



WEST CENTRAL AREA COMMITTEE



AGENDA

To: City Councillors: Reiner (Chair), Kightley (Vice-Chair), Bick, Cantrill, Hipkin, Reid, Rosenstiel, Smith and Tucker

County Councillors: Brooks-Gordon, Nethsingha and Whitebread

Dispatched: Wednesday, 20 February 2013

Date: Thursday, 28 February 2013

Time: 7.00 pm

Venue: Selwyn Diamond Corner of Grange Road and Cranmer Road CB3 9DQ

Contact: Toni Birkin

Direct Dial: 01223 457013

The West Area Committee agenda is usually in the following order:

- Planning Applications
- Open Forum for public contributions
- Delegated decisions and issues that are of public concern, including further public contributions

This means that main agenda items will not normally be considered until at least 7.30pm. Agenda timings are included for guidance only and cannot be guaranteed.

1 APOLOGIES

2 DECLARATIONS OF INTEREST (PLANNING)

Members of the committee are asked to declare any interests in the items on the agenda. In the case of any doubt, the advice of the Head of Legal should be sought **before the meeting**.

Development Plan Policy, Planning Guidance And Material Considerations

3 PLANNING APPLICATIONS

Consideration of planning applications

7.05pm

3a 12/1433/FUL - 37 City Road Planning Officer (*Pages 11 - 46*)

3b 12/1434/CAC - 37 City Road Planning Officer (*Pages 47 - 64*)

3c 12/1072/FUL 27 Benson Street (*Pages 65 - 98*)

3d Planning Enforcement Control Enforcement Notice Report 13
Oxford Road (*Pages 99 - 114*)

4 DECLARATIONS OF INTEREST (MAIN AGENDA)

5 MINUTES (*Pages 115 - 126*)

To confirm the minutes of the meeting held on 10th January 2013 (*Pages 115 - 126*)

8.00pm

6 MATTERS AND ACTIONS ARISING FROM THE MINUTES

(Pages 127 - 128)

7 OPEN FORUM

Refer to the 'Information for the Public' section for rules on speaking

8.10pm

8 ENVIRONMENTAL IMPROVEMENT PROGRAMME Project

Delivery & Environment Manager (*Pages 129 - 152*)

20mph Signage Maids Causeway/Newmarket Rd (*Pages 129 - 152*)

8.40pm

Meeting Information

Open Forum

Members of the public are invited to ask any question, or make a statement on any matter related to their local area covered by the City Council Wards for this Area Committee. The Forum will last up to 30 minutes, but may be extended at the Chair's discretion. The Chair may also time limit speakers to ensure as many are accommodated as practicable.

Public Speaking on Planning Items

Area Committees consider planning applications and related matters. On very occasions some meetings may have parts, which will be closed to the public, but the reasons for excluding the press and public will be given.

Members of the public who want to speak about an application on the agenda for this meeting may do so, if they have submitted a written representation within the consultation period relating to the application and notified the Committee Manager that they wish to speak by **12.00 noon on the working day before** the meeting.

Public speakers will not be allowed to circulate any additional written information to their speaking notes or any other drawings or other visual material in support of their case that has not been verified by officers and that is not already on public file.

For further information on speaking at committee please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Further information is also available online at

<http://www.cambridge.gov.uk/public/docs/Having%20your%20say%20at%20meetings.pdf>

The Chair will adopt the principles of the public speaking scheme regarding planning applications for general planning items and planning enforcement items.

Cambridge City Council would value your assistance in improving the public speaking process of committee meetings. If you have any feedback please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Representations on Planning Applications

Public representations on a planning application should be made in writing (by e-mail or letter, in both cases stating your full postal address), within the deadline set for comments on that application. You are therefore strongly urged to submit your representations within this deadline.

Submission of late information after the officer's report has been published is to be avoided. A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in time for inclusion within the officer's report.

Any public representation received by the Department after 12 noon two working days before the relevant Committee meeting (e.g. by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

The same deadline will also apply to the receipt by the Department of additional information submitted by an applicant or an agent in connection with the relevant item on the Committee agenda (including letters, e-mails, reports, drawings and all other visual material), unless specifically requested by planning officers to help decision-making.

Filming, recording and photography

The Council is committed to being open and transparent in the way it conducts its decision-making. Recording is permitted at council meetings, which are open to the public. The Council understands that some members of the public attending its meetings may not wish to be recorded. The Chair of the meeting will facilitate by ensuring that any such request not to be recorded is respected by those doing the recording.

Full details of the City Council's protocol on audio/visual recording and photography at meetings can be accessed

via:

<http://democracy.cambridge.gov.uk/documents/s11716/AGREEDPROTOCOL.pdf.pdf>

Fire Alarm

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A loop system is available on request.

Meeting papers are available in large print and other formats on request prior to the meeting.

For further assistance please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Queries reports

on If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

General Information

Information regarding committees, councilors and the democratic process is available at www.cambridge.gov.uk/democracy.

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APPENDIX 1 – DEVELOPMENT PLAN POLICY, PLANNING GUIDANCE AND MATERIAL CONSIDERATIONS

1.0 Central Government Advice

1.1 National Planning Policy Framework (March 2012) – 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 Circular 11/95 – The Use of Conditions in Planning Permissions: Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

1.3 Community Infrastructure Levy Regulations 2010 – 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.

2.0 Cambridgeshire and Peterborough Structure Plan 2003

Planning Obligation Related Policies

P6/1 Development-related Provision

P9/8 Infrastructure Provision

P9/9 Cambridge Sub-Region Transport Strategy

3.0 Cambridge Local Plan 2006

3/1 Sustainable development

3/3 Setting of the City

3/4 Responding to context

3/6 Ensuring coordinated development

3/7 Creating successful places

3/9 Watercourses and other bodies of water

3/10 Subdivision of existing plots

3/11 The design of external spaces

3/12 The design of new buildings

3/13 Tall buildings and the skyline

3/14 Extending buildings

3/15 Shopfronts and signage

- 4/1 Green Belt
- 4/2 Protection of open space
- 4/3 Safeguarding features of amenity or nature conservation value
- 4/4 Trees
- 4/6 Protection of sites of local nature conservation importance
- 4/8 Local Biodiversity Action Plans
- 4/9 Scheduled Ancient Monuments/Archaeological Areas
- 4/10 Listed Buildings
- 4/11 Conservation Areas
- 4/12 Buildings of Local Interest
- 4/13 Pollution and amenity
- 4/14 Air Quality Management Areas
- 4/15 Lighting

- 5/1 Housing provision
- 5/2 Conversion of large properties
- 5/3 Housing lost to other uses
- 5/4 Loss of housing
- 5/5 Meeting housing needs
- 5/7 Supported housing/Housing in multiple occupation
- 5/8 Travellers
- 5/9 Housing for people with disabilities
- 5/10 Dwelling mix
- 5/11 Protection of community facilities
- 5/12 New community facilities
- 5/15 Addenbrookes

- 6/1 Protection of leisure facilities
- 6/2 New leisure facilities
- 6/3 Tourist accommodation
- 6/4 Visitor attractions
- 6/6 Change of use in the City Centre
- 6/7 Shopping development and change of use in the District and Local Centres
- 6/8 Convenience shopping
- 6/9 Retail warehouses
- 6/10 Food and drink outlets.

- 7/1 Employment provision
- 7/2 Selective management of the Economy
- 7/3 Protection of Industrial and Storage Space
- 7/4 Promotion of cluster development
- 7/5 Faculty development in the Central Area, University of Cambridge
- 7/6 West Cambridge, South of Madingley Road
- 7/7 College and University of Cambridge Staff and Student Housing
- 7/8 Anglia Ruskin University East Road Campus
- 7/9 Student hostels for Anglia Ruskin University
- 7/10 Speculative Student Hostel Accommodation
- 7/11 Language Schools

8/1 Spatial location of development
8/2 Transport impact
8/4 Walking and Cycling accessibility
8/6 Cycle parking
8/8 Land for Public Transport
8/9 Commercial vehicles and servicing
8/10 Off-street car parking
8/11 New roads
8/12 Cambridge Airport
8/13 Cambridge Airport Safety Zone
8/14 Telecommunications development
8/15 Mullard Radio Astronomy Observatory, Lords Bridge
8/16 Renewable energy in major new developments
8/17 Renewable energy
8/18 Water, sewerage and drainage infrastructure

9/1 Further policy guidance for the Development of Areas of Major Change
9/2 Phasing of Areas of Major Change
9/3 Development in Urban Extensions
9/5 Southern Fringe
9/6 Northern Fringe
9/7 Land between Madingley Road and Huntingdon Road
9/8 Land between Huntingdon Road and Histon Road
9/9 Station Area

10/1 Infrastructure improvements

Planning Obligation Related Policies

3/7 Creating successful places
3/8 Open space and recreation provision through new development
3/12 The Design of New Buildings (*waste and recycling*)
4/2 Protection of open space
5/13 Community facilities in Areas of Major Change
5/14 Provision of community facilities through new development
6/2 New leisure facilities
8/3 Mitigating measures (*transport*)
8/5 Pedestrian and cycle network
8/7 Public transport accessibility
9/2 Phasing of Areas of Major Change
9/3 Development in Urban Extensions
9/5 Southern Fringe
9/6 Northern Fringe
9/8 Land between Huntingdon Road and Histon Road
9/9 Station Area
10/1 Infrastructure improvements (*transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects*)

4.0 **Supplementary Planning Documents**

- 4.1 **Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.
- 4.2 **Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012):** The Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. It provides advice on assessing planning applications and developer contributions.
- 4.3 **Cambridge City Council (January 2008) - Affordable Housing:** Gives advice on what is involved in providing affordable housing in Cambridge. Its objectives are to facilitate the delivery of affordable housing to meet housing needs and to assist the creation and maintenance of sustainable, inclusive and mixed communities.
- 4.4 **Cambridge City Council (March 2010) – Planning Obligation Strategy:** provides a framework for securing the provision of new and/or improvements to existing infrastructure generated by the demands of new development. It also seeks to mitigate the adverse impacts of development and addresses the needs identified to accommodate the projected growth of Cambridge. The SPD addresses issues including transport, open space and recreation, education and life-long learning, community facilities, waste and other potential development-specific requirements.
- 4.5 **Cambridge City Council (January 2010) - Public Art:** This SPD aims to guide the City Council in creating and providing public art in Cambridge by setting out clear objectives on public art, a clarification of policies, and the means of implementation. It covers public art delivered through the planning process, principally Section 106 Agreements (S106), the commissioning of public art using the S106 Public Art Initiative, and outlines public art policy guidance.

- 4.6 **Old Press/Mill Lane Supplementary Planning Document (January 2010)** Guidance on the redevelopment of the Old Press/Mill Lane site.

Eastern Gate Supplementary Planning Document (October 2011)
Guidance on the redevelopment of the Eastern Gate site. The purpose of this development framework (SPD) is threefold:

- To articulate a clear vision about the future of the Eastern Gate area;
- To establish a development framework to co-ordinate redevelopment within
- the area and guide decisions (by the Council and others); and
- To identify a series of key projects, to attract and guide investment (by the Council and others) within the area.

5.0 **Material Considerations**

Central Government Guidance

- 5.1 **Letter from Secretary of State for Communities and Local Government (27 May 2010)**

The coalition government is committed to rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils. Decisions on housing supply (including the provision of travellers sites) will rest with Local Planning Authorities without the framework of regional numbers and plans.

- 5.2 **Written Ministerial Statement: Planning for Growth (23 March 2011)**

Includes the following statement:

When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development. Where relevant and consistent with their statutory obligations they should therefore:

(i) consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after the recent recession;

(ii) take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing;

(iii) consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased consumer choice, more viable communities and more robust local economies (which may, where relevant, include matters such as job creation and business productivity);

(iv) be sensitive to the fact that local economies are subject to change and so take a positive approach to development where new economic data suggest that prior assessments of needs are no longer up-to-date;

(v) ensure that they do not impose unnecessary burdens on development.

In determining planning applications, local planning authorities are obliged to have regard to all relevant considerations. They should ensure that they give appropriate weight to the need to support economic recovery, that applications that secure sustainable growth are treated favourably (consistent with policy in PPS4), and that they can give clear reasons for their decisions.

5.3 City Wide Guidance

Arboricultural Strategy (2004) - City-wide arboricultural strategy.

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001) - This document aims to aid strategic and development control planners when considering biodiversity in both policy development and dealing with planning proposals.

Cambridge Landscape and Character Assessment (2003) – An analysis of the landscape and character of Cambridge.

Cambridge City Nature Conservation Strategy (2006) – Guidance on habitats should be conserved and enhanced, how this should be carried out and how this relates to Biodiversity Action Plans.

Criteria for the Designation of Wildlife Sites (2005) – Sets out the criteria for the designation of Wildlife Sites.

Cambridge City Wildlife Sites Register (2005) – Details of the City and County Wildlife Sites.

Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) - a tool for planning authorities to identify and evaluate the extent and nature of flood risk in their area and its implications for land use planning.

Strategic Flood Risk Assessment (2005) – Study assessing the risk of flooding in Cambridge.

Cambridge and Milton Surface Water Management Plan (2011) – A SWMP outlines the preferred long term strategy for the management of surface water. Alongside the SFRA they are the starting point for local flood risk management.

Cambridge City Council (2011) - Open Space and Recreation

Strategy: Gives guidance on the provision of open space and recreation facilities through development. It sets out to ensure that open space in Cambridge meets the needs of all who live, work, study in or visit the city and provides a satisfactory environment for nature and enhances the local townscape, complementing the built environment.

The strategy:

- sets out the protection of existing open spaces;
- promotes the improvement of and creation of new facilities on existing open spaces;
- sets out the standards for open space and sports provision in and through new development;
- supports the implementation of Section 106 monies and future Community Infrastructure Levy monies

As this strategy suggests new standards, the Cambridge Local Plan 2006 standards will stand as the adopted standards for the time-being. However, the strategy's new standards will form part of the evidence base for the review of the Local Plan

Balanced and Mixed Communities – A Good Practice Guide (2006)

– Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

Green Infrastructure Strategy for the Cambridgeshire Sub-Region (2006)

- Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change and as a material consideration in the determination of planning applications and appeals.

A Major Sports Facilities Strategy for the Cambridge Sub-Region (2006)

- Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

Cambridge Sub-Region Culture and Arts Strategy (2006)

- Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

Cambridgeshire Quality Charter for Growth (2008)

– Sets out the core principles of the level of quality to be expected in new developments in the Cambridge Sub-Region

Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012) - sets out in more detail how existing council policy can

be applied to proposals for tall buildings or those of significant massing in the city.

Cambridge Walking and Cycling Strategy (2002) – A walking and cycling strategy for Cambridge.

Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004) – Guidance on how development can help achieve the implementation of the cycle network.

Cambridgeshire Design Guide For Streets and Public Realm (2007): The purpose of the Design Guide is to set out the key principles and aspirations that should underpin the detailed discussions about the design of streets and public spaces that will be taking place on a site-by-site basis.

Cycle Parking Guide for New Residential Developments (2010) – Gives guidance on the nature and layout of cycle parking, and other security measures, to be provided as a consequence of new residential development.

Air Quality in Cambridge – Developers Guide (2008) - Provides information on the way in which air quality and air pollution issues will be dealt with through the development control system in Cambridge City. It compliments the Sustainable Design and Construction Supplementary Planning Document.

The Cambridge Shopfront Design Guide (1997) – Guidance on new shopfronts.

Roof Extensions Design Guide (2003) – Guidance on roof extensions.

Modelling the Costs of Affordable Housing (2006) – Toolkit to enable negotiations on affordable housing provision through planning proposals.

5.6 Area Guidelines

Cambridge City Council (2003)–Northern Corridor Area Transport Plan:

Cambridge City Council (2002)–Southern Corridor Area Transport Plan:

Cambridge City Council (2002)–Eastern Corridor Area Transport Plan:

Cambridge City Council (2003)–Western Corridor Area Transport Plan:

The purpose of the Plan is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual

development sites in the area should contribute towards a fulfilment of that transport infrastructure.

Buildings of Local Interest (2005) – A schedule of buildings of local interest and associated guidance.

Brooklands Avenue Conservation Area Appraisal (2002)
Cambridge Historic Core Conservation Area Appraisal (2006)
Storeys Way Conservation Area Appraisal (2008)
Chesterton and Ferry Lane Conservation Area Appraisal (2009)
Conduit Head Road Conservation Area Appraisal (2009)
De Freville Conservation Area Appraisal (2009)
Kite Area Conservation Area Appraisal (1996)
Newnham Croft Conservation Area Appraisal (1999)
Southacre Conservation Area Appraisal (2000)
Trumpington Conservation Area Appraisal (2010)
Mill Road Area Conservation Area Appraisal (2011)
West Cambridge Conservation Area Appraisal (2011)

Guidance relating to development and the Conservation Area including a review of the boundaries.

Jesus Green Conservation Plan (1998)
Parkers Piece Conservation Plan (2001)
Sheeps Green/Coe Fen Conservation Plan (2001)
Christs Pieces/New Square Conservation Plan (2001)

Historic open space guidance.

Hills Road Suburbs and Approaches Study (March 2012)
Long Road Suburbs and Approaches Study (March 2012)
Barton Road Suburbs and Approaches Study (March 2009)
Huntingdon Road Suburbs and Approaches Study (March 2009)
Madingley Road Suburbs and Approaches Study (March 2009)
Newmarket Road Suburbs and Approaches Study (October 2011)

Provide assessments of local distinctiveness which can be used as a basis when considering planning proposals

Station Area Development Framework (2004) – Sets out a vision and Planning Framework for the development of a high density mixed use area including new transport interchange and includes the **Station Area Conservation Appraisal**.

Southern Fringe Area Development Framework (2006) – Guidance which will help to direct the future planning of development in the Southern Fringe.

West Cambridge Masterplan Design Guidelines and Legal Agreement (1999) – Sets out how the West Cambridge site should be developed.

Mitcham's Corner Area Strategic Planning and Development Brief (2003) – Guidance on the development and improvement of Mitcham's Corner.

Mill Road Development Brief (Robert Sayle Warehouse and Co-Op site) (2007) – Development Brief for Proposals Site 7.12 in the Cambridge Local Plan (2006)

Application Number	12/1433/FUL	Agenda Item	
Date Received	12th November 2012	Officer	Miss Catherine Linford
Target Date	7th January 2013		
Ward	Market		
Site	37 City Road Cambridge Cambridgeshire CB1 1DP		
Proposal	Proposed demolition of and re-building of outbuildings to form 2 No. residential units.		
Applicant	Mr Paul Downham Cambridge House 91 High Street Longstanton Cambridgeshire CB24 3BS United Kingdom		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed replacement building preserves the character and appearance of the Conservation Area 2. The proposed development will not have a significant detrimental impact on the amenity of neighbouring occupiers 3. The proposal will provide high quality living accommodation
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 This application relates to outbuildings, which stand to the rear of 34-36 City Road, and are known as 37 City Road. The surrounding area is predominantly residential in character, mainly consisting of two-storey, terrace houses. The site is within City of Cambridge Conservation Area 1 (Central) in the area covered by the Kite Conservation Area Appraisal.

1.2 The buildings are largely intact and been built up over time using a mixture of materials, including a mix of brick, timber cladding and a variety of windows, doors and external staircases for access to the upper floors. There are a number of panels of stained glass, which add to the visual interest. The buildings are not Listed or Locally Listed as Buildings of Local Interest but were considered for adding to the Local List of Buildings of Local Interest, but this was not taken forward due to the structural instability of the buildings. The outbuildings are not visible in the streetscene, but they are clearly seen from adjacent gardens and make an important contribution to the character and appearance of the Conservation Area.

2.0 THE PROPOSAL

2.1 Full planning permission is sought to demolish the buildings, and replace them with a similar but larger building, which would provide two dwellings – a three-bedroom house, a two-bedroom house, and a studio flat.

2.2 The proposed building would be identical to the existing buildings but would have an additional two-storey wing at the southern end. This, along with part of the central wing would become plot 1, a 4-bed house. The central wing would be wider than the existing buildings. At ground floor level, part of this central wing, directly adjoining 35 City Road will be used as a communal bin and cycle store. The remainder of the building (the southern wing) would become a 2-bed house.

2.3 A small first-floor extension is proposed to the rear of 35 City Road, built above part of the existing single storey extension to this property.

