green Roof.
- 8.13 Subject to this, it is considered the proposal is compliant with Cambridge Local Plan 2018 policies 31 and 32.

Ecology

- 8.14 The building is in an area of relatively large mature gardens with numerous bat records. The proposal entails the demolition of an existing building and an internal and external preliminary bat survey has been received 19 April 2021. The Council's Biodiversity Officer is content with the survey effort and recommendation that demolition can proceed following a hand strip of the lead and ridge detail as described.

Support the proposed inclusion of at least one integrated bat roost feature, the specification and location of which can be secured via condition.

- 8.15 The proposal will be required to provide a biodiversity net gain. A condition is recommended to secure this detail.
- 8.16 Subject to this, it is considered the proposal is compliant with Cambridge Local Plan 2018 policies 69 and 70 and policy 52(b).

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.17 The building drops down to single storey near the boundary with 132A Queen Edith's Way. The building would also be set away from the boundary. Whilst it would extend further into the garden than 132A Queen Edith's Way, it would be of a relatively modest size with a low eaves height of 2.5 metres and set away from the boundary. As a result, Officers are satisfied that it would not have any significant impact on this occupier in terms of enclosure or overshadowing. The proposal would be two storeys near the boundary with the other neighbour at 128 Queen Edith's Way and would extend beyond the rear building line of this neighbouring property by approx. 3.6 metres. However, the building is set off of this boundary with 6.35 metres from building to building and 3.2 metres between the extension and the boundary. Whilst the proposal would result in some additional enclosure to the neighbouring garden in comparison to the existing building, given the set away from the boundary, Officers are satisfied that this would not be significantly harmful to warrant refusal. The proposal may result in some additional overshadowing of the garden of number 128, however Officers are satisfied that this would be very limited and not sufficiently harmful to warrant refusal of permission.
- 8.18 Some of the representations raise concerns regarding noise and disturbance from additional users of the site. The proposal is for 5 flats on a plot which is considered to be adequately large to accommodate the number and type of units. In the view of Officers, the additional residential uses would not give rise to a significant increase to noise and disturbance to the surrounding occupiers. The building would have windows closer to the neighbouring gardens however given the presence of existing first floor rear windows Officers are satisfied that there would be no significant impact on overlooking of neighbouring properties.
- 8.19 The addition of balconies to the rear would not extend much further into the application site than the previously approved rear elevation and windows. The balconies are inset approximately 8 metres from the rear boundary and this distance is considered sufficient to ensure that there would not be a detrimental loss of privacy. The balconies are also set in sufficiently from each side boundary with properties in Queen Edith's Way. The first-floor balconies would be the same distance from the boundary as the approved windows. As such it is considered that the insertion of the balconies would not result in a detrimental loss of privacy through overlooking.

- 8.20 With regard to the air source heat pumps for dwelling houses and flats, the MCS Planning Standards were developed to act as a resource for this and contains the requirements, including noise prediction methodologies, that ground source or air source heat pumps must comply with to be permitted development under the above Act. Development would not be permitted if it failed to comply with The MCS Planning Standards. It would be a reasonable step to require that the air source heat pump complies with the MCS Planning Standards. This should ensure that internal and external noise levels are kept to a reasonable level at any nearby residential premises.
- 8.21 In the opinion of officers, the proposal adequately respects the amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55, 56 and 52(c).

Amenity for future occupiers of the site

- 8.22 Policy 50 of the Cambridge Local Plan 2018 sets out internal residential space standards.
- 8.23 The previous planning application was considered prior to the adoption of the Cambridge Local Plan 2018 and policy 50 – internal space standards. The emerging policy and space standards were a material consideration in the determination of this planning application, and it was considered that the proposal provided a good quality of internal space although none of the proposed units met the space standards.
- 8.24 The sizes of the units have been revised so that all of the units now meet the space standards.
- 8.25 All five flats are dual aspect and were previously considered to be of an adequate internal size albeit being below the space standards set out in the emerging plan, the Cambridge Local Plan was adopted in 2018.
- 8.26 The floor space of the proposed units is presented in the table below against the requirements of Policy 50. Please note that, since the previous Committee, these figures have been amended to demonstrate that all units would comply with the standards.

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	2	1	50	50	-
2	1	2	1	50	50	-
3	2	3	1	61	61	-
4	1	2	1	50	50	-
5	2	3	1	61	61	-

Size of external amenity space

8.27 Policy 50 of Cambridge Local Plan 2018 states that all new residential units will be expected to have direct access to an area of private amenity space.

8.28 The amenity space is south facing, and all units are dual aspect. Ground floor flats have access to private gardens. The two upper floor flats have access to a communal garden.

8.29 The first-floor flats as previously approved did not have access to private amenity space although they would have use of the communal gardens. Amendments have been made in the current application with the first-floor flats now having direct access to a balcony. These are south facing and would give an acceptable level of private outdoor amenity space in association with the communal gardens.

8.30 The proposed balcony area would overhang the ground floor garden to Flat 2 but is not considered to impede the use of this garden or to result in undue overshadowing to this garden or loss of light to ground floor rear facing rooms. The communal garden is now accessed from the front entrance to the property.

8.31 The proposal as amended is considered to comply with policy 50.

Accessible Homes

8.32 As this is a new build, compliance with policy 51 and the requirements of Part M4 (2) of the Building Regulations is required. The proposal as submitted did not meet these requirements but has been amended to include lift access to the

first-floor flats. The proposal as amended is considered to comply with policy 51.

- 8.33 In the opinion of officers, the proposal provides a high-quality and accessible living environment and an appropriate standard of residential amenity for future occupiers, and in this respect it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 57.

Refuse Arrangements

- 8.34 Recycling and waste provision has been amended to accommodate the reduced occupancy (two 360l general waste and recycling bins each and two 240l composting bins for 12 occupants). The applicant has noted the comments of the council Waste Team and has confirmed that the premises will be fully managed by an agent on behalf of the owner and the service provided will include delivery and recovery of the shared bins to the roadside on collection day. Details of the stores, including elevations and materials proposed are recommended to be required via condition.