2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Structural Report
3. Historical Report

2.5 An application for conservation area consent sits alongside this application for planning permission.

3.0 SITE HISTORY

Reference	Description	Outcome
11/1578/FUL	Demolition of existing buildings and redevelopment of the site to provide three residential units.	REF
11/1579/CAC	Demolition of existing buildings and redevelopment of the site to provide three residential units.	REF
12/1434/CAC	Proposed re-building of outbuildings to form 2 No. residential units.	Pending

3.1 The decision notice for the previously refused application 11/1578/FUL is attached to this report as Appendix 1.

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, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8 P9/9
Cambridge Local Plan 2006	3/1 3/4 3/7 3/11 3/12 4/11 5/1 5/14 8/2 8/6 8/10 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)

	<p><u>Citywide:</u></p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan</p> <p>Open Space and Recreation Strategy</p> <p>Cycle Parking Guide for New Residential Developments</p>
	<p><u>Area Guidelines:</u></p> <p>Kite Area</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 6.1 The residents of the dwellings at 37 City Road will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.

Head of Environmental Services

- 6.2 No objection. Conditions recommended relating to construction hours, construction noise, contaminated land and waste.

Urban Design and Conservation Team

- 6.3 No objection: The proposed development is supported. The structural engineer's report clearly shows that the majority of the building is beyond repair and, whether for its current use or for conversion. The proposed design is similar in style to the existing. Conditions are recommended relating to materials, glass type, rooflights, and paint colours.

7.0 REPRESENTATIONS

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

- 9 City Road
- 33 City Road
- 34 City Road
- 38 City Road
- 13/14 Melbourne Place
- 61 Eden Street

7.2 The representations can be summarised as follows:

- The proposed total floor area and height far exceeds the existing structure
- Dominance
- Loss of privacy and overlooking
- Loss of light and overshadowing
- Increase in artificial light
- Access for emergency vehicles
- Overcrowding
- The existing building is out of character with surroundings and impacts on neighbours. It should not have been built
- Lack of car parking spaces

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 and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of demolition and the impact on the Conservation Area
2. Principle of development
3. Context of site, design and external spaces, and impact on the Conservation Area
4. Residential amenity
5. Refuse arrangements
6. Car and cycle parking
7. Third party representations

8. Planning Obligation Strategy

Principle of demolition and the impact on the Conservation Area

- 8.2 The existing buildings at 37 City Road are not visible from the street, but are clearly seen from adjacent gardens and make an important contribution to the character and appearance of the Conservation Area.
- 8.3 The tests of policy in this case are seen in policies 4/10 and 4/11 of the Cambridge Local Plan (2006). The supporting text to policy 4/11 of the Cambridge Local Plan (2006) states that in Conservation Areas, ‘...when considering the demolition of buildings...the same tests that would apply to the demolition of a Listed Building will be applied, making reference to policy 4/10 of the Local Plan. Policy 4/10 states that ‘works for the demolition of Listed Buildings will not be permitted unless:
- a) The building is structurally unsound, for reasons other than deliberate damage or neglect; or
 - b) It cannot continue in its current use and there are no viable alternative uses; and
 - c) Wider public benefits will accrue from redevelopment.
- 8.4 A structural survey has been submitted as part of the application to demonstrate that the building is structurally unsound, and this concludes as follows:
- The existing four buildings are in poor structural condition. If required the ground floor to building 1 may be retained though all the walls will require underpinning. The timber first floor joists to this building may be re-used but will require strengthening to enable them to be justified to support the proposed current domestic loading. We believe that buildings 2, 3 and building 4 are in such poor structural condition that it is recommended that they should not be retained in the conversion.*
- 8.5 The application also includes a report, which explains how the site has been developed in the past. The outbuildings were built over time, using materials of differing qualities and type.

- 8.6 The Structural Survey has given a detailed report on each of the outbuildings, their stability and their potential for reuse. The conclusion is that parts of the structures are in poor condition with inadequate support for some of the walls and roof, leading to distortion and outward lean. In order for these parts to be able to be used as they stand, they would require a great deal of added support or rebuilding. The ground floor of Building 1, as labelled on the diagram that accompanied the report, could possibly be reused but would need substantial underpinning. Therefore, it is accepted that these buildings are not capable of reuse without comprehensive rebuilding. Even if the buildings were to be retained in their current use, they would need some rebuilding and a lot of additional support added to the structure in order for them to remain stable and in viable use. Due to the severity of their condition their demolition is supported, as long as a suitable replacement is proposed. The application is in accordance with part a) of policy 4/10 of the Cambridge Local Plan (2006).

Principle of loss of light industrial use

- 8.7 The outbuildings were originally used as workshops and storage for Upholstery and Cabinet Making. These would be considered as light industrial, B1(c) uses. More recently, the buildings have been used by different companies including an interior designer and architects. There is no site history. There is no definitive use for the buildings and in the absence of a Certificate of Useful Use, it is necessary and reasonable to assess the application as loss of light industrial space.
- 8.8 Policy 7/3 of the Cambridge Local Plan (2006) states that development, including changes of use, that results in a loss of floorspace within Use Classes B1(c), B2 and B8 will only be permitted if:
- a) There is sufficient supply of such floorspace in the City to meet the demand and/or vacancy rates are high; and either
 - b) The proposed development will generate the same number or more unskilled or semi-skilled jobs than could be expected from the existing use; or
 - c) The continuation of industrial and storage uses will be harmful to the environment or amenity of the area; or

- d) The loss of a small proportion of industrial or storage floorspace would facilitate the redevelopment and continuation of industrial and storage use on a greater part of the site; or
- e) Redevelopment for mixed use or residential development would be more appropriate.

8.9 There is a lack of industrial space in the City. However, due to the layout of the buildings and because of their poor structural condition, only two offices are in regular use. Another office is in occasional use as a meeting room, and another two are temporarily occupied as storage at a token rent. The leases end next year.

8.10 The surrounding area is predominantly residential. In my opinion, whilst light industrial uses can operate successfully with residential uses, this site is clearly constrained and access is poor. These factors, together with the poor state of the buildings leads me to conclude that residential use would be more appropriate here than industrial use. It is my view that the proposal, therefore, complies with part e) of policy 7/3 of the Cambridge Local Plan (2006).

Principle of Residential Use

8.11 Policy 5/1 of the Cambridge Local Plan (2006) states that proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining land uses. The surrounding area is predominantly residential and, therefore, in principle, residential use is acceptable here.

8.12 In my opinion, the principle of residential development is acceptable and in accordance with policy 5/1 of the Cambridge Local Plan (2006).

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

8.13 The existing outbuildings have been built up over time using materials that were easily to hand. The end result is an eclectic mix of brick, timber cladding, slates, pantiles and a variety of windows, doors and external staircases for access to the upper floors. There are a number of panels of stained glass, which

add to the vitality and interest of the buildings. They were considered for inclusion in the list of Buildings of Local Interest, but this was not taken forward due to the Structural Engineer's Report. The outbuildings are not visible in the streetscene, however they are clearly seen from adjacent gardens and make an important contribution to the character and appearance of the Conservation Area.

- 8.14 In terms of the design of the new buildings, the differences between the previous, refused application and this one are that the extension to the south has been reduced and the roof hipped with no windows at first floor level at the end of the new wing; and the roof terrace to what was unit 3 has been removed, adjoining 35 and 36 City Road.
- 8.15 The proposed design has taken the eclectic style of the existing buildings as its cue and the result is a welcome mixture of solids and voids, which fits into the site as an appropriate replacement to the existing buildings.
- 8.16 The materials are to be as for the existing buildings, that is a brick ground floor with mainly timber clad first floor. The roofs are to be reclaimed pantiles and slates, and there are a number of chimneystacks, which are welcome as they add to the roofscape of the area. All of the joinery is to be timber, with the windows purpose made to replicate the variety that exists in the buildings as they stand.
- 8.17 There is an opportunity to salvage some of the materials, for example the stained glass panels found in various elevations and the bricks from the ground floor walls, for re-use within the new scheme. This will be important in order to add some character to the new building. From looking at the submitted plans, it is unclear where the 'details' of the existing buildings, such as the stained glass panels, will be reused. It is recommended that details of these are required by condition (4). It is recommended that samples of all materials, including bricks are required by conditions (5 and 6).
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.19 Due to the positioning of the buildings and their orientation, it is my opinion that the neighbouring properties that may potentially be affected by the development are 33-38 City Road, 60-63 Eden Street and Eden Court.
- 8.20 In terms of window positioning the proposed situation is not vastly different to the current situation. What is different is the use and this means the impact on the neighbouring properties on City Road will be significantly different to what is currently experienced. The impact of the proposed extensions will also need to be considered.
- 8.21 The previous application was refused for the following reason:

The proposed development would, by virtue of increases in massing, scale and footprint, the introduction of new residential uses into a relatively quiet rear garden area, the intensification of use that three residential units would create, the potential and perceived overlooking and subsequent loss of privacy into neighbouring properties, result in a dominant and unneighbourly built form that, within a constrained urban site, would be detrimental to the amenity of the occupants of 33 and 34 City Road and 60, 61 and 62 Eden Street. The proposal therefore fails to adequately respond to its context, achieve good interrelations between buildings and have a positive impact on its setting and is contrary to policies 34, 3/7 and 3/12 of the Cambridge Local Plan (2006) and National Planning Policy Framework guidance (2012).

Impact on 33-34 City Road

- 8.22 34 City Road has rooms in the roof, and at the rear there are a number of large windows at first and second floor level. The proposed extension to the building will stand directly behind this neighbour, to the west, 6.6m from the common boundary.
- 8.23 The site is to the north of 33 City Road. This neighbouring property has large windows at first floor level and a conservatory at ground floor level.

Overshadowing/enclosure/dominance

- 8.24 The extended part of the building stands to the northwest of 34 City Road and will therefore overshadow the neighbour to some degree in the late afternoon. In my opinion, the level of overshadowing experienced would not be significant and would therefore not warrant refusal of the application. The extended building would stand 6.6m from the common boundary with 34, and 11m from the rear of this neighbouring house. Following the previous, refused application (11/1578/FUL), this part of the building has been reduced in height from 6.6m (to the ridge) to 6m, and the roof hipped instead of introducing a gable end. This reduces the scale and bulk of the building and, in my opinion, reduces its dominance on this neighbour to an acceptable degree.
- 8.25 The extended part of the building would stand to the northeast of 33 City Road, 1.2m from the common boundary with this neighbour. This part of the building would be 7.2m in length along the boundary, bringing it 11m from the rear of this neighbouring house. In my opinion, the use of a hipped roof greatly reduces its bulk and mass, reducing it to a scale that is acceptable.

Overlooking

- 8.26 Unlike the previous, refused application (11/1578/FUL) no windows are proposed at first floor level at the end of the new wing. There will therefore be no direct overlooking of 34 or 33 City Road from the new wing. However, windows are proposed at first floor level at the side of the increased central wing, and these windows would directly overlook 34 and 33. These windows serve bedrooms, which are dual aspect, and it is my opinion that a condition should be imposed requiring that these windows are obscure glazed (condition 9)

Impact on 35-36 City Road

- 8.27 35-36 City Road are under the control of the applicant. 36a and 36b have been internally configured so that at the rear there are kitchens at ground floor level and bathrooms and landings at first floor level. 35 has a kitchen at ground floor level and a window serving a bedroom at first floor level. The layout of

these houses greatly reduces the impact of the proposal on them.

Overshadowing/enclosure/dominance

- 8.28 When viewed from 35-36 City Road, the proposal building is not significantly different to the existing situation, and there will therefore be no increased impact on these properties in terms of overshadowing or enclosure.

Overlooking

- 8.29 The northern wing of the proposed building, which stands directly behind 36a and 36b has the same footprint as the northern wing of the existing building, it is the same height and has windows and doors in the same positions. This wing will be in use as a two-bed house, and the front part of the wing will be a hallway and study at ground floor level, and a living room at first floor level. I appreciate that the proposed wing will be in use throughout the day and evening, unlike the existing/most recent office/studio use and there is therefore greater potential for overlooking, but because of the internal layout of 36a and 36b, it is my opinion that there will be no detrimental impact on the occupiers of 36a and 36b from overlooking from the proposed dwelling.
- 8.30 35 City Road has been extended to the rear, and the central wing of the buildings adjoins this extension. It is proposed that this central wing, which stands behind 35 and 36a is widened by 0.9m to the south. This wing has no windows in the end wall, and therefore there will be no potential to directly overlook 35 or 36a from here.

Impact on 38 City Road

- 8.31 38 City Road stands on the opposite side of the archway. This dwelling has large windows at ground and first floor levels, and a balcony at second floor level. The site is to the southwest of this neighbour.

Overshadowing/enclosure/dominance

- 8.32 The proposal will abut the common boundary with this neighbour as the existing building does, and this wing of the

building will be the same scale, height, and footprint as what is there currently. Therefore, it is my opinion that the impact of the proposal in terms of overshadowing would be no greater than the current situation.

Overlooking

- 8.33 Due to the angle between the first floor window of the proposed dwelling and the windows of this neighbour, overlooking even at an oblique angle would be very difficult. It is, therefore, my opinion that that this relationship is acceptable.

Impact on 60-63 Eden Street and Eden Court

Overshadowing/enclosure/dominance

- 8.34 The proposed building will be longer and marginally taller than the existing buildings, and stand to the east of the neighbouring properties on Eden Street. Currently, the building sits in line with the side wall of 63 Eden Street. In my opinion, in terms of visual bulk, due to similarities in size between the existing buildings and proposed building, the proposed building will have no significantly greater visual impact on these properties than the current situation. The extension at the southern end of the site will bring the building in line with the side wall of Eden Court. As the building will not extend behind Eden Court, it is my opinion, that the impact on the occupiers of this building will be minimal.
- 8.35 Concern has been raised regarding the impact the choice of materials will have on neighbouring occupiers. The existing building is a light-coloured timber. The intention is that this elevation will be brick to lessen maintenance. I recommend that materials are controlled by condition. I will seek to ensure that the choice of material is light in colour.

Overlooking

- 8.36 No windows are proposed on the western elevation of the proposed building, which abuts the rear of 60-62 Eden Street and the alleyway to the rear of 63 Eden Street and Eden Court, with the exception of rooflights, serving plot 1. These windows will be above head height. Therefore, there will be no

detrimental impact on these neighbouring properties in terms of overlooking.

Noise and disturbance

- 8.37 The site is currently in industrial use, and although it is currently largely vacant, theoretically it could be brought back into use. In my opinion, the noise and disturbance experienced by the neighbours from an industrial use could be far greater than that experienced from a residential use. The number of dwellings has been reduced since the previous application and this reduces its impact on neighbours.
- 8.38 Noise and disturbance is always caused by building works, and this cannot be eliminated entirely. However, this is only temporary and in order to reduce the disturbance to neighbours as far as is practical, I recommend conditions restricting contractor working hours and delivery hours (2 and 3).
- 8.39 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

- 8.40 The proposed dwellings will share a courtyard for access. Plot 1 (the 4-bedroom house) will have a sizeable private garden and a small terrace; and plot 2 (the 2-bed house) will have a private courtyard and terrace. The amenity space for plot 2 is small, but as this development is unusual and a 'one-off', it is my view that this is a compromise that a future occupier is likely to be willing to make. Due to this, I see no reason to refuse the application on amenity grounds.
- 8.41 As the site was in industrial use a condition is recommended, relating to contaminated land (7)
- 8.42 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7, 3/12 and 3/10.

Refuse Arrangements

- 8.43 A communal bin store is proposed for use of the three proposed dwellings and the three existing dwellings (35, 36a and 36b City Road). The City Council's Waste Strategy Officer is content that the proposed bin store is large enough to accommodate the bins for all of these properties. However, the bin collection point is shown as the accessway, which is currently gated. The Refuse Team will not collect the bins from the communal store, and therefore a management arrangement will be required to ensure that bins are brought to the kerbside for collection. This can be required by condition (8)
- 8.44 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Car and Cycle Parking

- 8.45 No off-street car parking spaces are proposed in relation to this development. I understand that this is a concern to neighbouring residents, but considering the location, very close to the Grafton Centre, and in close proximity to the City Centre, it is my opinion that it would be unnecessary and unreasonable to insist on off-street car parking spaces here. The site is within the Controlled Parking Zone (CPZ) and the County Council has confirmed that the occupiers of the new dwellings will not qualify for Residents' Parking Permits.
- 8.46 A communal cycle store is proposed for use of the three proposed dwellings and the three existing dwellings (35, 36a and 36b City Road). This is sufficient and is acceptable.
- 8.47 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.48 The issues raised in the representations received have been addressed under the headings above.

Planning Obligation Strategy

Planning Obligations

8.49 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

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

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

Open Space

8.50 The Planning Obligation Strategy requires that all new residential developments contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. The proposed development requires a contribution to be made towards open space, comprising outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers. The total contribution sought has been calculated as follows.

8.51 The application proposes the erection of one three-bedroom houses, one two-bedroom houses, and one studio flat. A house or flat is assumed to accommodate one person for each

bedroom, but one-bedroom flats are assumed to accommodate 1.5 people. Contributions towards provision for children and teenagers are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

Outdoor sports facilities					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	238	238	1	238
1 bed	1.5	238	357		
2-bed	2	238	476	1	476
3-bed	3	238	714	1	714
4-bed	4	238	952		
Total					1428

Indoor sports facilities					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	269	269	1	269
1 bed	1.5	269	403.50		
2-bed	2	269	538	1	538
3-bed	3	269	807	1	807
4-bed	4	269	1076		
Total					1614

Informal open space

Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	242	242	1	242
1 bed	1.5	242	363		
2-bed	2	242	484	1	484
3-bed	3	242	726	1	726
4-bed	4	242	968		
Total					1452

Provision for children and teenagers					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	0	0	0	0
1 bed	1.5	0	0		
2-bed	2	316	632	1	632
3-bed	3	316	948	1	948
4-bed	4	316	1264		
Total					1580

8.52 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010) and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010)

Community Development

- 8.53 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The total contribution sought has been calculated as follows:

Community facilities			
Type of unit	£per unit	Number of such units	Total £
1 bed	1256	1	1256
2-bed	1256	1	1256
3-bed	1882	1	1882
4-bed	1882		
Total			4394

- 8.54 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

Waste

- 8.55 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought has been calculated as follows:

Waste and recycling containers

Type of unit	£per unit	Number of such units	Total £
House	75	1	75
Flat	150	2	300
Total			375

8.56 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/7, 3/12 and 10/1 and the Planning Obligation Strategy 2010.

Monitoring

8.57 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term, £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

8.58 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

9.1 In my opinion, the proposal is an unusual housing development which preserves and enhances the character and appearance of the Conservation Area and has been sensitively designed to respect the amenities of its neighbours. The application has been revised to take into account previous issues concerning the amenity of neighbours. The application is therefore recommended for approval, subject to conditions and the completion of the S106 agreement.

10.0 RECOMMENDATION

APPROVE subject to the completion of a S106 legal agreement and the following conditions and reasons for approval:

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

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

2. Except with the prior written agreement of the local planning authority no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours 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 2006 policy 4/13)

3. Except with the prior written agreement of the local planning authority, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: Due to the proximity of residential properties to this premises and that extensive refurbishment will be required, the above conditions are recommended to protect the amenity of these residential properties throughout the redevelopment in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006)

4. Prior to the commencement of works, full details of the location of the salvaged stained glassed windows within the new buildings shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To preserve the character and appearance of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

5. No brickwork is to be erected until the choice of brick, bond, mortar mix design and pointing technique have been submitted to and approved in writing by the local planning authority by means of sample panels prepared on site. The approved panels are to be retained on site for the duration of the works for comparative purposes, and development must take place only in accordance with the approved details.

Reason: To preserve the character and appearance of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

6. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

7. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

(a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.

(b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

(c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.

No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs d), e) and f).

(d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

(e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.

Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: To protect the amenity of future occupiers.
(Cambridge Local Plan 2006, policy 3/7)

8. Prior to the occupation of the development, full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheelie bins, recycling boxes or any other means of storage will be stationed and the arrangements for the disposal of waste. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To ensure that bins can be collected. (Cambridge Local Plan 2006, policy 3/7)

9. The first floor windows on the southwestern elevation of the central wing shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of use (of the extension) and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall and shall be retained as such thereafter.

Reason: To prevent overlooking of neighbouring properties. (Cambridge Local Plan 2006, policy 3/7)

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extensions, or additions or garages shall be erected other than those expressly authorised by this permission.