- 8.35 It is considered that the proposal is compliant with Policy 56 of the Cambridge Local Plan 2018.

Highway Safety

- 8.36 In the previous application, the building position was amended to be set far enough back so that there was enough space for cars to turn at the front. The position of the building has not changed and there is enough space for four cars to be parked but also to turn.

- 8.37 The Highways Authority does not consider that there would be any adverse impact upon highway safety. The proposal would therefore be compliant with policy 81 of the Cambridge Local Plan 2018.

Car and Cycle Parking

- 8.38 The Council has maximum parking standards outlined in Policy 82 and Appendix L of the Cambridge Local Plan (2018). Cambridge City Council promotes lower levels of private parking where good transport accessibility exists. The site is

located in a very sustainable location close to the City Centre and in close proximity to public transport routes, including the railway station.

- 8.39 There are four parking spaces provided and this is considered acceptable as this is the level of parking that was previously provided. Although the level of parking provided does not match the number of units proposed and could result in competition for spaces, it is considered that to ensure this does not lead to an impact on highway safety, these spaces could be allocated to specific units. There is adequate space to accommodate cycle parking on site. Footprints for the cycle store are shown on the plans. Details of these stores, including elevations and materials, are requested via condition.
- 8.40 The site lies outside the Controlled Parking Zone, and a number of residents have raised concerns regarding the potential exacerbation of existing on-street parking problems. The definition of parking stress is contained within the supporting text of Policy 53 of the Cambridge Local Plan (2018) which relates to flat conversions, but parking stress is a factor in the determination of this application as new residential units are being created.
- 8.41 Parking stress is defined as occurring in those streets where surveys show that there is less than 10 per cent free notional parking capacity. The Cambridge On-Street Residential Parking Study November 2016 shows that in Queen Edith's Way and Heron's Close there is low parking pressure with at least 10 per cent notional free parking and subsequently no overnight car parking stress on these streets.
- 8.42 Since the previous planning committee, in response to concerns that the 2016 Parking Study is out of date, a parking study has been submitted based on a survey carried out on the nights of 12th and 13th May 2021. The survey and report concluded that little has changed since the Cambridge On-Street Residential Parking Study in November 2016 and identifies low parking pressure (average of 24%) in Queen Edith's Way, Strangeways Road, Beaumont Road, and Chalk Grove. The survey area has approximately 75% per cent notional free parking and subsequently little overnight car parking stress on these streets.

8.43 The Highway Authority advised that the parking spaces identified within the survey along Queen Edith's Road should not be included within those identified as being suitable for use for residential parking. This road is not considered suitable for on street parking, as the small amount of parking is on the grass verge, i.e. removing the vehicle wholly from the carriageway, which is not recognised as acceptable or desirable by Highways. The figures have since been revised to omit these spaces. This increases the average figure from 24% to 33% which equates to 30-35 usable safe spaces within the parking areas.

8.44 The Highways Authority has commented that while there are on street car parking spaces available that a reasonable level of 'stress' already exists on a number of the adjacent streets, and that if residents of the proposed development do own cars and park them on street this level of 'stress' will increase, most likely within Strangeways Road, where the survey identified available on street spaces close to the proposed development.

8.45 Four of the five flats would have one on-site parking space which could be allocated. Given only two of the five flats are considered to be suitable for a small family, it is considered that car ownership may not match the occupancy level. It is considered that the additional demand for off street parking spaces would not be significant, as this may equate to the one space for which there is a shortfall on site. Whilst there may be a small increase in on-street parking pressure, given that the notional free parking is well in excess of the 10% threshold referred to in the supporting text of Policy 53, it is not considered the development would give rise to an unacceptable impact on surrounding streets.

8.46 The proposal would therefore be compliant with policies 81 and 82 of the Cambridge Local Plan 2018.

Third Party Representations

8.43 These have been addressed in this report.

9.0 CONCLUSION

9.1 In conclusion, it is considered that the proposed development would have an acceptable impact on the amenity of the

occupiers of adjoining properties and future occupants having regard to the proposed unit sizes and accessibility.

10.0 RECOMMENDATION

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

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

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

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

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

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

2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other

arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

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

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

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

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

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

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

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

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

7. No development above ground level, other than demolition, shall commence until a noise insulation scheme, detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area has been submitted to and approved in writing by the Local Planning Authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the development, hereby permitted, is occupied or the use commenced and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area.
(Cambridge Local Plan 2018 policy 35)

8. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

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

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

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions))

10. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59)

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

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

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

12. Prior to first occupation full details of all cycle stores and refuse stores, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed details prior to first occupation of the development unless the Local Planning Authority agrees to any variation in writing.

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

13. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved vehicular accesses unless details have first been submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

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

16. The manoeuvring area shall be provided as shown on the drawings and retained free of obstruction.

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

17. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety (policy 81 of the Cambridge Local Plan 2018)

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

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

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

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

20. Prior to first occupation for the use hereby permitted, carbon reduction measures shall be implemented in accordance with a Carbon Reduction Statement which shall be submitted to and approved in writing by the local planning authority prior to implementation. This shall demonstrate that all new residential units shall achieve reductions in CO₂ emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details:
 - A) Levels of carbon reduction achieved at each stage of the energy hierarchy;
 - B) A summary table showing the percentage improvement in Dwelling Emission Rate over the Target Emission Rate for each

proposed unit;

Where on-site renewable or low carbon technologies are proposed, the statement shall also include:

C) A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance programme; and

D) Details of any mitigation measures required to maintain amenity and prevent nuisance.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018, Policies 28, 35 and 36).

21. Finished ground floor levels to be set no lower than 300mm above ground level.

Reason: To reduce the risk of flooding to the proposed development and future occupants. (Cambridge Local Plan 2018, Policy 32)

22. No development shall take place (including demolition, ground works, vegetation clearance) until an ecological enhancement plan has been submitted to and approved in writing by the local planning authority. The plan shall include:

The specification, number and location of bird and bat box provision.

Details of boundary treatments to ensure hedgehog and amphibians can move between adjoining gardens.

Areas of vegetation to be retained and enhanced for nesting birds and proposed new plantings.

Demonstrate that any proposed external lighting will not illuminate mature trees and boundary features likely to support foraging bats.

The approved scheme shall be fully implemented within an

agreed timescale unless otherwise agreed in writing

Reason: To maintain, enhance, restore or add to biodiversity in accordance with Policy 70 of the Cambridge Local Plan 2018.

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

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

24. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating a minimum of 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW to communal / courtyard parking spaces, designed and installed in accordance with BS EN 61851 shall be submitted to and approved in writing by the Local Planning Authority.

Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

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

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

INFORMATIVES

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

The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features. In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.
2. Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

3. If a construction dust assessment or suppression management plan is required reference and regard shall be given to various national and industry best practical technical guidance such as:
 - o Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)' <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd>
 - o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
 - o Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)
 - o Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).

4. EV Charging Point

To satisfy the condition requirements the applicant/developer will need to demonstrate that practical consideration has been given to all aspects of Electric Vehicle (EV) charge point infrastructure installation and that the provision of an operational EV charge point or multiple points is deliverable, as part of the residential and/or commercial development. The intention or commitment in principle to install an active EV charge point will not be considered acceptable.

Information should include numbers of charge points, intentions for active and passive provision, location, layout (including placement of EV infrastructure), Charge Rates of active EV charge points (slow, rapid or fast) and availability of power supply. Further information on things to consider when designing and delivering EV charge points and the information required to discharge the associated planning condition can be found at <https://www.cambridge.gov.uk/air-quality-guidance-for-developers>

Application Number	20/05021/FUL	Agenda Item	
Date Received	6th December 2020	Officer	Luke Waddington
Target Date	31st January 2021		
Ward	East Chesterton		
Site	Land to the rear of 69 Green End Road		
Proposal	Erection of a two bedroom bungalow		
Applicant	Mr Taybur Rahman 69, Green End Road		

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

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is located within the rear garden of number 69 Green End Road. Number 69 comprises of a detached two storey dwelling, fronting Green End Road. To the north of the site is Sherbourne Close, from which the application site is accessed. To the south of the site is 71 Green End Road, and to the west is number 1 Sherbourne Court, a semi-detached bungalow. The site falls outside the controlled parking zone and is not within a Conservation Area.

2.0 THE PROPOSAL

2.1 It is proposed to erect a single storey, two-bedroom dwelling, fronting onto Sherbourne Close. The dwelling would have a single on-site parking space on its western side and a garden area on its eastern side. Its external materials would be brick elevations and a slate roof.

3.0 SITE HISTORY

Reference	Description	Outcome
20/51381/PREAPP	Erection of 1.5 storey dwelling to rear of 69 Green End Road including new access and dropped kerb.	Principle of development and character supported but did not accord with space standards
16/5391/PREAPP	Erection of 1.5 storey dwelling to rear of 69 Green End Road including new access and dropped kerb.	Principle and character supported but would overshadow and dominate neighbouring dwellings

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 29 31 32 35 36 50 51 52 55 56 57 58 59 69 70 71 80 81 82

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

Central Government Guidance	<p>National Planning Policy Framework July 2018</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p> <p>Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
Supplementary Planning Documents	Sustainable Design and Construction SPD 2020

Material Considerations	<u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008) Cambridge City Council Draft Air Quality Action Plan 2018-2023 Cambridge City Council Waste and Recycling Guide: For Developers. Cambridgeshire Design Guide For Streets and Public Realm (2007) Cycle Parking Guide for New Residential Developments (2010)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objections, a condition is requested to ensure correct drainage of the proposed driveway so no private water from the site drains across or onto the adopted public highway.

Environmental Health

- 6.2 No objections subject to conditions limiting construction hours and requiring provision of an Electric Vehicle charging point.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.3 No objections: Following initial comments from the Sustainable Drainage Officer an additional Drainage Technical Note and general drainage arrangement by Jackson Consulting Engineers was then submitted.

- 6.4 Following submission of these documents, the Drainage Officer has concluded that a viable surface water drainage strategy for the site can be delivered, but that further refinement of the design should be carried out in order to follow the drainage discharge hierarchy. Conditions are therefore requested requiring submission of details for a foul and surface water drainage strategy.

Anglian Water

- 6.5 Recommend a condition for submission of a surface water drainage strategy.

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

7.0 REPRESENTATIONS

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

- 2, 3, 4, The Annexe at 4, 8 Sherbourne Close
- 1 Sherbourne Court
- 71 Green End Road

- 7.2 The representations can be summarised as follows:

- Overdevelopment of the area
- Insufficient parking
- Proximity to boundaries will adversely impact residential amenity
- Garden is too small for future residents
- Parking space close to neighbouring windows
- Property very close to street
- Reduction of green space and drainage
- Drainage engineer has raised concerns regarding drainage strategy
- Increased pressure on local drainage
- Trees growing adjacent to the site could be damaged
- Overbearing to the garden of number 71 Green End Road
- Loss of garden space and natural environment
- Potential for increase in noise
- Poor visibility and access to site

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Light pollution, noise, vibration, air quality, odour and dust
6. Inclusive access
7. Residential amenity
8. Refuse arrangements
9. Highway safety
10. Car and cycle parking

Principle of Development

8.2 Policy 52 of the Cambridge Local Plan states that proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:

- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
- b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
- c. the amenity and privacy of neighbouring, existing and new properties is protected;
- d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
- e. there is no detrimental effect on the potential comprehensive development of the wider area.

- 8.3 It is not considered that the proposed development would have a detrimental effect on the potential comprehensive development of the wider area. As will be set out in the following report, the proposed development would comply with the above criteria a to d and the principle of the development is acceptable, subject to all other material planning considerations.