Reason: To protect the amenity of adjoining properties, and to prevent overdevelopment of the site. (Cambridge Local Plan 2006 policies 3/4 and 3/14)

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or with any order revoking and re-enacting that Order with or without modifications) no windows or dormer windows shall be constructed other than with the prior formal permission of the local planning authority.

Reason: To protect the amenity of adjoining properties.
(Cambridge Local Plan 2006 policies 3/4 and 3/14)

Reasons for Approval

1. This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: SS1, ENV6, ENV7;

Cambridgeshire and Peterborough Structure Plan 2003: P6/1, P9/8;

Cambridge Local Plan (2006): 3/1, 3/4, 3/7, 3/11, 3/12, 4/11, 4/13, 5/1, 73, 8/6, 8/10,;

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

Unless prior agreement has been obtained from the Head of Planning, and the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 26 July 2012 it is recommended that the application be refused for the following reason(s).

The proposed development does not make appropriate provision for open space/sports facilities, community development facilities, waste facilities and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 3/8, 3/12, 5/14 and 10/1, Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1 and P9/8 and as detailed in the Planning Obligation Strategy 2010, and the Open Space Standards Guidance for Interpretation.

In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development

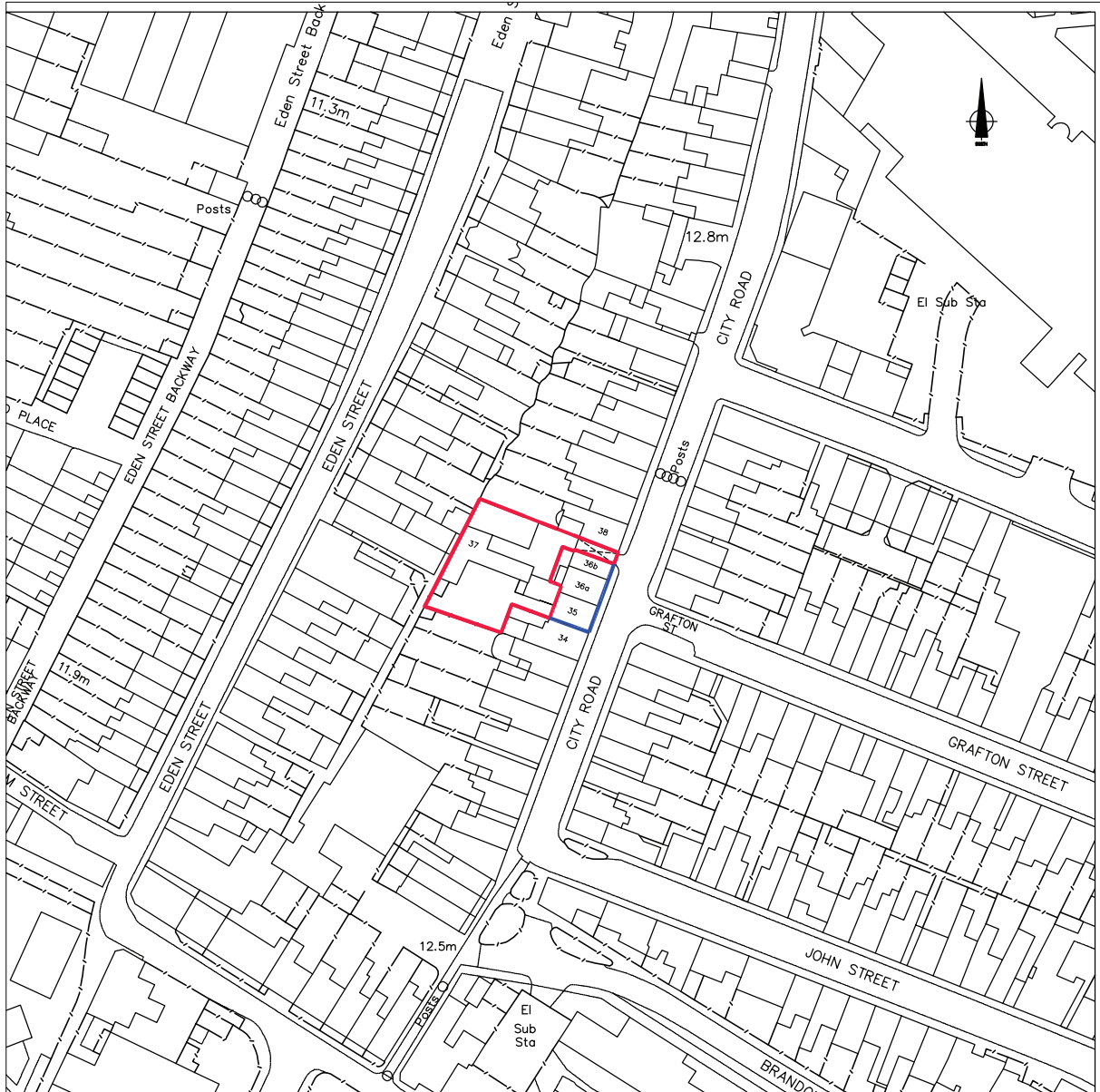
LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are background papers for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

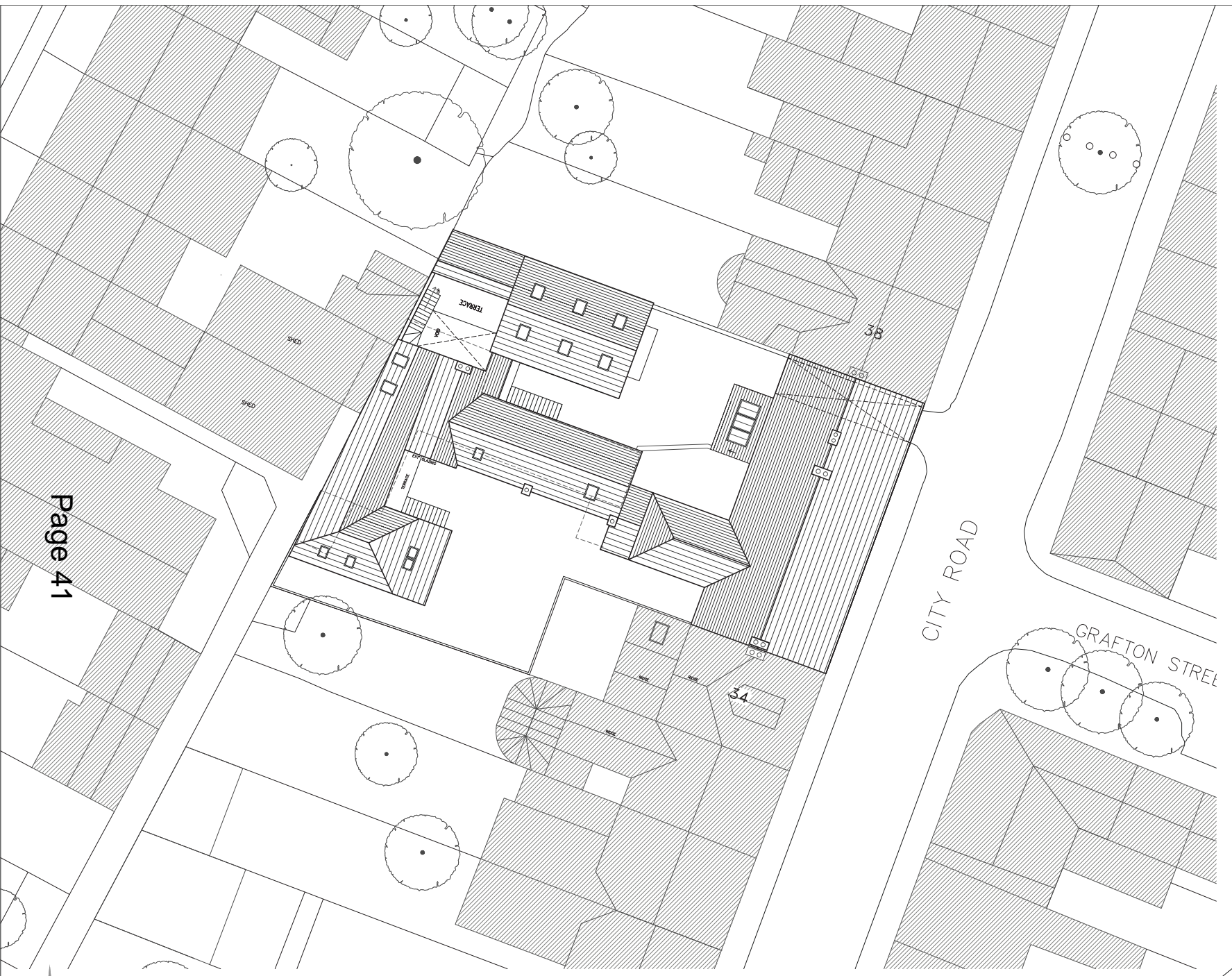
These papers may be inspected on the City Council website at:
www.cambridge.gov.uk/planningpublicaccess
or by visiting the Customer Service Centre at Mandela House.

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Site Location Plan
37 City Road, CB1 1DP
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CLIENT
LEACH PROPERTIES

PROJECT
REDEVELOPMENT AND CONVERSION OF
EXISTING BUILDING AT 37 CITY ROAD,
CAMBRIDGE, CB1 1DP.

TITLE
SITE PLAN

DRAWING STATUS
PLANNING

DRAWN	DSR	CHECKED	CS/NP
SCALE		1:100 @ A1	
DATE		Nov '12	

THE GALLERY
96 KING ST
CAMBRIDGE
CB1 1LN



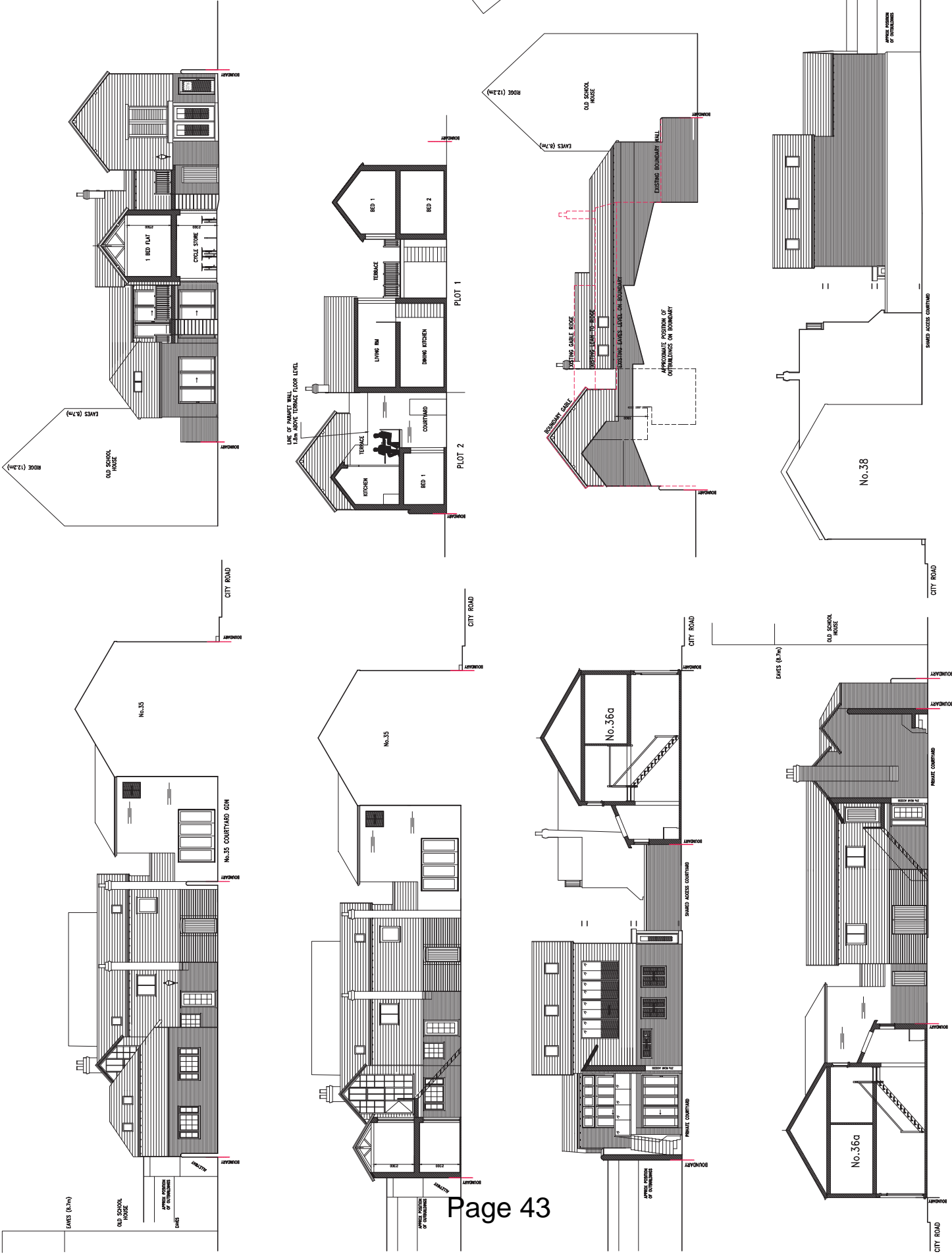
T: 01223 361803
F: 01223 361808
w: www.dpaarchitects.co.uk
e: info@dpaarchitects.co.uk

JOB NO.	DRAWING NUMBER	REV
304	PL (90)01	-

PLANNING

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PLANNING



CLIENT
LEACH PROPERTIES

PROJECT
REDEVELOPMENT AND CONVERSION OF
EXISTING BUILDING AT 37 CITY ROAD,
CAMBRIDGE, CB1 1DP.

TITLE
PROPOSED ELEVATIONS
PROPOSED SECTIONS

DRAWING STATUS
PLANNING

DRAWN DSR CHECKED CS/NP

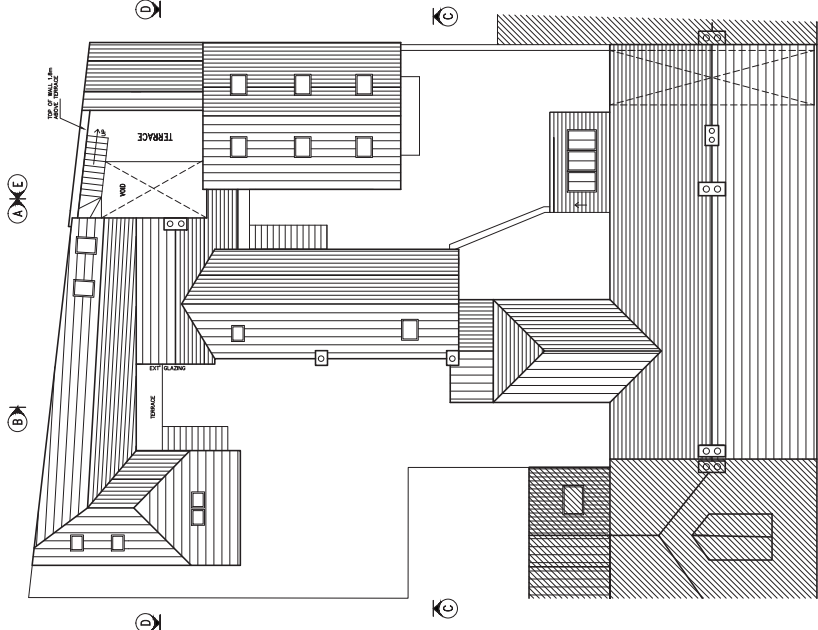
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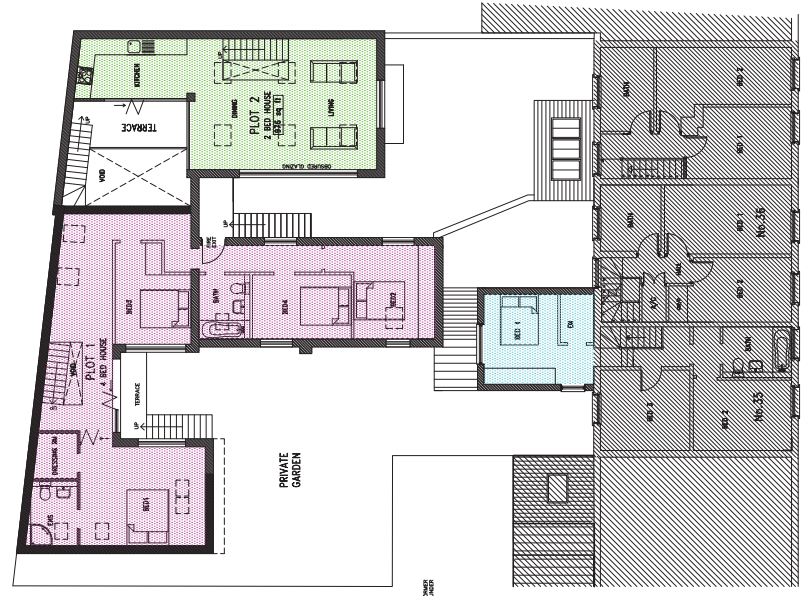
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JOB NO. DRAWING NUMBER REV
304 PL (21)04 -

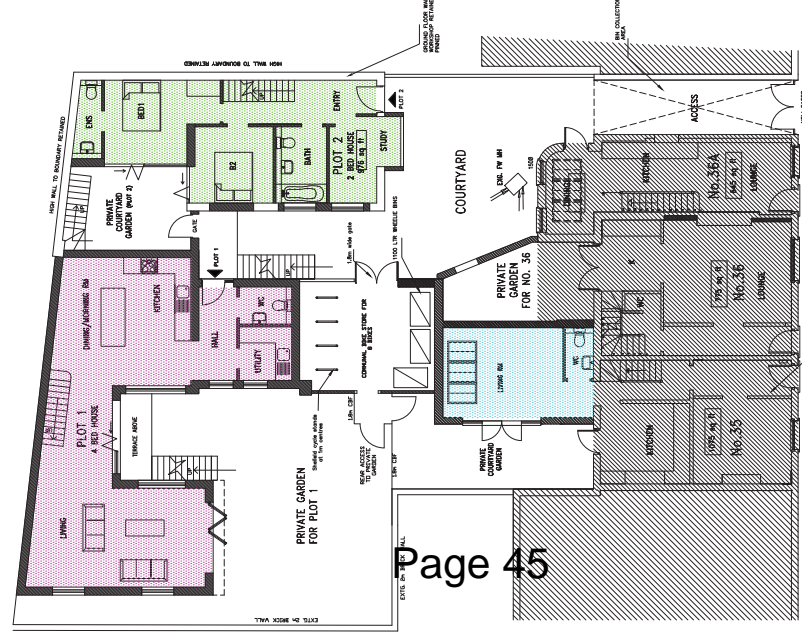
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ROOF PLAN. 1:100



PROPOSED FIRST FLOOR. 1:100



PROPOSED GROUND FLOOR. 1:100

PLANNING

CLIENT
LEACH PROPERTIES

PROJECT
REDEVELOPMENT AND CONVERSION OF
EXISTING BUILDING AT 37 CITY ROAD,
CAMBRIDGE, CB1 1DP.

TITLE
PROPOSED PLANS

DRAWING STATUS
PLANNING

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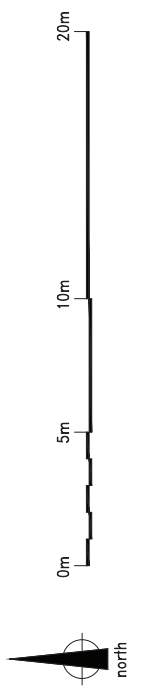
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DATE Nov '12

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JOB NO. DRAWING NUMBER REV
304 PL (21)03 -



Previously approved application ref: 17/024/M/LL. This is outside application site.

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Application Number	12/1434/CAC	Agenda Item	
Date Received	12th November 2012	Officer	Miss Catherine Linford
Target Date	7th January 2013		
Ward	Market		
Site	37 City Road Cambridge Cambridgeshire CB1 1DP		
Proposal	Proposed demolition of outbuildings		
Applicant	Mr Paul Downham Cambridge House 91 High Street Longstanton Cambridgeshire CB24 3BS United Kingdom		

SUMMARY	The development accords with the Development Plan for the following reason: 1. The existing buildings are structurally unsound.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 This application relates to outbuildings, which stand to the rear of 34-36 City Road, and are known as 37 City Road. The surrounding area is predominantly residential in character, mainly consisting of two-storey, terrace houses. The site is within City of Cambridge Conservation Area 1 (Central) in the area covered by the Kite Conservation Area Appraisal.
- 1.2 The buildings are largely intact and been built up over time using a mixture of materials, including a mix of brick, timber cladding and a variety of windows, doors and external staircases for access to the upper floors. There are a number of panels of stained glass, which add to the visual interest. The buildings are not Listed or Locally Listed as Buildings of Local Interest but were considered for adding to the Local List of Buildings of Local Interest, but this was not taken forward due to the structural instability of the buildings. The outbuildings are

not visible in the streetscene, but they are clearly seen from adjacent gardens and make an important contribution to the character and appearance of the Conservation Area.