Context of site, design and external spaces

- 8.4 The proposed dwelling would be approximately 2.5m high at the eaves and approximately 4m high at the roof ridge, which would reflect the scale of bungalows arranged on Sherbourne Close and both sides of Sherbourne Court, within the immediate vicinity of the site. As a bungalow, the scale of the proposed dwelling would be subservient to the main dwelling at 69 and would not dominate it within the street scene.
- 8.5 The design of the proposed dwelling would not replicate that of the existing bungalows on Sherbourne Close, or of dwellings on Green End Road. However, there is no strongly established character within the vicinity of the site, with dwellings exhibiting a range of sizes, designs and materials. The gable ends of the two parallel roof slopes face the highway, matching the arrangement of some of the L shaped bungalows to the north and west of the site.
- 8.6 Representations have been made regarding the proximity of the dwelling to the footway, and overdevelopment of the site. Officers consider that there would be sufficient space to retain green areas to either side of the dwelling and for buffer space and planting to the front of the dwelling facing the highway.
- 8.7 The proposed materials of brick and slate are considered to be in keeping with the materials used on nearby dwellings. A condition would be attached requiring submission of details of materials to ensure that these are appropriate, in the interests of visual amenity.
- 8.8 Officers note that there are no visible trees within or immediately adjacent to the site that make a significant contribution to the visual amenity of the area.

- 8.9 A condition would be attached to any consent granted requiring submission of a hard and soft landscaping scheme, to ensure that these details are appropriate to the character of the area, in the interests of visual amenity.
- 8.10 The proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57,

Carbon reduction and sustainable design

- 8.11 The submitted Design and Access Statement confirms that, in accordance with Policy 28 of the Cambridge Local Plan the proposed development will include water efficient fixtures and fittings to reduce the overall demand of the occupants to a maximum usage of 110l per person, per day.
- 8.12 To ensure compliance with Cambridge Local Plan (2018) Policies 28 and 30 and the Greater Cambridge Sustainable Design and Construction SPD 2020, conditions will be attached to any consent granted requiring submission of a Carbon Reduction Statement to meet part L of Building Regulations, and a water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations.

Integrated water management and flood risk

- 8.13 Following the submission of additional information comprising of a Drainage Technical Note and Drainage General Arrangement plan, there are no objections from the Council's Drainage Officer, who concludes that the proposals have demonstrated that a viable surface water drainage strategy for the site can be delivered. However further refinement of the design should be carried out in order to follow the drainage discharge hierarchy, and so the Drainage Officer has requested conditions requiring submission of a surface and foul water drainage strategy, and details of maintenance arrangements for the surface water drainage scheme. These will be attached to any consent that is granted, in the interests of sustainable drainage in accordance with policies 31 and 32 of the Cambridge Local Plan.
- 8.14 The submitted Design and Access Statement confirms that the proposed flat roof will be constructed to provide a green roof as

required by Policy 31. A condition will be added to any consent to secure provision of the green roof.

- 8.15 Subject to this, and to the conditions requested by the Sustainable Drainage Officer, the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Air quality and noise

- 8.16 In relation to air quality, the Greater Cambridge Sustainable Design and Construction SPD (2020) states that all new developments require the provision of both active (slow, rapid and fast) and passive electric vehicle (EV) charge points provision where car parking is to be provided.
- 8.17 The Environmental Health Officer (EHO) has therefore recommended an EV charge point condition and Low NOX boiler informative, to confirm that any gas boilers installed should be low NOx and meet a dry NOx emission rating of 40mg/kWh.
- 8.18 The EHO has also requested a condition to limit construction hours. This would be attached to any consent granted, in the interests of residential amenity.
- 8.19 Subject to the recommended conditions, the applicants have suitably addressed the issues of air quality and noise, and the proposal is in accordance with Cambridge Local Plan (2018) policies 35, 36 and 52.

Inclusive access

- 8.20 The submitted Design and Access Statement confirms that the proposed dwelling has been designed to be compliant with the requirements of Approved document M4(2), as required by Policy 51. A condition would be added to any consent to secure this requirement in accordance with Policy 51 of the Cambridge Local Plan.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.21 The proposed dwelling would be approximately 2.5m high at the eaves and approximately 4m high at the roof ridge. The bulk of the structure above the eaves would be broken up by use of two parallel dual-pitched roofs to form an 'M' shape.
- 8.22 It is considered that this reduces the potential massing which would serve to limit the visual impact of the proposed dwelling from the rear garden of number 71 Green End Road. The proposed dwelling would be located close to the shared boundary with no.71, and Officers acknowledge that the proposed dwelling would be clearly perceptible from the rear garden of 71 and would alter the outlook to the rear of that dwelling. However the single storey height, design of the roof, and siting adjacent to the rear portion of that garden, are considered to mitigate any significant overbearing, enclosing, or loss of light impacts upon the rear amenity area of no.71, that would warrant refusal of the application.
- 8.23 The proposed dwelling would be approximately 16 metres from the rear elevation of no.69 Green End Road. Due to the modest scale and height of the dwelling and its distance from no.69 it is unlikely that the proposed dwelling would result in a significant overbearing or loss of light impact to that dwelling. Due to its single storey height there would be no first-floor windows in the proposed dwelling that would overlook neighbouring dwellings.
- 8.24 The proposed dwelling would be in close proximity to the rear elevation of 1 Sherbourne Court. There is a high-level window within that elevation, facing towards the side elevation of the proposed dwelling. The distance between the window and the proposed side elevation is approximately 4.6 metres. Given this separation, the fact that the window is high level, and the low eaves height of the proposed dwelling, it is considered that the proposed dwelling would not cause a significant loss of light to this window.
- 8.25 The existing dwelling at no.69 would retain approximately 99m² of outdoor amenity space that would be sufficient for the occupants of that dwelling.
- 8.26 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, 52, 55, 56 and 57.

Amenity for future occupiers of the site

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	2	3	1	61	68	+7

8.28 As set out in the above table, the proposed development would meet the residential space standards for internal floor areas. The proposed dwelling would have approximately 37m² of private garden area to the east of dwelling, excluding the bin and cycle store. This is considered to be sufficient for the number of occupants proposed.

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

Refuse Arrangements

8.30 Adequate refuse bin storage would be provided within the site. There is space within the site to accommodate kerbside collection of waste bins.

8.31 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

8.32 No objections have been received from the local highway authority on the grounds of highway safety, subject to a condition relation to the levels and drainage of the proposed vehicle access. This condition would be imposed on any consent granted, in the interest of highway safety.

8.33 The proposal is compliant with Cambridge Local Plan (2018) policies 52 and 81.

Car and Cycle Parking

- 8.34 The proposed development would provide 1 on-site car parking space. This would meet the standards set out in Policy 82 of the Local Plan, which requires no more than 1.5 spaces per 2-bedroom dwelling, outside of controlled parking zones.
- 8.35 An area has been marked within the garden for cycle storage, although no further details of this store have been submitted. Policy 82 requires cycle parking to be provided at a ratio of 1 space per dwelling. A condition would be attached to any consent granted, requiring submission of further details of the cycle store to ensure it meets the requirements of Policy 82 (Appendix L)
- 8.36 Subject to this condition, the proposal is compliant with Cambridge Local Plan (2018) policies 52 and 82.

Biodiversity

- 8.37 The site's garden is presently garden laid to lawn with some shrubs on the side and rear boundaries. Officers consider that through the introduction of measures such as additional native planting at the front and side amenity areas, bird and bat boxes, hedgehog gaps, and a green roof, a modest net gain in biodiversity could be accomplished within the site. A condition would be added to any consent granted to require submission of details for ecological enhancements in accordance with Policies 59 and 69 of the Cambridge Local Plan 2018 and paragraph 170 of the NPPF 2019.

9.0 CONCLUSION

- 9.1 Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

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

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

3. No development shall take place above ground level, until details of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 52, 55 and 57)

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

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

5. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on

sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The scheme shall include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
x Planning Consultation Response (Planning Applications) Rev A
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Site Investigation and test results to confirm infiltration rates;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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

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

6. Details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the

buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework and Cambridge Local Plan (2018) policies 31 and 32.

7. No development shall be commenced until a foul drainage scheme for the site has been submitted to and approved in writing by the local planning authority.

Reason: To ensure there is no pollution of the natural environment in accordance with Cambridge Local Plan (2018) policies 31 and 32

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

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

9. No development above slab level shall commence until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all new residential units shall achieve

reductions in CO2 emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details:

- a. Levels of carbon reduction achieved at each stage of the energy hierarchy; and
- b. A summary table showing the percentage improvement in Dwelling Emission Rate over the Target Emission Rate for each proposed unit. Where on-site renewable or low carbon technologies are proposed, the Statement shall also include:
- c. A schedule of proposed on-site renewable energy technologies, their location, design and a maintenance schedule; and
- d. Details of any mitigation measures required to maintain amenity and prevent nuisance. There shall be no occupation of the development until the carbon reduction measures have been implemented in accordance with the approved details. Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Carbon Reduction Statement shall be submitted to and approved in writing by the local planning authority. The revised Carbon Reduction Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018 Policies 28, 35 and 36 and Greater Cambridge Sustainable Design and Construction SPD 2020).

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

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

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

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

12. No development above ground level, other than demolition, shall commence until a biodiversity enhancement scheme has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird and / or bat boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation of the boxes and biodiversity enhancements as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170). 26.

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

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

14. The 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

15. The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

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

16. 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 at least one active electric vehicle charge point will be designed and installed with a minimum power rating output of 7kW to serve at least one of the approved allocated parking spaces for the proposed residential unit.

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).

INFORMATIVES

1. Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.
2. 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 a separate permission must be sought from the Highway Authority for such works.

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30th June 2021

Report to:

Cambridge City Council
Planning Committee

Joint Director of Planning and Economic Development

Lead Officer:

Matthew Magrath

21/0499/TTPO. – Newnham (Newnham Mill, Newnham Road, CB3 9EY)

Proposal: Willow T1, remove split branch. Willows T1 and T2, reduce crown by 10-11m, pruning back to secondary growth points. T3 reduce crown by 9-10m, pruning back to secondary growth points.

Applicant: Hankinson Duckett Associates (HDA), Environmental Consultants

Key material considerations: Does the justification for the works proposed outweigh the trees' amenity value?

Decision due by 9th June 2021

Application brought to Committee because: Objections to the proposed works have been received and Cllr Dr Markus Gehring has requested that the determination of the application is brought before members.

Presenting Officer: Matthew Magrath

Executive Summary

1. A tree work application has been received to reduce the canopies of three Willow trees by between 9 and 11 metres. The trees are located adjacent to the mill race

to the rear of Newnham Mill. Concurrent with the Application, a 5-day notice was submitted for the same works. It is agreed that the removal of the split branch does not require the submission of a tree work application, therefore, the application is limited to the proposed crown reductions.

2. Required evidence has been submitted to justify the extent of work proposed in the application and officers agree that the works are appropriate to reduce unacceptable risk of harm or damage to an acceptable level.
3. Officer recommendation is to grant consent for the works proposed, subject to conditions.

Relevant planning history

4. 18/2052/FUL - Erection of new building comprising of eight self-contained residential units and associated infrastructure and works including bank re-profiling – Pending consideration.
5. 20/2036/TTPO – Application to fell the subject Willows. Application refused. Appeal lodged in December 2020 is yet to be registered by The Planning Inspectorate.
6. 20/2036/TTPO - G1 - comprising of 3 Willows (T1, T2 & T3 on attached plan): fell and treat/remove stumps to prevent regrowth – pending consideration.