2.0 THE PROPOSAL

2.1 Conservation Area Consent is sought to demolish the buildings and redevelop the site for residential use.

2.2 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Structural Report
3. Historical Report

3.0 SITE HISTORY

Reference	Description	Outcome
11/1578/FUL	Demolition of existing buildings and redevelopment of the site to provide three residential units.	REF
11/1579/CAC	Demolition of existing buildings and redevelopment of the site to provide three residential units.	REF
12/1434/CAC	Proposed re-building of outbuildings to form 2 No. residential units.	Pending

3.1 The decision notice for the previously refused application 11/1579/CAC is attached to this report as Appendix 1.

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, East of England Plan 2008 policies, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge

Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8 P9/9
Cambridge Local Plan 2006	3/1 3/4 3/7 3/11 3/12 4/11 5/1 5/14 8/2 8/6 8/10 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27

	<p>May 2010)</p> <p>Written Ministerial Statement: Planning for Growth (23 March 2011)</p>
	<p><u>Citywide:</u></p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan</p> <p>Open Space and Recreation Strategy</p> <p>Cycle Parking Guide for New Residential Developments</p>
	<p><u>Area Guidelines:</u></p> <p>Kite Area</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 6.1 The residents of the dwellings at 37 City Road will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.

Head of Environmental Services

- 6.2 No objection. Conditions recommended relating to construction hours, construction noise, contaminated land and waste.

Urban Design and Conservation Team

- 6.3 No objection: The proposed development is supported. The structural engineer's report clearly shows that the majority of the building is beyond repair and, whether for its current use or for

conversion. The proposed design is similar in style to the existing. Conditions are recommended relating to materials, glass type, rooflights, and paint colours.

7.0 REPRESENTATIONS

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

- 9 City Road
- 33 City Road
- 34 City Road
- 38 City Road
- 13/14 Melbourne Place
- 61 Eden Street

7.2 The representations can be summarised as follows:

- The proposed total floor area and height far exceeds the existing structure
- Dominance
- Loss of privacy and overlooking
- Loss of light and overshadowing
- Increase in artificial light
- Access for emergency vehicles
- Overcrowding
- The existing building is out of character with surroundings and impacts on neighbours. It should not have been built
- Lack of car parking spaces

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 and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of demolition and the impact on the Conservation Area Third party representations

8.2 All other issues will be addressed within the report for the linked planning application – 12/1433/FUL.

Principle of demolition and the impact on the Conservation Area

- 8.3 The existing buildings at 37 City Road are not visible from the street, but are clearly seen from adjacent gardens and make an important contribution to the character and appearance of the Conservation Area.
- 8.4 The tests of policy in this case are seen in policies 4/10 and 4/11 of the Cambridge Local Plan (2006). The supporting text to policy 4/11 of the Cambridge Local Plan (2006) states that in Conservation Areas, ‘...when considering the demolition of buildings...the same tests that would apply to the demolition of a Listed Building will be applied, making reference to policy 4/10 of the Local Plan. Policy 4/10 states that ‘works for the demolition of Listed Buildings will not be permitted unless:
- a) The building is structurally unsound, for reasons other than deliberate damage or neglect; or
 - b) It cannot continue in its current use and there are no viable alternative uses; and
 - c) Wider public benefits will accrue from redevelopment.
- 8.5 A structural survey has been submitted as part of the application to demonstrate that the building is structurally unsound, and this concludes as follows:
- The existing four buildings are in poor structural condition. If required the ground floor to building 1 may be retained though all the walls will require underpinning. The timber first floor joists to this building may be re-used but will require strengthening to enable them to be justified to support the proposed current domestic loading. We believe that building 2, 3 and building 4 are in such poor structural condition that it is recommended that they should not be retained in the conversion.*
- 8.6 The application also includes a report, which explains how the site has been developed in the past. The outbuildings were built over time, using materials of differing qualities and type.
- 8.7 The Structural Survey has given a detailed report on each of the outbuildings, their stability and their potential for reuse. The conclusion is that parts of the structures are in poor condition

with inadequate support for some of the walls and roof, leading to distortion and outward lean. In order for these parts to be able to be used as they stand, they would require a great deal of added support or rebuilding. The ground floor of Building 1, as labelled on the diagram that accompanied the report, could possibly be reused but would need substantial underpinning. Therefore, it is accepted that these buildings are not capable of reuse without comprehensive rebuilding. Even if the buildings were to be retained in their current use, they would need some rebuilding and a lot of additional support added to the structure in order for them to remain stable and in viable use. Due to the severity of their condition their demolition is supported, as long as a suitable replacement is proposed. Planning permission for the replacement buildings is sought under the linked planning application, and the proposals are considered to be appropriate and acceptable.

9.0 CONCLUSION

- 9.1 Due to the extremely poor condition of the buildings, their demolition is supported, as long as a suitable replacement is proposed. The proposed replacement building, considered under planning application ref 12/1433/FUL is considered to be appropriate and acceptable and therefore this application for Conservation Area Consent is supported subject to conditions.

10.0 RECOMMENDATION

FOR RECOMMENDATIONS OF APPROVAL

APPROVE subject to the following conditions:

1. Except with the prior written agreement of the local planning authority no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours 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 2006 policy 4/13)

2. Except with the prior written agreement of the local planning authority, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: Due to the proximity of residential properties to this premises and that extensive refurbishment will be required, the above conditions are recommended to protect the amenity of these residential properties throughout the redevelopment in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006)

3. The demolition hereby permitted shall not be commenced until a contract for the redevelopment for the site in accordance with planning permission 12/1433/FUL or any other scheme approved by the local planning authority, has been let.

Reason: To avoid the creation of cleared sites detrimental to the character and appearance of the Conservation Area. (East of England Plan 2008 policy ENV6 and ENV7 and Cambridge Local Plan 2006 policies 3/4 and 4/11)

Reasons for Approval

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridge Local Plan (2006): 3/1, 3/4, 3/7, 4/11;

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

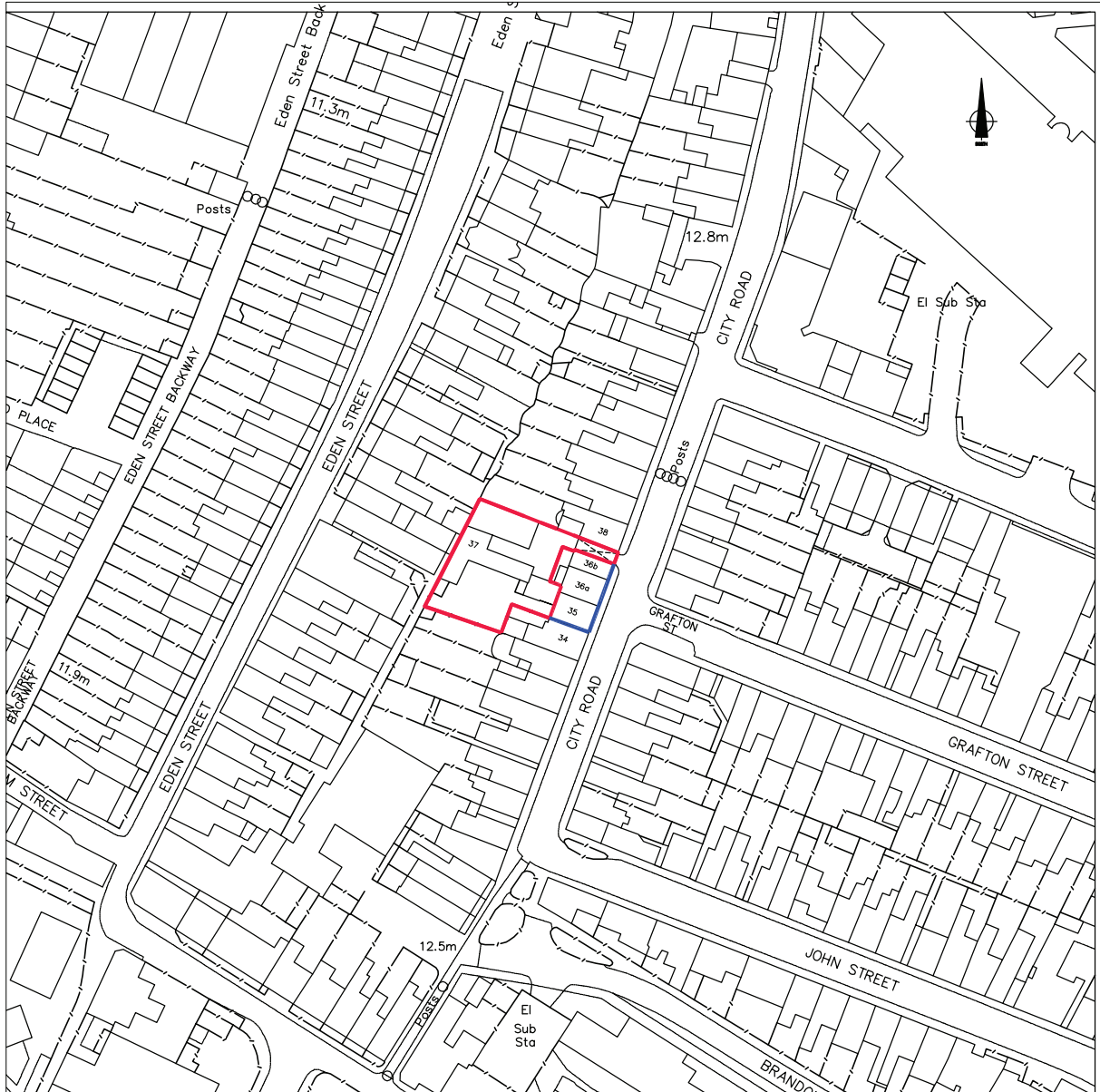
LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are background papers for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

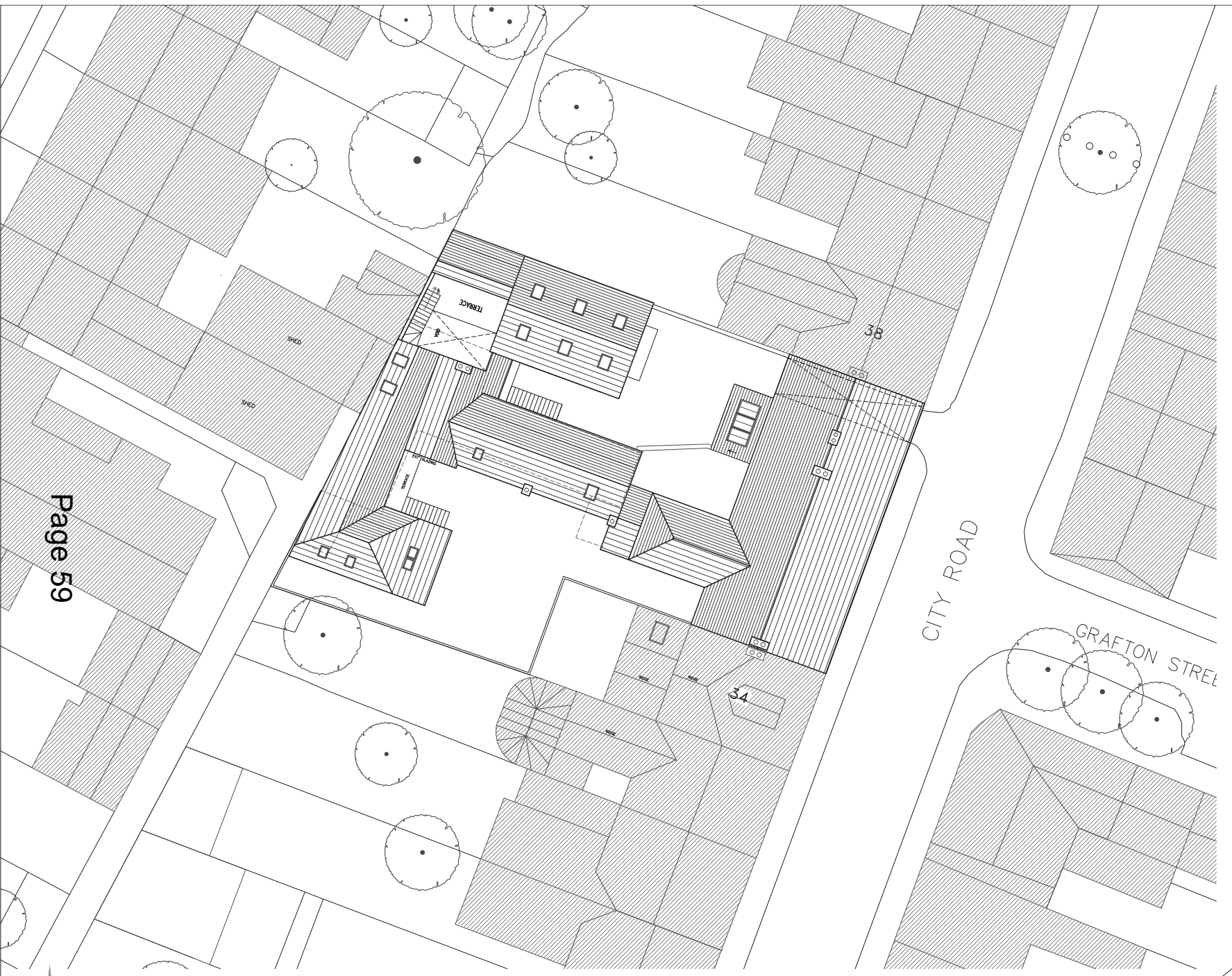
These papers may be inspected on the City Council website at: www.cambridge.gov.uk/planningpublicaccess or by visiting the Customer Service Centre at Mandela House.

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Site Location Plan
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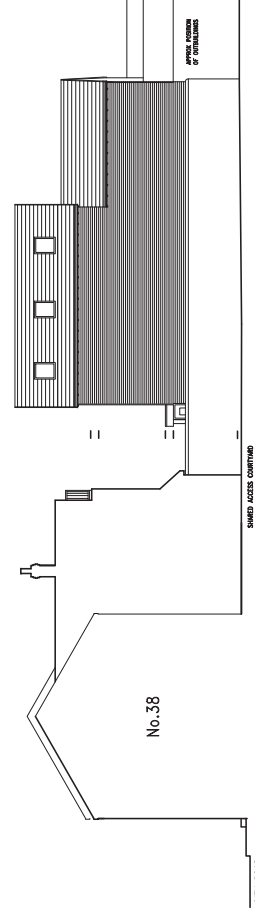
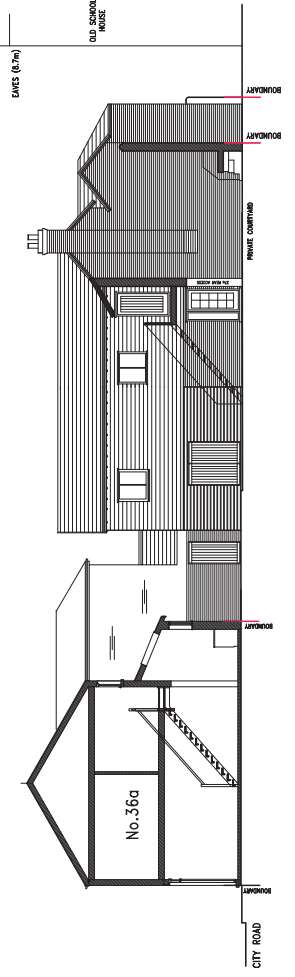
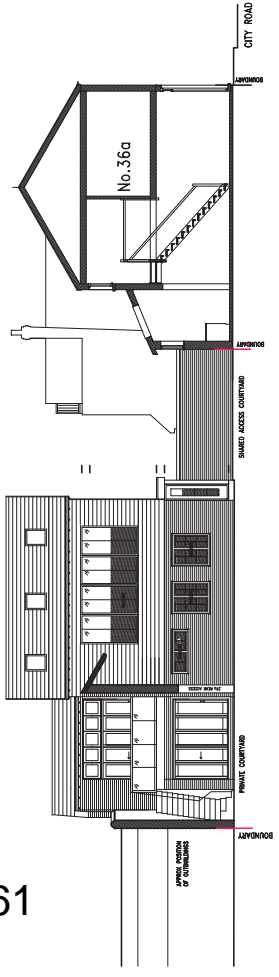
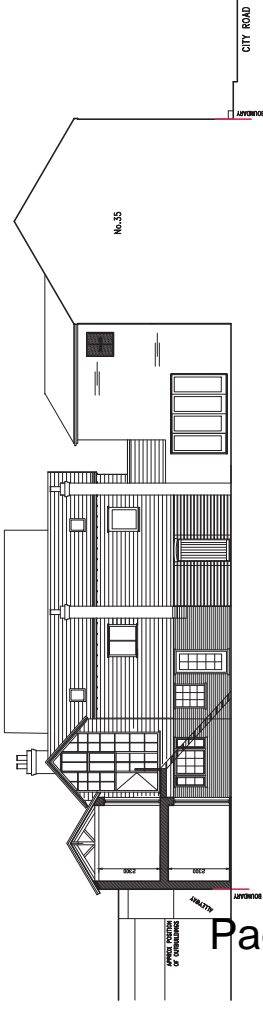
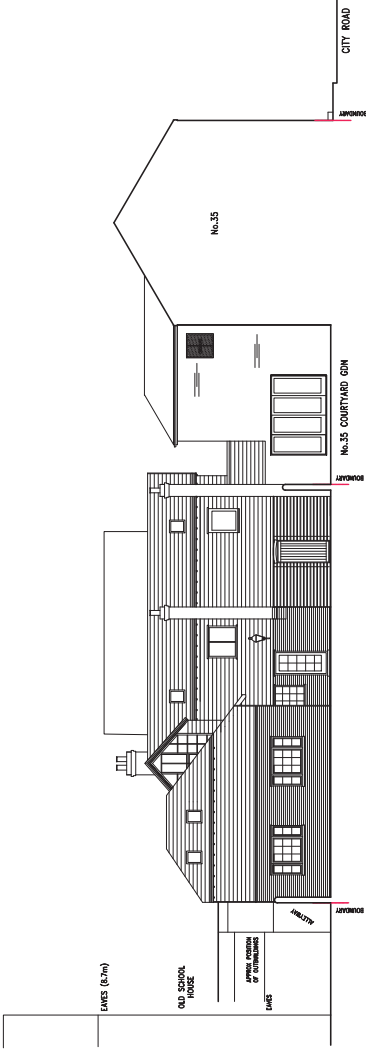
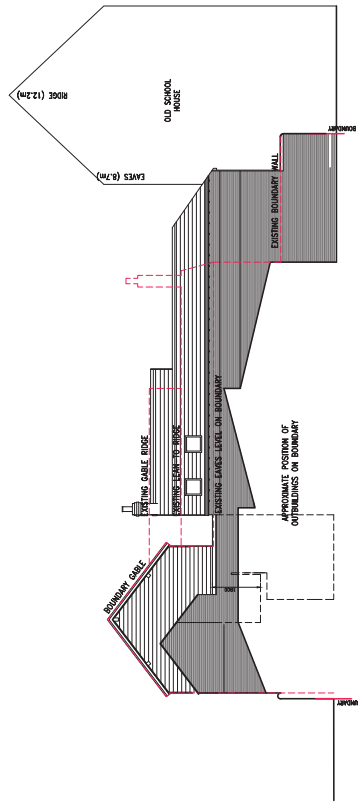
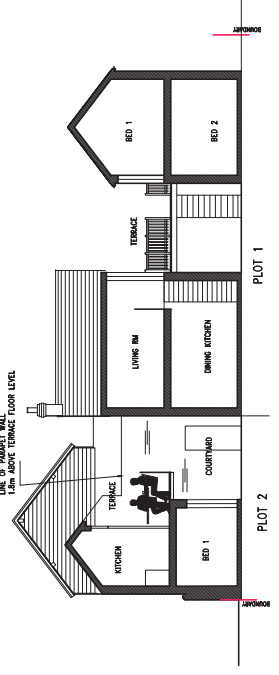
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PROJECT REDEVELOPMENT AND CONVERSION OF EXISTING BUILDING AT 37 CITY ROAD, CAMBRIDGE, CB1 1DP.			
TITLE SITE PLAN			
DRAWING STATUS PLANNING			
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DATE Nov '12			
THE GALLERY 96 KING ST CAMBRIDGE CB1 1LN			
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PLANNING



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PLANNING



CLIENT
LEACH PROPERTIES

PROJECT
REDEVELOPMENT AND CONVERSION OF
EXISTING BUILDING AT 37 CITY ROAD,
CAMBRIDGE, CB1 1DP.