Legislation and Policy

7. Town and Country Planning Act 1990 Part VIII Chapter I and Town and Country Planning (Tree Preservation)(England) Regulations 2012. Hereafter referred to as The Act and The Regulations.
8. Under Sections 14 and 15 of The Regulations, the removal of dead trees or the cutting down, uprooting, topping or lopping of a tree, to the extent that such works are urgently necessary to remove an immediate risk of serious harm are excepted from the requirement to serve the LPA with a formal tree works application or s.211 Notice prior to the works being carried out. Instead The Regulations require notice in writing be given as soon as practicable after the works become necessary (in the case of dangerous trees) or at least five working days prior to the date on which the works are to be commenced (5-Day Notice).
9. Tree Preservation Order number 0025 (2020)
10. Cambridge City Council Tree Strategy

Consultation

11. Ward Councillors and near neighbours were consulted on the application in addition to the issuing of a Site Notice for display and publication via Public Access.

Representations from members of the public

12. Representation have been received from residents, ward councillors and Cambridge Past, Present and Future.

13. The representations can be summarised as follows:

- The work is proposed to facilitate development of the adjacent car park.
- The trees are important for biodiversity, landscape contribution and the character of the area. Cutting them back will be harmful to all.
- The proposal contravenes policies 58, 67 and 71 of the Local Plan.
- The green screen to the carpark and buildings beyond will be lost.

The Trees

14. The three Willow trees, T1, T2 and T3 are located on the bank of the mill race to the rear of Newnham Mill. They form a verdant boundary on the edge of the mill race screening the mill car park and buildings on Newnham Road from the Local Nature Reserve, Green Belt, County Wildlife Site and Protected Open Space that is Sheeps Green. The trees are healthy but all have dense end-loading which increases the risk of branches subsiding under their own weight and/or twisting with wind forces. A recent split in a large branch in T1 was a result of the above. In order to reduce the risk of harm or damage associated with additional failure of this nature remedial work is required.

The proposal

15. T1 Weeping Willow, reduce the crown by 10-11m, pruning back to secondary growth points. T2 Weeping Willow, reduce the crown by 10-11m, pruning back to secondary growth points. T3 Weeping Willow, reduce the crown by 9-10m, pruning back to secondary growth points.

Planning considerations

16. Amenity – Do the trees still make a significant contribution to the character and appearance of the area?
17. Condition/Nuisance – Are the works proposed excepted from the requirement to apply for permission in accordance with 14 and 15 The Regulations
18. Justification for Tree Works - Are there sound practical or arboricultural reasons to carry out tree works?
- What is the justification?
 - Is there a financial consideration?
 - Is there a health and safety consideration?
 - Does the nuisance out way the benefit of retention?

Officer Assessment

Amenity

19. The trees are clearly visible from Sheeps Green and especially from the footpath running adjacent to the mill race. They contribute significantly to the character of the area and screen the mill carpark and buildings beyond.

Condition/Nuisance

20. Hazard assessments have been submitted to support the application. Copies of these are available from the case officer.

Justification for Works

21. The removal of the split branch only is excepted from the requirement to apply for permission in accordance with 14 and 15 of The Regulations.

22. Officers have inspected the trees with consideration of the application submissions and the findings and recommendations are, in general, accepted. Officers agree that the increased risk of harm or damage associated with branch failure justifies a significant reduction and that the justification is not outweighed by the detrimental impact on amenity.

23. Should the application be refused the Council could be liable to claims for compensation for harm/damaged caused by any limb failure.

24. The extent of reduction as stated in metres in the application, is considered excessive due to inaccuracy in tree height assessment. It is therefore recommended that the extent of reduction should be limited to that indicated in the diagrams appended.

Response to objections

25. The proposed development of adjacent land does not alter the condition of the trees or the justification for remedial works. The tree work application is separate from the application to erect a new residential building and is required to be considered on its merits and in accordance with The Act and Regulations as opposed to the Local Plan.

26. The amenity contribution of the trees is not disputed and it is agreed that the proposed work will reduce the impact of the current screen and the appearance of the trees will be altered. However, the contribution the trees make to the character of the area is not solely attributed to their size. Willow trees respond well to pruning and even with repeated reduction to maintain the trees at their reduced dimensions the group will retain a positive impact in keeping with their location, adjacent to an important city asset.

Recommendation

27. The Council can deal with this application in one of three ways:

- (1) Refuse permission for the works proposed
- (2) Grant consent for the works proposed, or
- (3) Grant consent for the works proposed, subject to condition.

28. Officers recommend that the Planning Committee approve the application subject to conditions to accurately define the extent of reduction approved and require works to be carried out in accordance with best practice.

Conditions

Obligations under Section 202D of the Town and Country Planning Act 1990

The extent of reduction will be limited to that indicated in the illustrated photos 2, 3 and 4 submitted by HDA.

Reason: To define accurately the scope of the permitted works.

Tree work shall be carried out by a competent and qualified person and in accordance with British Standards 3998:2010 - Tree Work. Recommendations.

Reason: To ensure that any works undertaken comply with arboricultural best practice and minimise the impact on each tree's health and amenity value.

Background Papers

Weeping Willow Trees at Newnham Mill, Cambridge – HAD 5- Notice Submission.
Willow Trees at Newnham Mill Car Park – David Brown
Tree Survey Health and Safety – Hayden's Arboricultural Consultants

Appendices

Appendix A: Location Plan
Appendix B: Annotated Photos of extent of reduction
Appendix C: TPO Plan
Appendix D: View of trees from Sheeps Green

Report Author:

Joanna Davies – Tree Officer
Telephone: (01223) 458522

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KEY

- T1** Stem / Tree number
- Trees subject to the 5 Day Notice

CLIENT:
CamProp

PROJECT:
Newnham Mill, Cambridge

TITLE:
Tree Location

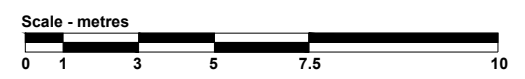
SCALE AT A3: 1:200 DATE: April 2021

1011.01 / 01

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t 01491 838175 e consult@hda-enviro.co.uk w www.hda-enviro.co.uk

Landscape Architecture
Masterplanning
Ecology

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Split in branch



Photo 1 - Tree 1 with split in branch

Split in branch

T1 To be cut on this line



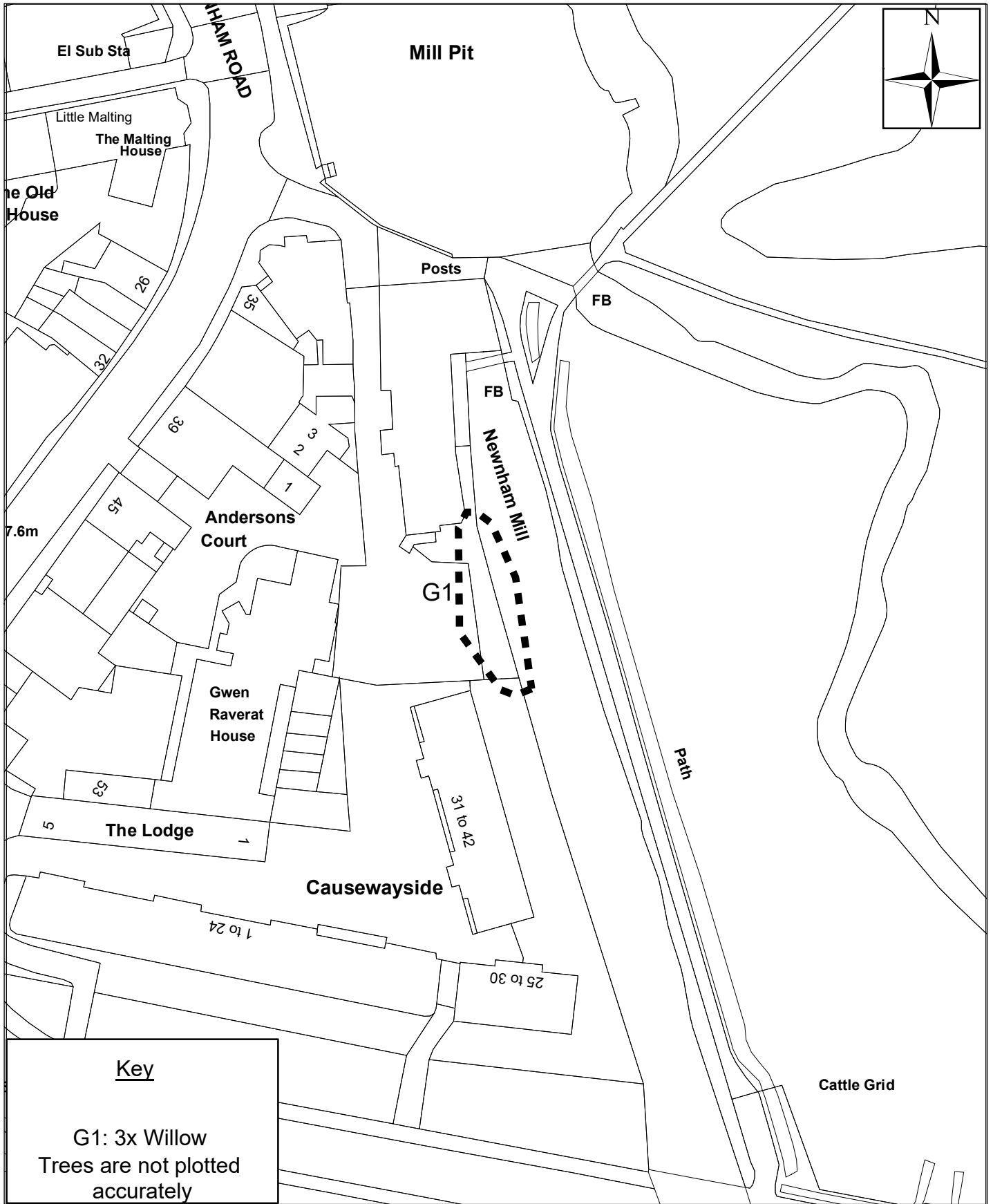
Photo 2 - Lines of cutting on Tree 1



Photo 3 - Lines of cutting on Tree 2 and visualisation of pruning of Tree 1



Photo 4 - Line of cutting on Tree 3 and visualisation of the pruning of Tree 1 & Tree 2



Key

G1: 3x Willow
 Trees are not plotted accurately



**City of Cambridge
 (Newnham Mill, Newnham Road)
 Tree Preservation Order No. TPO 0025 (2020)**

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Date:	18 September 2020
Prepared by:	Rebecca Cooke
Section/Department:	Policy & Projects, Environment & Planning
Scale:	1:750

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View looking south



View looking north

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To:

Planning Committee 30 June 2021

Report by:

Sharon Brown Assistant Director Delivery

Tel: 07725 751708 Email: Sharon.Brown@greatercambridgeplanning.org

Review of Local List of Validation requirements for Planning Applications

Wards/parishes affected: All

1. Executive Summary

- 1.1 Local Planning Authorities (LPAs) are required to undertake a regular review of their validation requirements for planning applications. It is necessary to ensure that a validation list is in place and remains fit for purpose in the context of changes to national legislation and Development Plan policies.
- 1.2 The validation list should set out the level of information required by the LPA to support a planning application. It should explain clearly what plans and documents are required as part of a planning application to ensure that the Council can make transparent, well informed and robust decisions on planning applications in the public interest.
- 1.3 The list should clearly define the minimum amount of information required for proper assessment of planning applications. Requirements are not intended to be onerous and information will only be requested when it is necessary to enable full and proper assessment of a proposal. The list should be updated alongside the adoption of Local Plans and reviewed at every 2 years.
- 1.4 There were long delays in the process through to adoption of the Cambridge Local Plan 2018 which delayed the review of the existing Cambridge City Council Validation List. This has now been reviewed

following a 6 week public consultation exercise and an updated draft Validation List is attached to this report.

1.5 A parallel exercise has been carried out in respect of the South Cambridgeshire District Council (SCDC) Validation List which will be reported to SCDC Planning Committee in July.