TITLE
PROPOSED ELEVATIONS
PROPOSED SECTIONS

DRAWING STATUS
PLANNING

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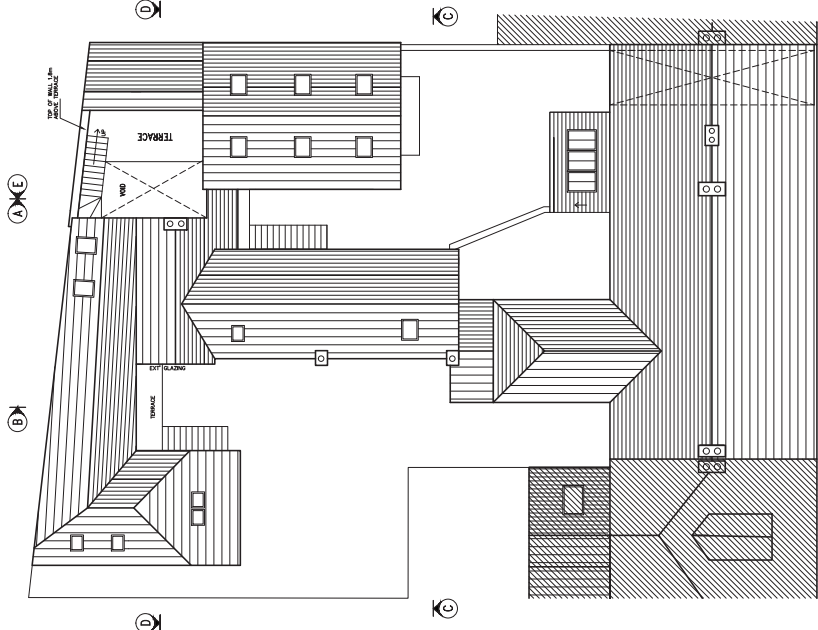
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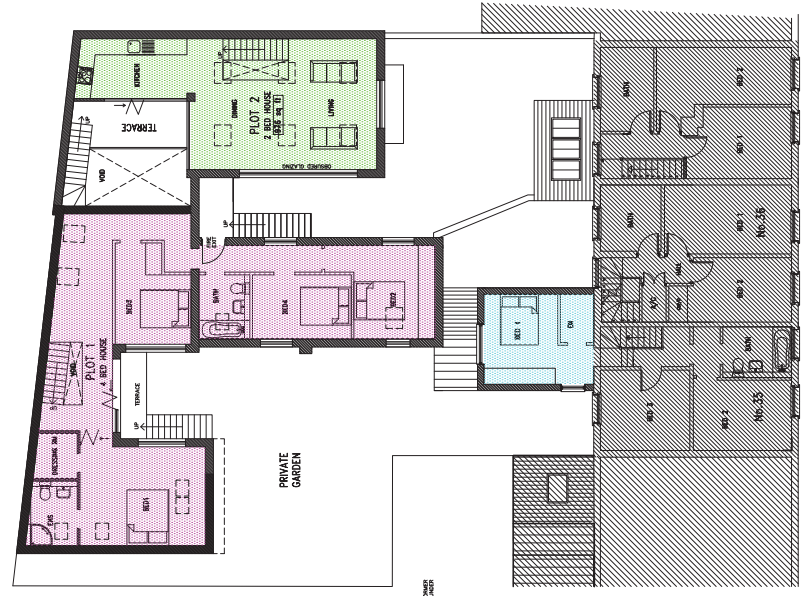
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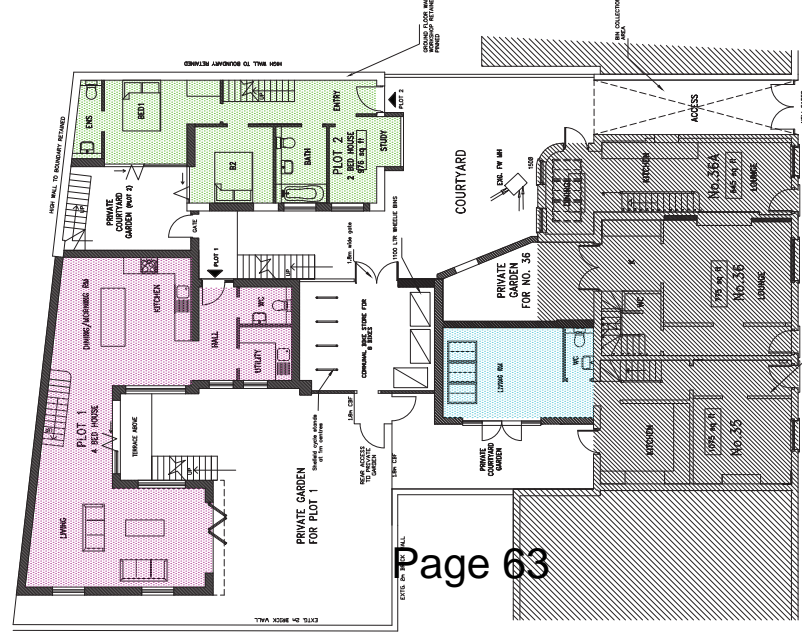
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ROOF PLAN. 1:100



PROPOSED FIRST FLOOR. 1:100



PROPOSED GROUND FLOOR. 1:100

PLANNING

CLIENT
LEACH PROPERTIES

PROJECT
REDEVELOPMENT AND CONVERSION OF
EXISTING BUILDING AT 37 CITY ROAD,
CAMBRIDGE, CB1 1DP.

TITLE
PROPOSED PLANS

DRAWING STATUS
PLANNING

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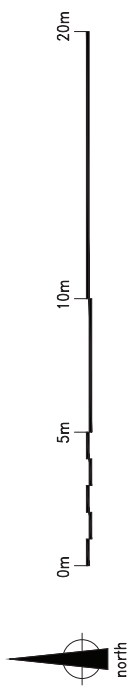
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JOB NO. DRAWING NUMBER REV
304 PL (21)03 -



Previously approved application ref: 17/0314/Full. This is a revised application.

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Application Number	12/1072/FUL	Agenda Item	
Date Received	4th September 2012	Officer	Ms Lorna Gilbert
Target Date	30th October 2012		
Ward	Castle		
Site	27 Benson Street Cambridge CB4 3QJ		
Proposal	Construct basement flat under existing flats. Construct new concrete stairwell to the rear to first and second floor flats. Remove existing ground floor 9" brick extension and replace. Extend first floor flat to the rear.		
Applicant	Mr Hugh Gordon-Roe 5 Newmarket Road Cambridge CB5 8EG UK		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <input type="checkbox"/> It is considered the proposal would preserve the character and appearance of the conservation area. <input type="checkbox"/> It is considered the proposal would not be detrimental to the neighbouring properties amenity. <input type="checkbox"/> The proposal would provide an adequate sized one bedroom flat.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The property is a mid-terrace property on the north-western side of Benson Street. The property contains three flats. It is bordered to the north by No.29 Benson Street, which is vacant, uninhabitable and in a state of disrepair. To the south is No.25 Benson Street which has been converted into flats. The north-western boundary borders No.27 Canterbury Street, a detached house.

1.2 The site falls within Central Conservation Area No.1.

2.0 THE PROPOSAL

2.1 The creation of a one bedroom basement flat under the existing flats.

2.2 Construction of a new covered concrete stairwell to the rear to first and second floor flats.

2.3 Remove existing ground floor 9 foot brick extension and replace.

2.4 Extend first floor flat to rear.

2.5 The application is accompanied by the following supporting information:

1. Design and Access Statement

3.0 SITE HISTORY

Reference	Description	Outcome
C/86/0705	Conversion of existing terraced house into 3 No. flats.	Approved with conditions 13.8.1986

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, East of England Plan 2008 policies, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8 P9/9
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/11 3/14 4/11 4/13 5/1 5/5 8/2 8/4 8/6 8/10 8/17 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)

	<p><u>Citywide:</u></p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan</p> <p>Open Space and Recreation Strategy</p> <p>Cycle Parking Guide for New Residential Developments</p>
	<p><u>Area Guidelines:</u></p> <p>Conservation Area Appraisal:</p> <p>Castle and Victoria Road (June 2012)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 6.1 The proposal increases the number of accommodation units on the site and therefore following implementation of any permission issued by the Planning Authority in regard to this proposal the residents of the site will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operation on surrounding streets.

Cambridge City Council (Environmental Services)

- 6.2 Given that this development will involve significant building works and other residential properties are in close proximity Environmental Services have recommended a number of conditions be attached if planning permission is granted.

Urban Design and Conservation Team

- 6.3 The works to the basement will not unduly impact on the character and appearance of the conservation area and are therefore supported.

- 6.4 The works to the rear of the building are not supported as the alteration to the fenestration will have a negative impact on the character and appearance of the conservation area and therefore will not comply with policy 4/11 of the Local Plan 2006.

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

7.0 REPRESENTATIONS

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

- 27 Canterbury Street
- Flat 8, 25 Benson Street

- 7.2 The representations can be summarised as follows:

- Concerned that a basement could be allowed as it is an overcrowded area.
- Concerned that work could take place from 8.00 to 18.00.
- Neighbouring property that is converted into flats could experience a loss in value and rental income.
- Neighbours weren't consulted prior to the application being made.
- Block Plan is inaccurate and fails to show increased rear visibility at No.27 Benson Street will directly impact the privacy of No.27 Canterbury Street. Concerned with concertina doors at first floor level leading to overlooking.
- Rear elevation view does not clearly show the future look of the build. Concrete stairwell will not harmonise with the rear of the building.
- The plans fail to clearly indicate the increased projection of the building.
- A 15+m tree that was in the garden of 27 Benson Street was removed shortly before the date on the planning application form. This loss has reduced the privacy of neighbours.
- Increase in resident activity in the small rear garden.
- Increased parking pressures on Benson Street.

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 and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Car and cycle parking
6. Third party representations
7. Planning Obligation Strategy

Principle of Development

8.2 Policy 3/1 of the Local Plan states that development will be permitted if it meets the principles of sustainability.

8.3 Policy 3/4 of the Local Plan explains that developments will be permitted which demonstrate that they have responded to their context and drawn inspiration from the key characteristics of their surroundings to create distinctive places.

8.4 Planning permission was granted in 1986 for the conversion of No.27 Benson Street into three flats. The neighbouring property of No.25 Benson Street has also been converted into flats. Part of the lower floor flat at this neighbouring property is situated below ground floor level. No.29 Benson Street is vacant. The street contains a mixture of houses and flats. The proposed additional flat at the property is consistent with the surrounding residential uses.

8.5 The proposal involves creating an enclosed stairwell to access the upper floor flats and to replace an existing timber stairwell structure. The existing ground and first floor flats would be extended with an extension projecting up to 2.93m from the rear wall of No.29 Benson Street, this abuts the proposed stairwell. The existing first floor terraced area and ground floor extension would be removed. An assessment of the impact of the

proposal on the conservation area and surrounding properties is included in the sections below.

- 8.6 In my opinion, the principle of the development is acceptable and in accordance with policies 3/1 and 3/4.

Context of site, design and external spaces

- 8.7 The site lies within the Central Conservation Area. Cambridge City Council's Conservation Officer supports the proposed basement as it will not unduly impact on the streetscene as the existing boundary hedge will remain in place. I agree with these comments. However, they have concern over the choice of fenestration and use of bi-folding doors and Juliet balconies on all four levels as it does not adhere to the traditional hierarchy of windows, which should get smaller as they move up through the building. The rear of the site is visible from the highway and the Conservation Officer believes this would be detrimental to the character and appearance of the conservation area.
- 8.8 The rear of the building is visible from Canterbury Street as it is the third property along the row of terraces. The glazed doors on the second floor flat are narrower than the glazed doors at the lower levels but all of the windows are tall, wide and contemporary in appearance. It is accepted that the proposed glazed sliding doors are larger than traditional windows. The rear fenestration of properties along Benson Street visible from Canterbury Street are not consistent in design and appearance. The glazing would be visible, but from an oblique angle. I do not consider the character at the back of these properties sufficiently strong or consistent enough to resist a contemporary glazing approach. The solution proposed is not uncommon for the area.
- 8.9 The proposed stairwell and two storey rear extension extend between 0.7m and 2.93m beyond the neighbours building lines. The planning application explains that the walls of the extensions would have a white render finish. The flat roof would be rubber with concrete slabs over. The Design and Access Statement refers to a concrete stairwell. It is recommended a condition be included if the application is approved to ensure the materials complement the appearance of the property. Concrete would not harmonise with the appearance of the property, although a render finish would. It is

considered that the extension would not be of excessive size and would harmonise with the appearance of the property. The property is set back from Canterbury Street and in my opinion the proposed extensions would preserve the character and appearance of the conservation area.

- 8.10 The third party comments refer to the removal of a tree in the rear garden of the property. I spoke with the applicant about this matter. They explained that a Leylandii hedge of about 10 foot in height was removed around 2 years ago. The address was included within the Central Conservation Area extension in 26th June 2012 and therefore its removal would not have required tree works consent.
- 8.11 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 4/4 and 4/11.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.12 The proposed stairwell would extend 0.7m beyond the building line of No.25 Benson Street. This property is converted into flats and is orientated to the southwest of the proposal. It is considered this minimal depth and the orientation of the building would avoid it experiencing an unreasonable loss of light as a result of the proposal. No flank windows would face this neighbour and therefore there would be no harm to the privacy of this neighbour. The proposed extension due to its depth and position, would not adversely harm outlook to this neighbouring property. The proposed basement flat would not be easily seen from this neighbour, although it is accepted that construction and demolition works would have the potential to harm their amenity. It is therefore recommended a condition controlling the hours of construction work, demolition and plant operations be included, if the application is approved.
- 8.13 No.29 Benson Street is located to the northeast of the application site. This is a vacant property within the ownership of the applicant. The proposed extensions would project up to 2.93m beyond the building line of this neighbour. This neighbouring property is in a poor condition and is uninhabitable. The proposed ground floor balcony and two storey extension are located adjacent to this neighbour. The

proposed balcony is at ground floor level and would not lead to overlooking. There are no flank windows affecting this neighbour and therefore it would not experience a loss of privacy. The introduction of a two storey extension by the boundary would not be significantly harmful.

- 8.14 No.27 Canterbury Street is located to the northwest of the application site. The rear garden of the application site and this neighbour border one another. No.27 Benson Street is located 13m from the rear garden of this property. It is considered that the proposed glazed windows on the two storey extension would not be significantly detrimental to the privacy of this neighbour's garden or property (which does not have flank windows facing the proposal). There is already a high degree of mutual overlooking. The proposal would not alter this significantly. There would be no loss of light due to the position of the proposed extensions.
- 8.15 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

- 8.16 The Design and Access Statement explains that the proposed alterations to the existing flats will increase the building's thermal efficiency.
- 8.17 The enclosed stairwell would improve the flats for the occupiers. The glazed doors at the rear would increase the amount of light reaching the flats. The proposed flats are of an adequate size and are considered acceptable.
- 8.18 The proposed basement flat would have stairwells at the front and rear which would allow light to reach the habitable rooms. There would be access down to the flats from the front and rear via stairwells. The accommodation is considered to be of an acceptable standard.
- 8.19 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is

compliant with Cambridge Local Plan (2006) policies 3/7 and 3/14.

Refuse Arrangements

- 8.20 Refuse and recycling bins are located in the front garden for the flats. The provision is considered acceptable.
- 8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Car and Cycle Parking

Car Parking

- 8.22 There is no existing car parking provision for the existing three flats at the property. The proposal includes an additional basement flat. Highways were consulted about the scheme. They explained that if planning permission is granted and is then implemented, then none of the residents of the site (including the existing flats) would qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Scheme operating on surrounding streets. It is recommended an informative is included if planning permission were granted to advise the applicant of this.

Cycle Parking

- 8.23 The planning application refers to the provision of eight cycle parking spaces for the flats. Details have not been shown on the drawings. It is therefore recommended that further details are submitted by way of a condition, if the application were to be approved.
- 8.24 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.25 Overcrowding was raised as a concern by a resident. I consider that the provision of a one bedroom flat would not lead to overcrowding at the property or put unreasonable pressures on the surrounding area.

- 8.26 The impact on a neighbour in terms of loss of value to property is not a material planning consideration.
- 8.27 It is not essential for developers to consult neighbours prior to a planning application being submitted.
- 8.28 Rear and front elevation drawings, floor plans and section drawings have been submitted as part of the planning application. It is considered there is sufficient detail to enable this application to be assessed.
- 8.29 The addition of one flat at the property is unlikely to lead to unreasonable levels of noise disturbance at the property and in the garden to warrant refusal.

Planning Obligations

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

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

Open Space

- 8.31 The Planning Obligation Strategy requires that all new residential developments contribute to the provision or

improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. The proposed development requires a contribution to be made towards open space, comprising outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers. The total contribution sought has been calculated as follows.

- 8.32 The application proposes an additional one x one-bedroom flat. A house or flat is assumed to accommodate one person for each bedroom, but one-bedroom flats are assumed to accommodate 1.5 people. Contributions towards provision for children and teenagers are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

Outdoor sports facilities					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	238	238		
1 bed	1.5	238	357	1	357
2-bed	2	238	476		
3-bed	3	238	714		
4-bed	4	238	952		
Total					357

Indoor sports facilities					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	269	269		
1 bed	1.5	269	403.50	1	403.50
2-bed	2	269	538		
3-bed	3	269	807		
4-bed	4	269	1076		
Total					403.50

Informal open space					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	242	242		
1 bed	1.5	242	363	1	363
2-bed	2	242	484		
3-bed	3	242	726		
4-bed	4	242	968		
Total					363

Provision for children and teenagers					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	0	0		0
1 bed	1.5	0	0		0
2-bed	2	316	632		
3-bed	3	316	948		
4-bed	4	316	1264		
Total					0

8.33 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010) and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010)

Community Development

8.34 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The total contribution sought has been calculated as follows:

Community facilities			
Type of unit	£per unit	Number of such units	Total £
1 bed	1256	1	1256
2-bed	1256		
3-bed	1882		
4-bed	1882		
Total			1256

8.35 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

Waste

8.36 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought has been calculated as follows:

Waste and recycling containers			
Type of unit	£per unit	Number of such units	Total £
House	75		
Flat	150	1	150
Total			150

8.37 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/7, 3/12 and 10/1 and the Planning Obligation Strategy 2010.

Monitoring

- 8.38 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term and £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

- 8.39 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

- 9.1 The proposal would preserve the character and appearance of the Conservation Area and would not be significantly detrimental to the amenity of neighbouring properties. The application is supported.

10.0 RECOMMENDATION

1. APPROVE subject to the satisfactory completion of the s106 agreement by 28th March 2013 and subject to the following conditions and reasons for approval:

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

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

2. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

3. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours 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 2006 policy 4/13)

4. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

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

To satisfy the above the applicant should have regard to the Councils Supplementary Planning Document Sustainable Design and Construction 2007, and the Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

6. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

Informative: The implementation of this planning permission would mean that the residents of both the existing and proposed flats would not qualify for Residents' Parking Scheme permits (other than visitor permits). If you require more information, you should contact Ian Dyer in the Highways team at Cambridgeshire County Council on 01223 703596.

Reasons for Approval

1. This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridge Local Plan (2006): 3/1, 3/4, 3/6, 3/7, 3/11, 3/14, 4/11, 4/13, 5/1, 5/5, 8/2, 8/4, 8/6, 8/10, 8/17, 10/1

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

2. Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 28th March 2013, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

The proposed development does not make appropriate provision for public open space, community development facilities, waste facilities, waste management and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 3/8, 3/12, 5/5, 5/14 and 10/1 and as detailed in the Planning Obligation Strategy 2010, the Open Space Standards Guidance for Interpretation and Implementation 2010, Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document 2012.

3. In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

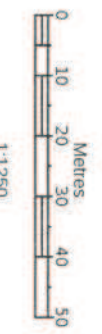
Under Section 100D of the Local Government Act 1972, the following are background papers for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;

4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses exempt or confidential information
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected on the City Council website at:
www.cambridge.gov.uk/planningpublicaccess
or by visiting the Customer Service Centre at Mandela House.

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27 BENSON STREET
CAMBRIDGE
CB4 3QJ

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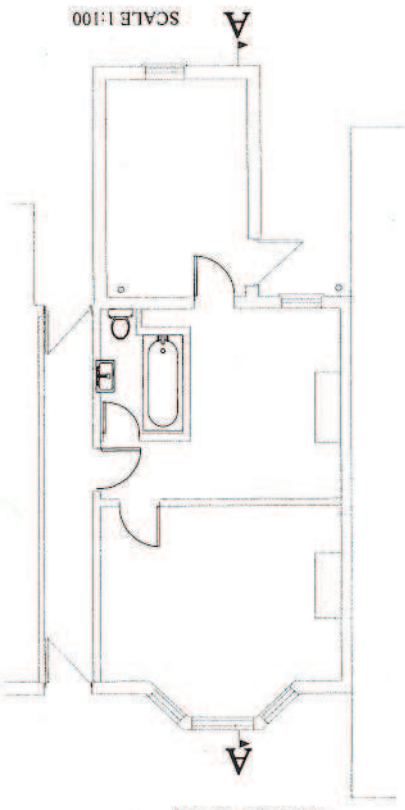
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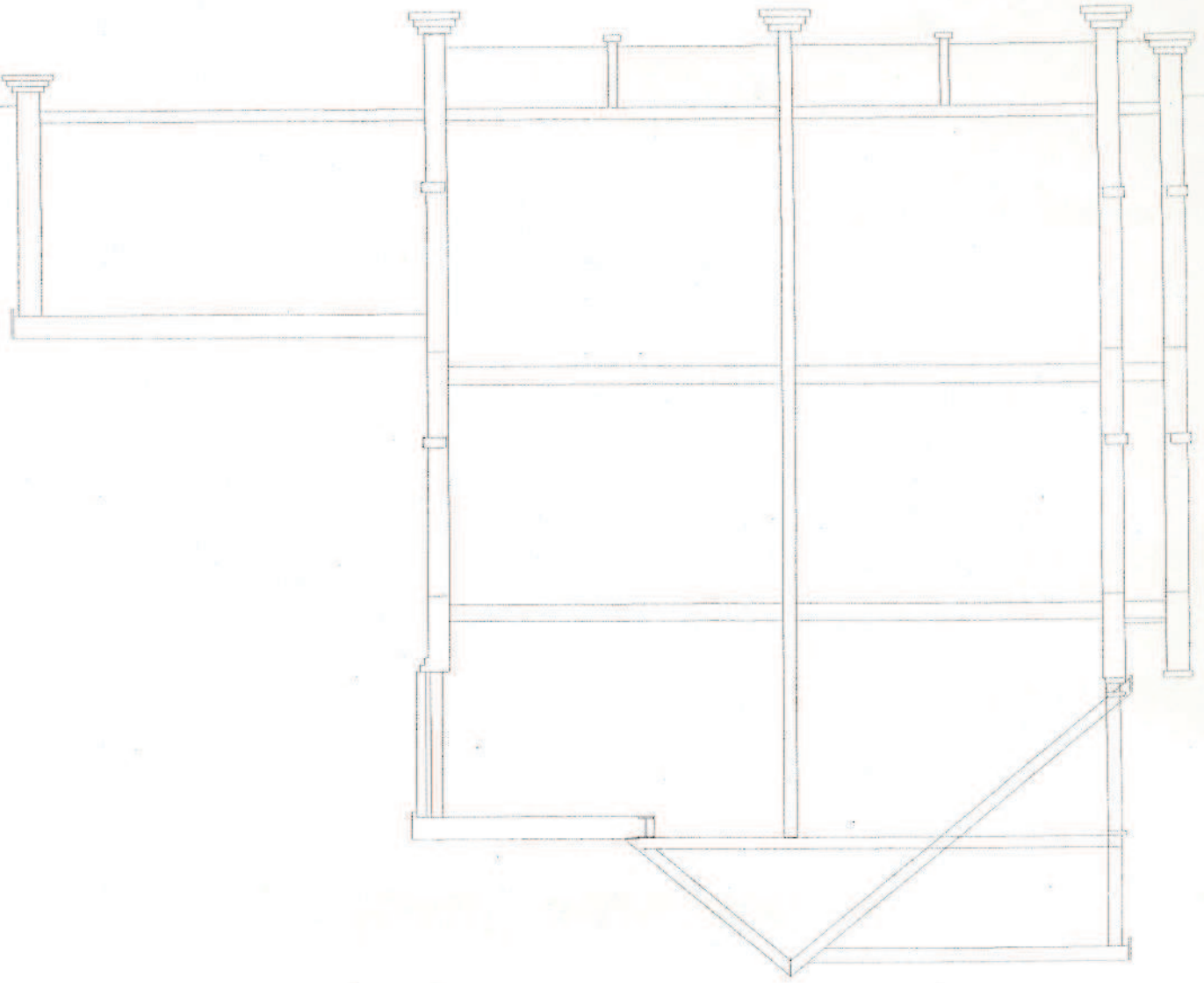
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Mr H Gordon-Roe 27 Benson Street Cambridge CB4 3QJ	
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CAMBRIDGE CITY
COUNCIL
- 4 SEP 2012



PLAN (ILLUSTRATES SECTION POSITION ONLY)

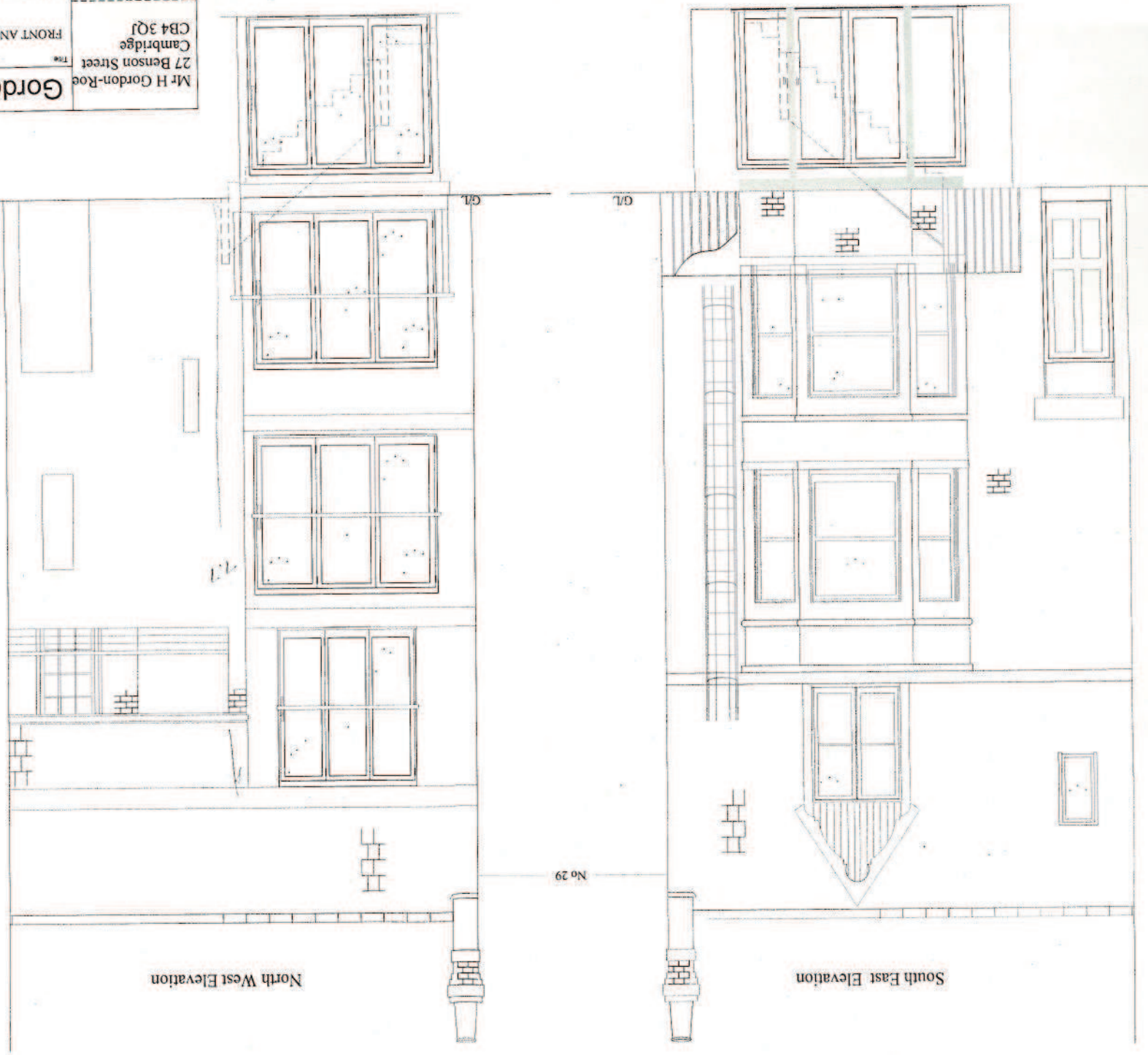
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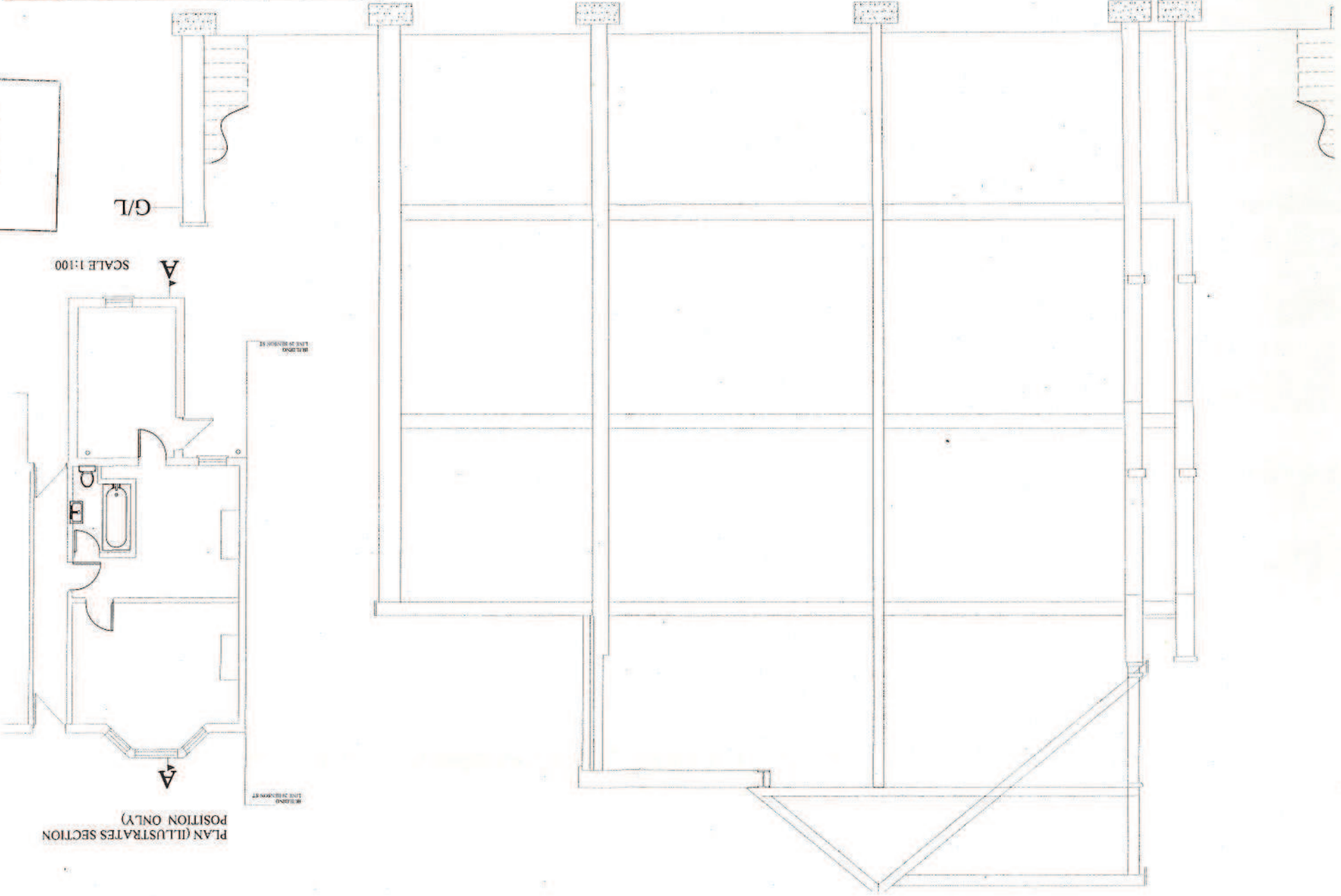
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Mr H Gordon-Roe 27 Benson Street Cambridge CB4 3QJ	
Gordon-Roe Designs FRONT AND REAR ELEVATIONS PROPOSED	
REV	

CAMBRIDGE CITY
 COUNCIL
 - 4 SEP 2012

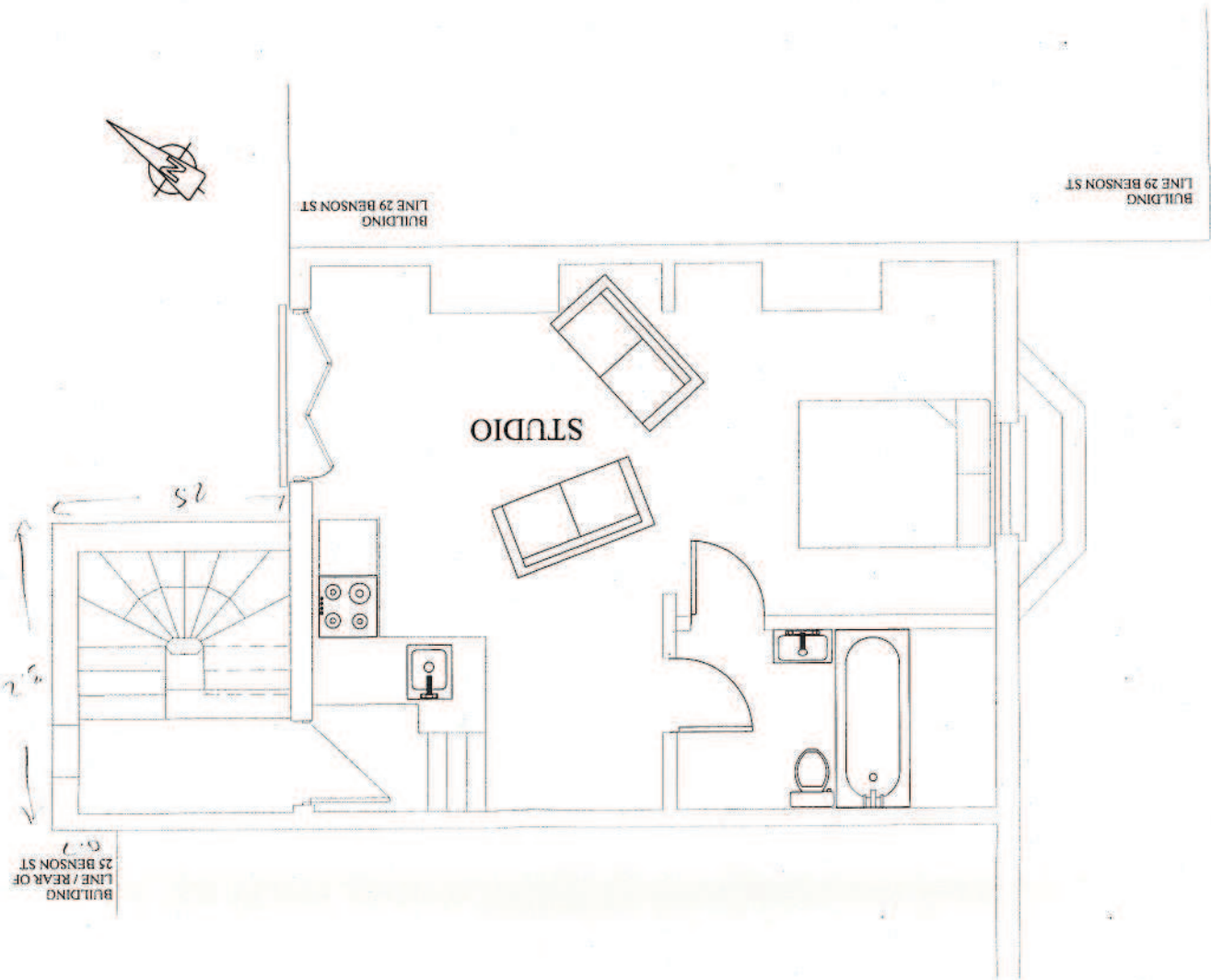


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SECTION A-A (PROPOSED)	
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9/11/11	REV

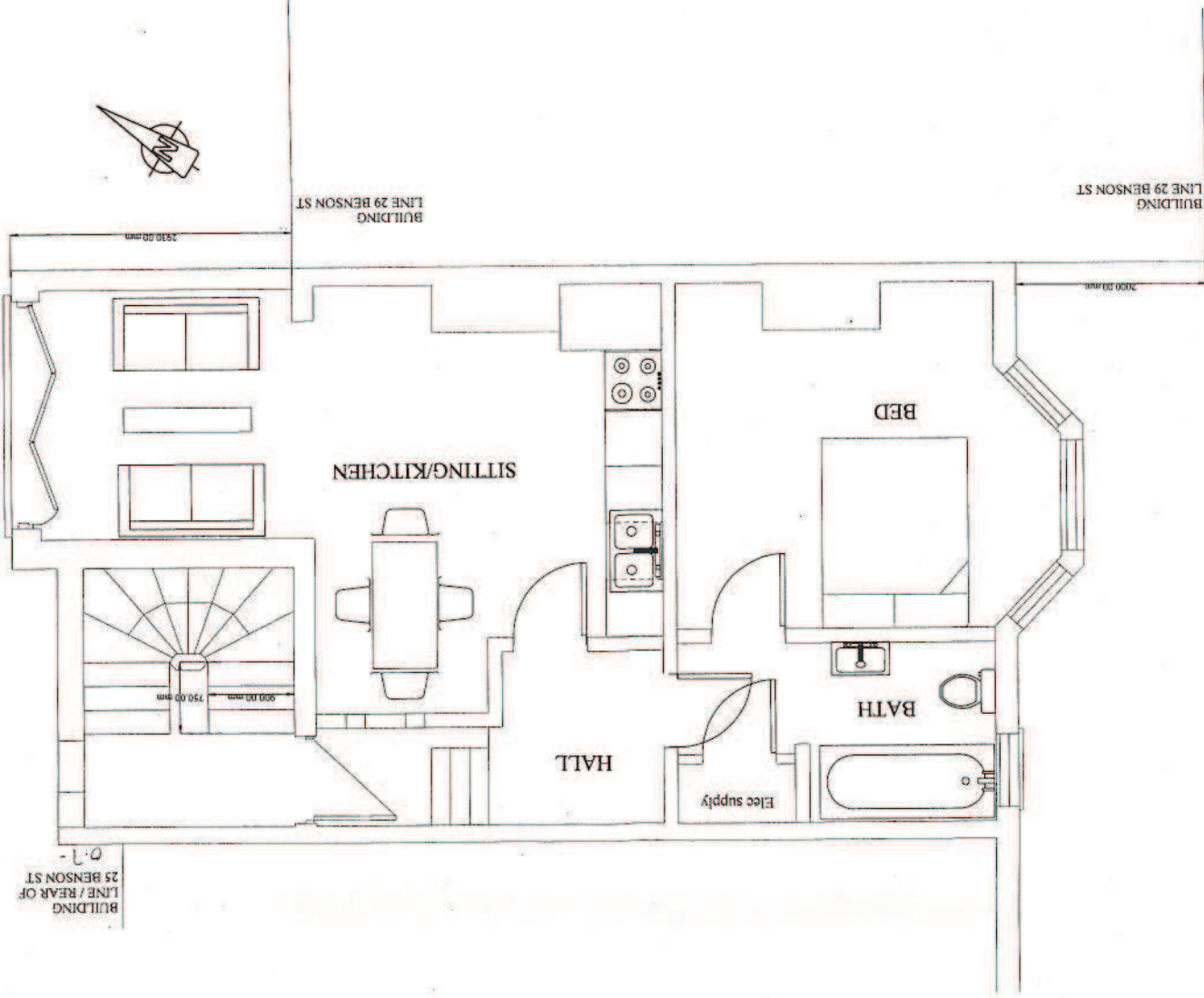
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- 4 SEP 2012