1.6 As part of the forthcoming planning service review which will consider Development Management processes and procedures as part of Phase 1, there is likely to be a need for a further review of the Local Validation List and therefore it is anticipated that the next review will take place well within the next two years. If possible, the next review will aim to create a single joint Cambridge City and SCDC Local Validation List.

2. Recommendations

- i) That the revised Local Validation List should be adopted.

3. Background

Context

3.1. National guidance requires all local planning authorities (LPAs) to publish a 'local list' of validation requirements. These should be kept to the minimum necessary to enable decisions to be made and the list should be reviewed at least every 2 years.

3.2. National Planning Policy Framework 2019 paragraph 44 states that :

Local planning authorities should publish a list of their information requirements for applications for planning permission. These requirements should be kept to the minimum needed to make decisions, and should be reviewed at least every 2 years. Local planning authorities should only request supporting information that is relevant, necessary and material to the application in question.

3.3. National Planning Practice Guidance Paragraph: 044 Reference ID: 14-044-20140306 Revision date: 06 03 2014 sets out the procedure for revising the validation list:

Step 1: Reviewing the existing local list

Local planning authorities should identify the drivers for each item on their existing local list of information requirements. These drivers should be statutory

requirements, policies in the National Planning Policy Framework or development plan, or published guidance that explains how adopted policy should be implemented.

Having identified their information requirements, local planning authorities should decide whether they need to revise their existing local list. Where a local planning authority decides that no changes are necessary, it should publish an announcement to this effect on its website and republish its local list.

Step 2: Consulting on proposed changes

Where a local planning authority considers that changes are necessary, the proposals should be issued to the local community, including applicants and agents, for consultation.

Step 3: Finalising and publishing the revised local list

Consultation responses should be taken into account by the local planning authority when preparing the final revised list. The revised local list should be published on the local planning authority's website.

Information requested with a particular planning application must meet the statutory tests introduced by the Growth and Infrastructure Act

- 3.4 An up-to-date validation list ensures that planning applications are accompanied by all the plans, information and documentation necessary to ensure proper consideration of a planning application. Local information requirements have no bearing on whether a planning application is deemed to be valid unless an up-to-date list is in place. An LPA may review its validation lists within the two year period if required.
- 3.5 The validation list can perform the following important functions:
- Enabling officers to process applications more efficiently by having the right information up front.
 - Providing local community and key stakeholders with more information and certainty about schemes prior to decision making
 - Reducing the need for planning conditions, particularly pre commencement conditions
 - Leading to high quality development as applicants will have worked through many of the site constraints and issues up front.
 - Facilitating a constructive dialogue between applicants, the Council and local communities on desired outcomes for the development

- 3.6 In the majority of cases agreement is easily reached with applicants regarding what is required to be submitted with an application, as officers use discretion to ask only for relevant documentation. The list predominantly provides guidance and help to those wishing to submit a planning application and explains why documents are required in certain circumstances. The legislation also provides a dispute resolution process that might ultimately allow an applicant a right of appeal against non-determination of the application.

Process for review of Local Validation List

- 3.7. The Council's existing Local Validation List was produced in 2009 and remains available through the Council's website. The review of the Validation List was delayed alongside the Local Plan process, with adoption of the Cambridge Local Plan taking place in October 2018. Further delays have affected the progress of the review of the Local Validation List as the planning service has been progressing a number of other high priority projects including various ICT/system upgrades, the update to the pre-application charging scheme and the introduction of a new pre-application system as well as the PPA project.
- 3.8. A considerable amount of work has been done with key consultees in putting together the revised draft List of Local Validation requirements. The draft revised validation list was published as a consultation document on the City Council's website for 6 weeks between the dates of 7th January 2020 and 18th February 2020. Approximately 200 local agents were also directly consulted. Officers have reviewed and updated the existing validation list having regard to, in particular, national policies and the relevant policies in the Cambridge Local Plan 2018. Following the publication of the draft revised document officers have sought to address the representations received during the consultation period.
- 3.9. The consultation responses are summarised in the schedule attached as Appendix 2. None of the consultation responses raise any issues that have required significant changes to the draft Validation List. The draft List recommended for adoption is attached at Appendix 1. The revised validation list document is divided into two sections:
- National and standard requirements for all application types
 - Local statements/documents plans and information required to reflect primarily the requirements set out in the Development Plan
- 3.10. National requirements are set by government and are consistent across all local planning authorities in England. These are set out on the

Planning Portal. The local requirements must be prepared by each LPA and should be tailored to reflect the material planning considerations that are relevant for that area. Critical to this consideration are the policies in the Development Plan.

- 3.11. It is recommended that the revised draft Local Validation List is approved by Planning Committee. The revised Validation List will then be published on the Council's website. It should be noted that the planning service review which is currently starting, will focus on Development Management processes and procedures as part of Phase 1 so it is likely that a further review of the Validation List will be carried out as part of this process well within the required two year period.
- 3.12. A parallel review exercise is being carried out in relation to the South Cambridgeshire District Council (SCDC) Local Validation List and this will be reported to SCDC Planning Committee in July.

4. Implications

a) Financial Implications

The ability to require the relevant information to enable the LPA to make transparent, well informed and robust decisions on planning applications in the public interest reduces the risk of complaint compensation and potentially the costs of appeals and legal challenge.

b) Staffing Implications

There are no staffing implications arising from this report.

c) Equality and Poverty Implications

None

d) Environmental Implications

None

e) Procurement Implications

None.

f) Community Safety Implications

None.

5. Consultation and communication considerations

Engagement with lead Planning members and key consultees took place as part of the review process. Planning agents were formally consulted as part of the process.

6. Background papers

Town and Country Planning Act 1990

Growth and Infrastructure Act (2013)

Town and Country Planning (Development Management Procedure)
Order 2015

National Planning Policy Framework (2019)

National Planning Practice Guidance 2014

List of Appendices

Appendix 1 – Revised Cambridge City Council Local Validation List

Appendix 2 -Schedule of Consultation Responses and officer comments

Inspection of papers

If you have a query on the report please contact Sharon Brown

Tel: 07725 751708