Mr H Gordon-Roe 27 Benson Street Cambridge CB4 3QJ		Drawing for design purposes only All dimensions to be verified on site	
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SECOND FLOOR FLAT PROPOSED		REV	



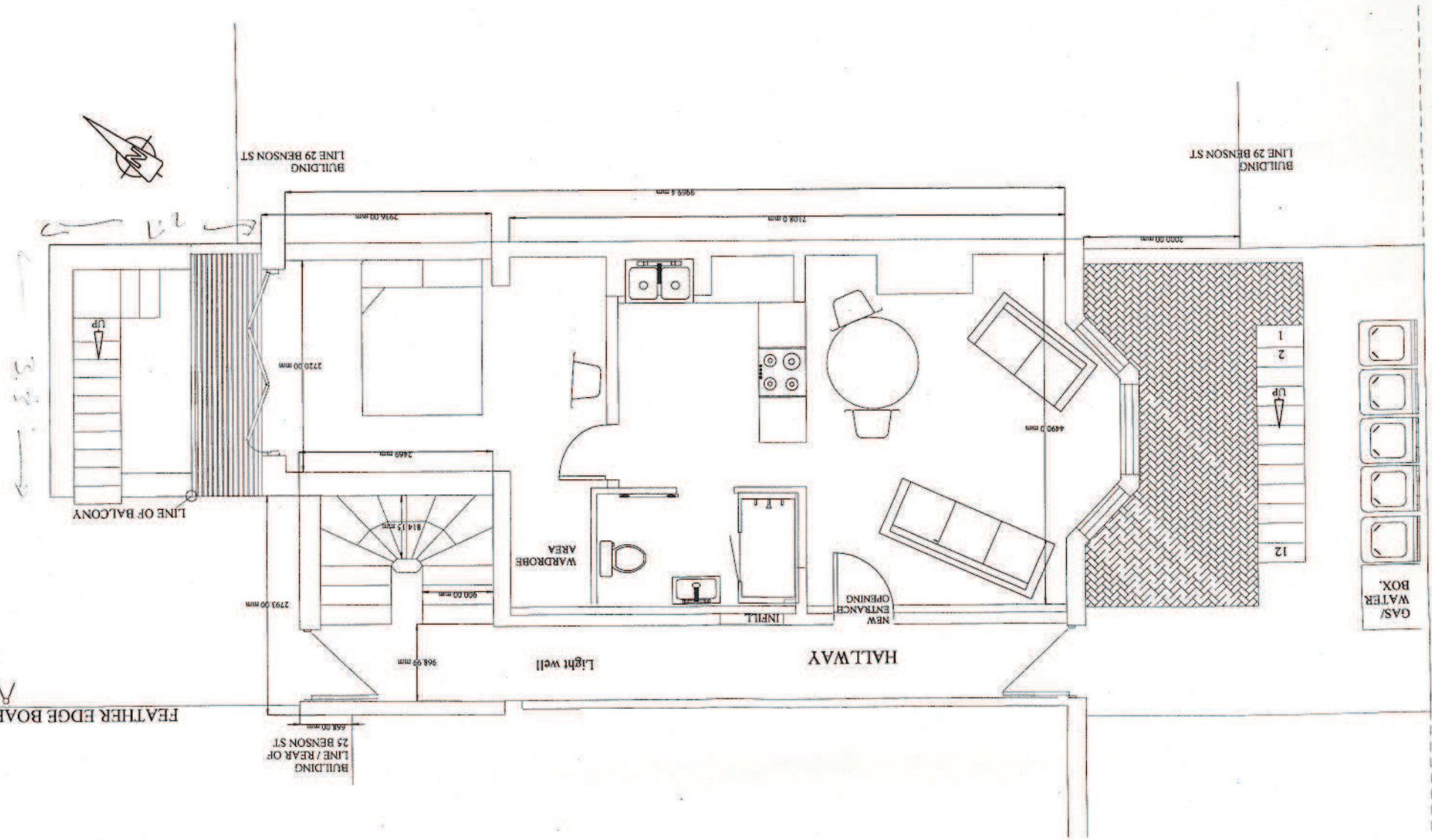
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Gordon-Roe Designs Title: FIRST FLOOR FLAT PROPOSED	
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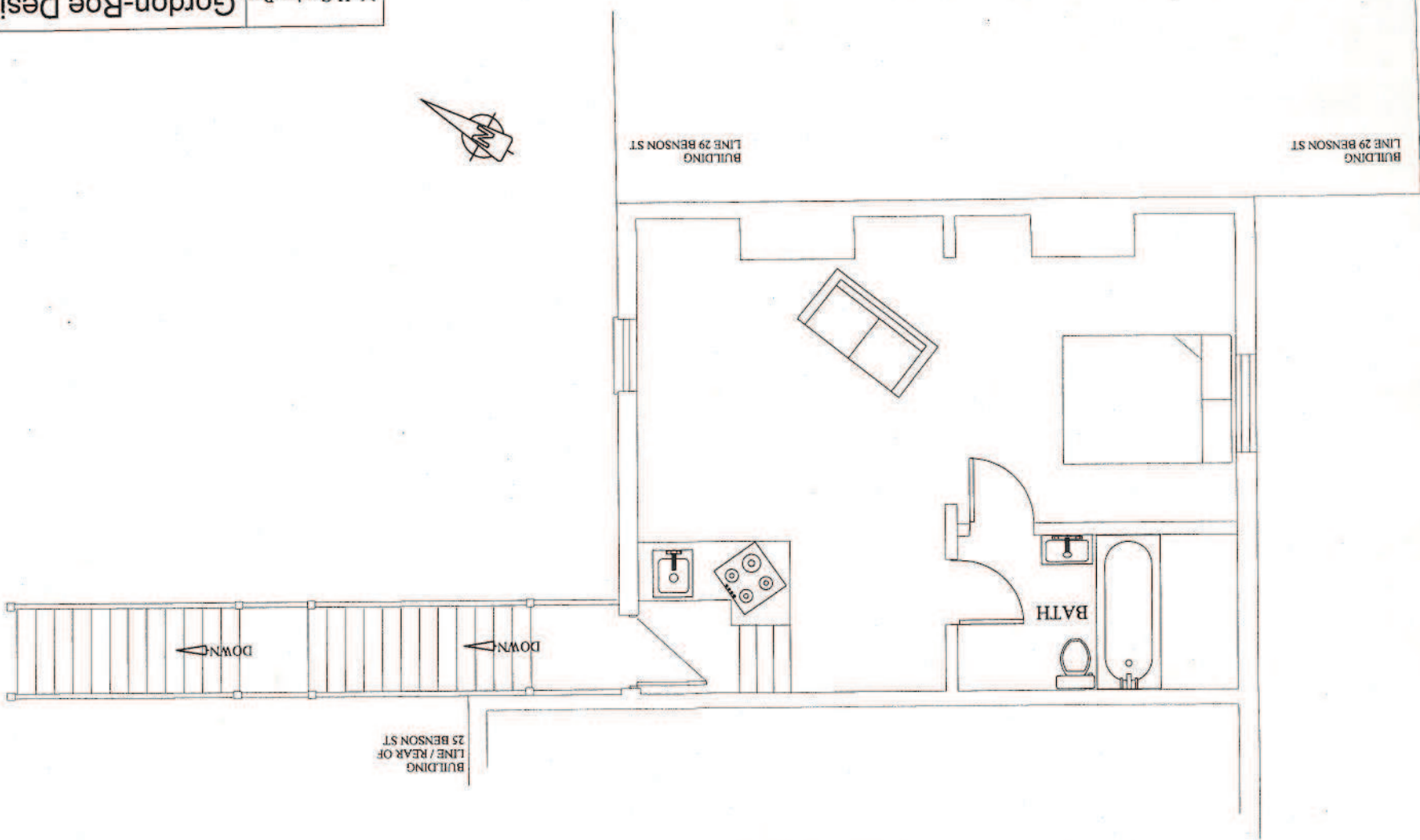
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GROUND FLOOR FLAT PROPOSED	
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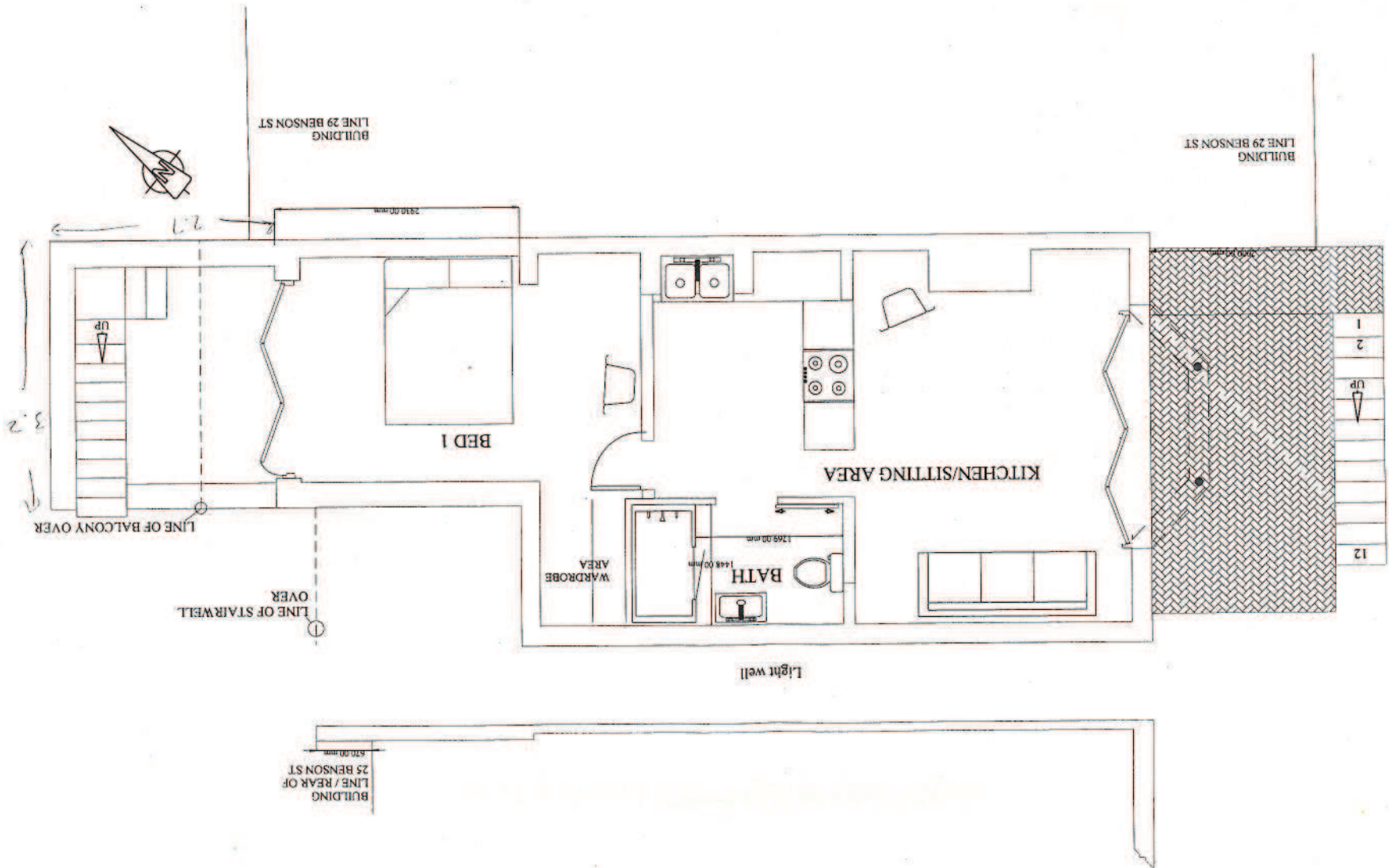
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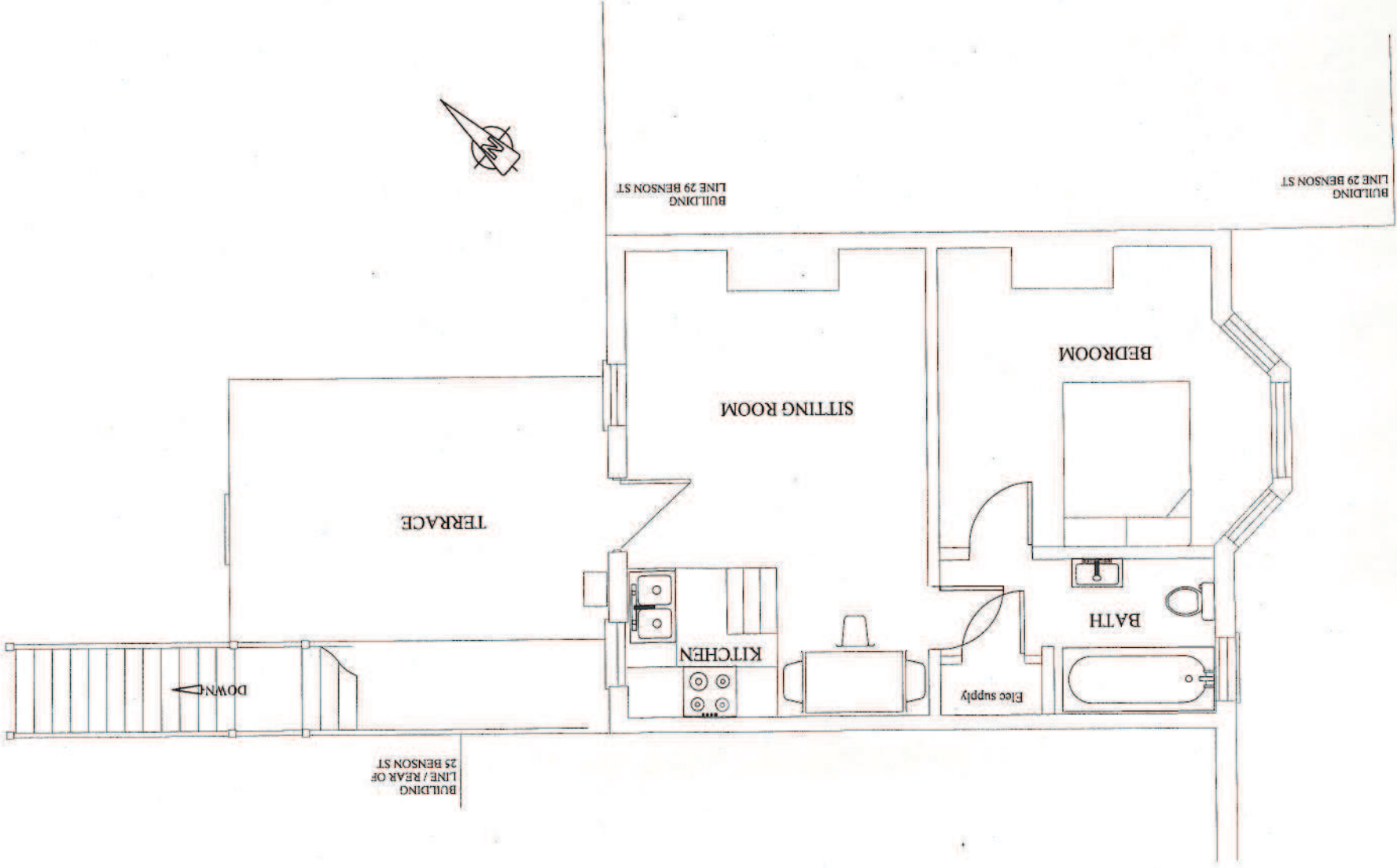
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REV	
SECOND FLOOR STUDIO EXISTING	
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Mr H Gordon-Roe	27 Benson Street Cambridge CB4 3QJ
Gordon-Roe Designs	



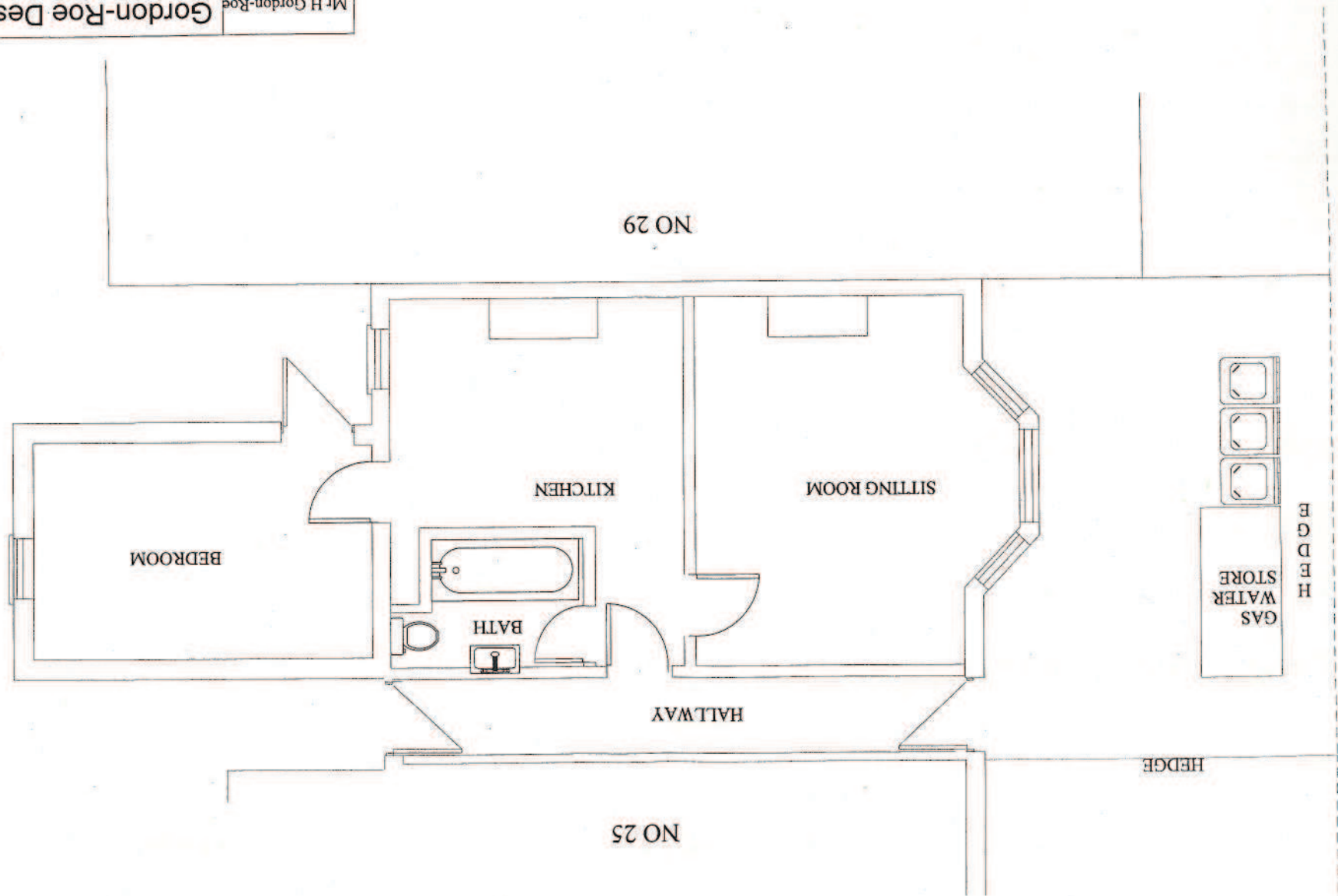
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BASEMENT FLAT PROPOSED (REV)	



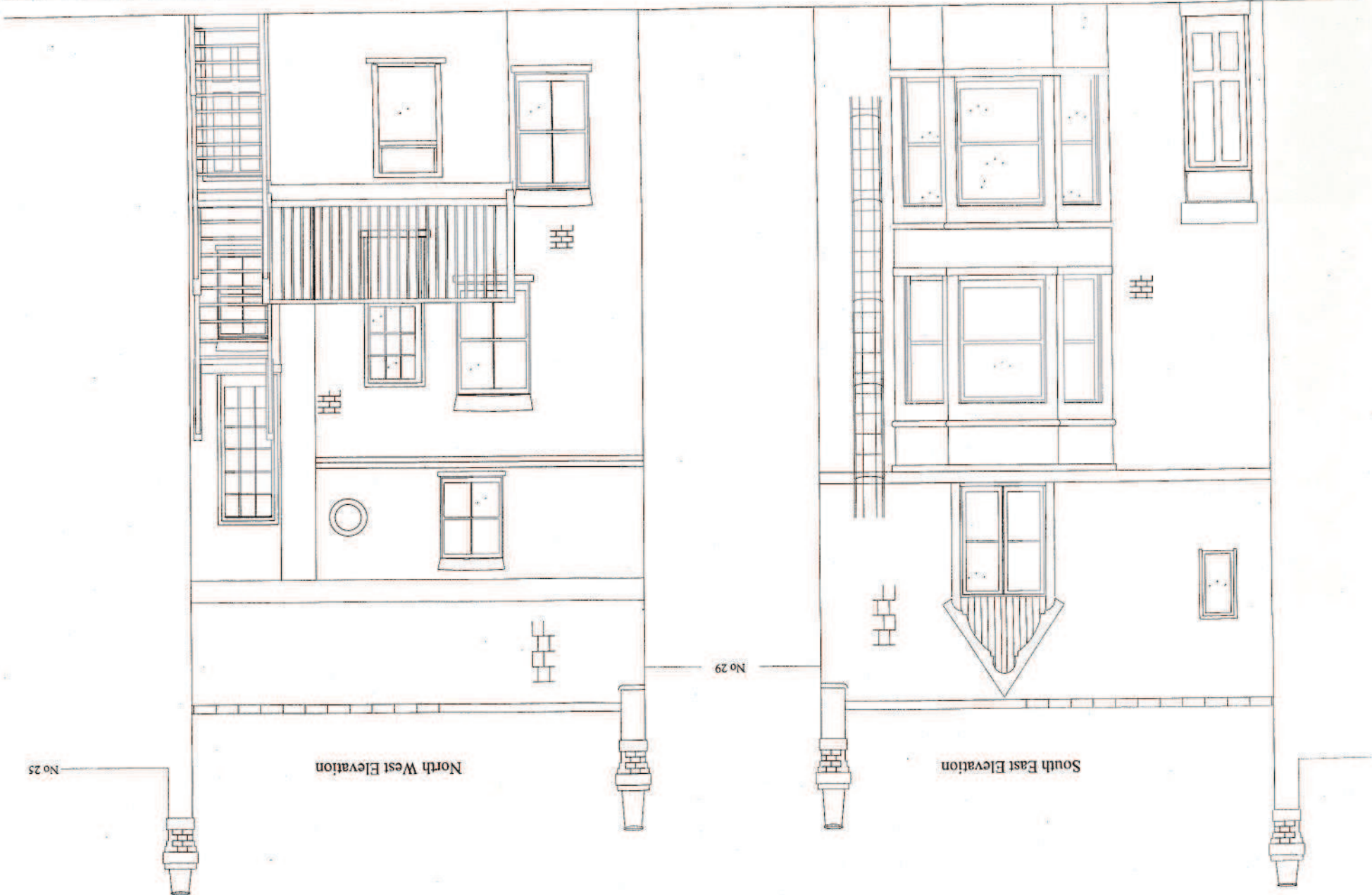
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Mr H Gordon-Roe 27 Benson Street Cambridge CB4 3QJ		Scale 1:50 DWG No 9/11/02
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Gordon-Roe Designs 27 Benson Street Cambridge MA 02142 Tel: 617-552-1234 Fax: 617-552-1234 www.gordon-roe.com	Drawing for design purposes only. All drawings to be verified on site.	Scale: 1/50 Date: 9/11/00
	Project: CB4 30J Description: FRONT AND REAR ELEVATIONS EXISTING	Rev: 1



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CAMBRIDGE CITY COUNCIL

REPORT OF: Head of Planning Services

TO: West / Central Area Committee DATE: 28/02/13

WARD: Castle

PLANNING ENFORCEMENT CONTROL ENFORCEMENT NOTICE REPORT

13 Oxford Road, Cambridge Unauthorised Development

1 INTRODUCTION

- 1.1 This report seeks the authority to close an Enforcement Investigation on the grounds that it is not expedient to pursue the breach of planning control further.

Site: 13 Oxford Road, Cambridge.
See Appendix A for site plan.

Breach: Unauthorised Development: side fence and plant supports that exceed permitted development limits.

2 BACKGROUND

- 2.1 On 7th December 2011 planning application reference 11/1218/FUL was approved for: 'Erection of a single storey rear garden 'arbour' to comprise garden storage area, amending previous approved permission 09/0879/FUL with a change in design. Proposals also seek retrospective planning permission for erection of the party wall fence with 9 Oxford Road.'
- 2.2 On 2nd November 2012 Officers received an enquiry regarding works that had been undertaken at the property which exceeded permitted development limits and were not in accordance with the approved plans for planning application reference 11/1218/FUL.

- 2.3 A site visit was undertaken to assess the works undertaken on site, officers confirmed that the height of the side fence and additional plant supports exceed the measurements shown on the approved plans for 11/1218/FUL and the permitted development limit of 2 metres. Photographs of the fence, plant supports and alley that is adjacent to the fence can be found in appendix B.
- 2.4 The owner of the property advised officers that he had always intended to place plant supports on the fence and was not aware that planning permission would be required. A letter from the owner of the property can be found in appendix C.
- 2.5 The current Scheme of Delegation does not permit officers to close investigations where there is an outstanding breach of planning control. A decision therefore needs to be taken as to whether formal action should be taken forward or if the particular details of this case are such that it should not be pursued.
- 2.6 All parties connected to this investigation were advised this report is being put before members for consideration and were made aware that they could make representations to the Committee.

3 POLICY AND OTHER MATERIAL CONSIDERATIONS:

3.1 National Planning Policy Framework states:

‘Para 207. Effective enforcement is important as a means of maintaining public confidence in the planning system. Enforcement action is discretionary, and local planning authorities should act proportionately in responding to suspected breaches of planning control. Local planning authorities should consider publishing a local enforcement plan to manage enforcement proactively, in a way that is appropriate to their area. This should set out how they will monitor the implementation of planning permissions, investigate alleged cases of unauthorised development and take action where it is appropriate to do so.’

3.2 Enforcement is a discretionary power. Paragraph 6.2 of the Planning Investigation Service’s Enforcement Policy states ‘The impact of some developments are more harmful than others and therefore action will be in the public interest and commensurate with the breach of planning control’ and paragraph 6.3 states that an appropriate course of action where the breach is minor with no significant effects may be that no further action is required.

3.3 The informal opinion from planning officers is that the impact of the development in question is minimal and would be acceptable should an application have been made to regularise the situation. Therefore officers do not consider that it would be expedient to pursue formal action in this instance.

3.4 If members authorise the closing of this investigation, the unauthorised operational development in question would become immune from enforcement action after a period of four years.

4 RECOMMENDATIONS

4.1 It is recommended that the Head of Planning Services be authorised to close the investigation into unauthorised operational development at 13 Oxford Road on the grounds that it is not expedient to pursue the matter further.

5 IMPLICATIONS

(a) **Financial Implications** - None

(b) **Staffing Implications** - None

(c) **Equal Opportunities Implications** - None

(d) **Environmental Implications** - None

(e) **Community Safety** - None

(f) **Human Rights** - Consideration has been given to Human Rights including Article 1 Protocol 1 (protection of property), Article 6 (a right to a fair hearing within a reasonable time), Article 8 (right to respect for private family life) and Article 14 (prohibition of discrimination).

BACKGROUND PAPERS: <http://www.cambridge.gov.uk/public/pdfs/PIS-enforcement-policy.pdf>

APPENDICES

Appendix A Site plan

Appendix B Photographs of unauthorised development

Appendix C letter from owner of 13 Oxford Road

The contact officer for queries on the report is Debs Jeakins on ext 7163.

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18 December 2012

Dear Ms Jeakins,

Thank you for your email and for giving me the opportunity to explain the reasons behind the additions to the body of the garden fence at 13 Oxford Road.

We have endeavoured to make a garden which is secluded and secure in the small space available. In order to soften the boundary fence we have planted climbing plants along its length: rambler or climbing roses at each post and clematis in the intervals between. After their first year, these plants are now reaching their upward limit and we wish to tie them in to horizontal supports to complete their shape. We considered wires, but decided in favour of 2"x1" horizontal battens as a kinder support for the growing stems. We have therefore attached a line of two battens between the posts as you have seen. We are confident that the attached stems and foliage will conceal the battens as the plants continue to grow.

These climbing plants are an important addition to the garden, which has very limited open planting space and have been chosen for their long flowering season and their foliage interest. In many places they will grow together with the rose structures helping to support the climbing clematis.

A further important consideration was the need for increased security on that boundary with the construction by our neighbour of a passageway along its length to the rear of the properties of our two neighbours to the south in Oxford Road. This also incidentally gives access to the rear gardens of three properties behind the area in Marion Close. This metre wide path is unlit and provides a potential secluded access route to these properties for intruders. There is a gate at the Oxford Road end, but it is rarely closed and is low and unlockable. After the third attempted burglary at our home a while ago (two of which occurred behind the locked side gate to our front door), we were visited by the police security team and advised to raise the fence along our boundary next to the passageway to provide more security. The battens which are now in place will certainly help with that. We have, in addition, fitted a burglar alarm with sounders front and back at the suggestion of the police.

I hope that this helps to clarify the reasoning behind the fence structure as it now stands.

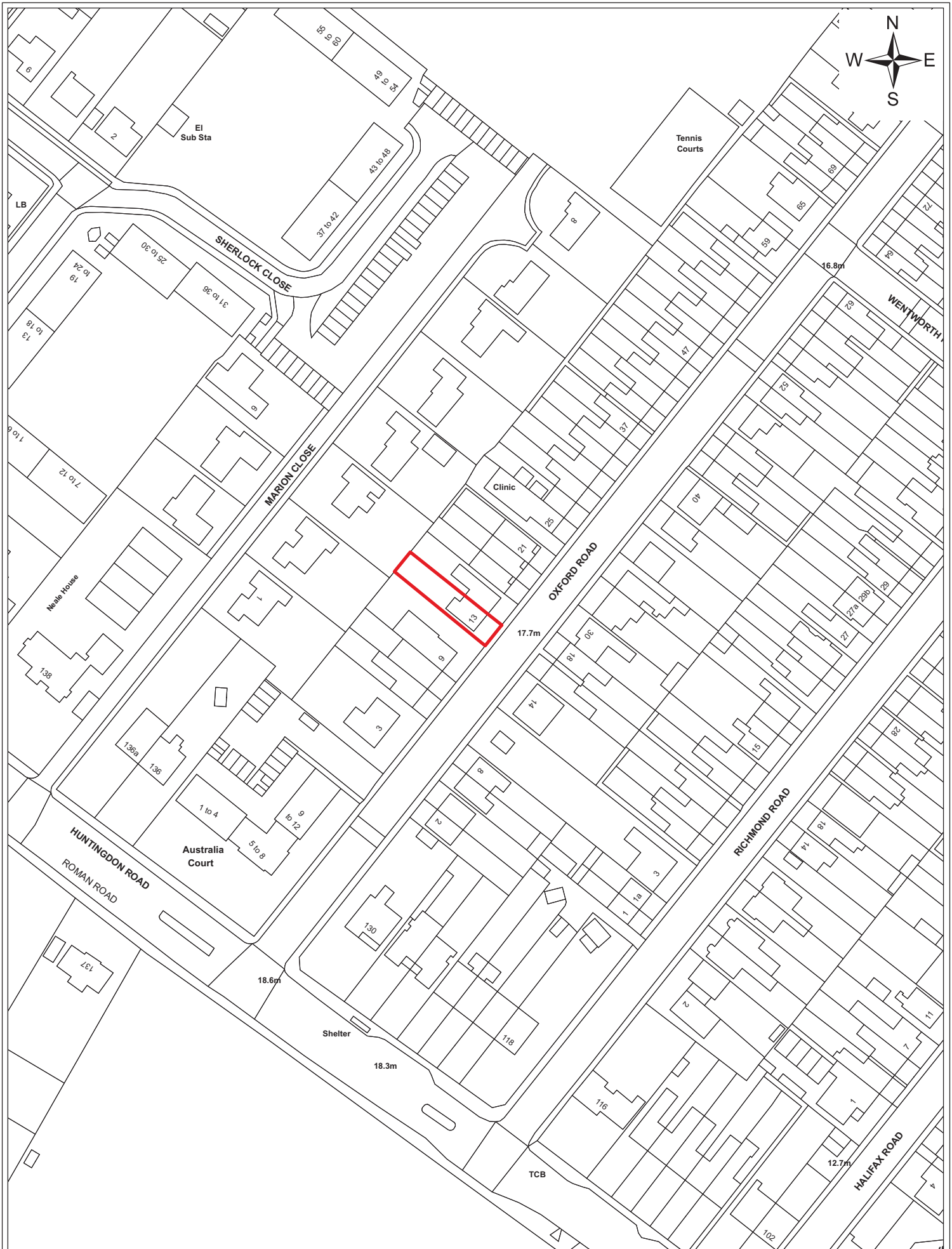
Yours sincerely,

Michael J Allen O.B.E

13 Oxford Road,

Cambridge, CB4 3PH

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13 Oxford Road,
Cambridge
Page 105



Date:	23 January 2013
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WEST CENTRAL AREA COMMITTEE

10 January 2013

7.00 - 10.10 pm

Present: Councillors Reiner (Chair), Kightley (Vice-Chair), Bick, Cantrill, Hipkin, Reid, Rosenstiel, Smith, Tucker, Nethsingha and Whitebread

Officers: Head of Human Resources: Deborah Simpson
Principal Planning Officer: Toby Williams
Project Delivery and Environment Manager: Andrew Preston
Safer Communities Section Manager: Lynda Kilkelly
Committee Manager: Toni Birkin

Also in Attendance

Chief Inspector Poppitt
Police Sergeant Jayne Drury
Community Fire Safety Officer Jim Meikle

FOR THE INFORMATION OF THE COUNCIL

13/1/WCAC Apologies

Apologies were received from County Councillor Brooks-Gordon.

13/2/WCAC Present for Planning

Councillors Reiner, Kightley, Bick, Cantrill, Hipkin, Rosenstiel, Smith and Tucker

13/3/WCAC Declarations of Interest (Planning)

There were no declarations.

13/4/WCAC East of England Plan

The Principal Planning Officer informed the Committee that the East of England Plan had been revoked, so references to it in planning reports should be ignored.

13/5/WCAC 12/1443/FUL Land at Rear of 21-28 New Square Cambridge

The committee received an application for the demolition of existing garages, outbuildings and wall, and erection of eight dwellings with associated landscaping, planting, access, parking waste and storage.

The Principal Planning Officer gave the following update regarding S106 contributions. The County Council has confirmed that of the sought education contributions set out on page 37, only Life Long Learning contributions are required (given the small size of the units). The contributions sought as a whole also need adjusting to take into account the three one-bed units (they are listed in the report as all 2-bed units, which is incorrect).

Mr Tonneau addressed the committee on behalf of himself and the residents of neighbouring properties. He made the following points in objection to the application:

- i. Aesthetic impact on the area.
- ii. Solid facade would be unattractive.
- iii. Invasion of privacy.
- iv. Impact of additional traffic and parking pressures.
- v. Overcrowding of the area.
- vi. If allowed, please limit car numbers and visitor parking permits.

Rob Hopwood of Bidwell's addressed the committee on behalf of the applicant and in support of the application.

RESOLVED (by 5 votes to 3) to accept the officer recommendations and to approve the application for the following reasons:

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridge Local Plan (2006): 3/4, 3/6, 3/7, 3/10, 3/11, 3/12, 4/4, 4/10, 4/11, 4/13, 8/2, 8/6, 10/1

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission. This

includes consideration of parking impact within the locality resulting from the loss of the existing garages and parking spaces on site and potential demand for additional visitor car parking permits within the area arising from the occupants of the new houses. In consideration of these issues, Members of the West Central Committee were mindful of the high quality development being proposed and the benefits to the character and appearance of the Conservation Area that would arise. On balance, in consideration of other neighbour concerns regarding the character of Eden Street Backway and residential amenity, the scheme was considered acceptable.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

13/6/WCAC 12/1441/CAC Land at Rear of 21-28 New Square Cambridge

The committee received an application for the demolition of existing garages, outbuildings and wall and erection of eight dwellings with associated landscaping, planting, access, parking waste and storage and associated works at Eden Street backway / Portland Place.

RESOLVED (by 5 votes to 2) to accept the officer recommendations and to approve the application for the following reasons:

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: ENV6 Cambridge Local Plan (2006): 4/10, 4/11

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs

186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

13/7/WCAC 12/1446/LBC Land at Rear of 21-28 New Square Cambridge

The committee received an application for the demolition of curtilage listed dis-used Coach House rear of 26 New Street.

RESOLVED (by 5 votes to 2) to accept the officer recommendations and to approve the application for the following reasons:

1. This development has been approved, conditionally, because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: ENV6 Cambridge Local Plan (2006): 4/10, 4/11

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

13/8/WCAC Declarations of Interest (Main Agenda)

There were no declarations.

13/9/WCAC Chairs Announcements

Filming

The Chair announced that recording would be taking place during the meeting. No objections were received.

Future Agenda Timing

In future West Central meetings would start at 7.00pm with planning items. The main agenda items would be considered no earlier than 7.30pm, 30 minutes earlier than the current 8.00pm start.

13/10/WCAC Minutes

The minutes of the meeting of the 1st November 2012 were approved and signed as a correct record.

13/11/WCAC Matters and Actions arising from the Minutes

12/59/WAC: Outstanding Action from meeting of 23 August 2012, minute number 12/51/WAC, question from Richard Taylor regarding planning permission for works carried out on Midsummer Common.

This matter remains outstanding and Councillor Cantrill would report back to this committee at a later date.

12/61/WAC: Councillor Kightley had assisted Miss Chin with discussions with the County Council regarding parking permit issues.

12/12/61/WAC: The Police and Crime Commissioner had accepted the invitation to attend this West Central meeting.

12/63/WAC: County Councillor Whitebread reported that a bid had been submitted for County Council Highway funding for repairs to paths on Jesus Green / Midsummer Common (some of which are classified as Highways).

Area Committee Attendance records: Members agreed that in future separate attendances records would be kept for planning items and the main agenda items.

13/12/WCAC Open Forum

(Q1) Penny Heath on behalf of North Newnham Resident Association
Residents have concerns over pedestrian only routes into the City Centre which are under increasing pressures from the night-time economy, punt touts and tourism. Litter collection and general maintenance is suffering. Does the Council monitor the impact of tourism on the local environment?

Councillor Smith stated that she was aware of the concerns and had been working with local groups, Cam Conservators and the Police to address the issues. Little can be done about the footfall level. However, clear timetable to deal with leaves and litter needed to be established. The Love Cambridge bid could help with this matter. Councillor Smith agreed to raise the matter with the Head of Tourism and City Centre Management.

Action

County Councillor Nethsingha suggested that additional cycle signage (painted on to the footpath) and white lines could be considered.

(Q2) Richard Taylor

Could the consultation on the Maids Causeway signage be open up to all rather than confined to those in the immediate vicinity?

County Councillor Whitebread agreed that this was a good idea and would raise it with County Council officers.

Action

(Q3) Carol Leonard

By email: Changes to the road layout in Gilbert Road have created problems at the junction of Gilbert Road, Histon Road and Warwick Road. Traffic light timing needed to be adjusted to make the junction safe.

Councillor Kightley agreed to contact Ms Leonard and assist her to refer this matter to the County Council.

Action

(Q3) Penny Heath

Why has there been such a steep rise in evening parking charges along the backs? This was a popular parking space for local residents. The rise has led to a significant drop in numbers using the bays.

County Councillor Nethsingha stated that the fees had been introduced as a citywide initiative. Usage rates would be monitored.

(Q4) Richard Taylor

Is there any update on one way marking on roads in the City Centre?

Members stated that this had been discussed in the past and cost had been an issue.

The Project Delivery and Environment Manager suggested that the minor works budget could be used. He confirmed that additional no entry text had been added to the Corner of Round Church Street.

13/13/WCAC Police and Crime Commissioner: Sir Graham Bright

The Chair welcomed Sir Graham Bright to the West Central Area Committee and invited him to address the meeting.

Sir Graham Bright introduced himself and made the following comments regarding his priorities:

- i. A number of priorities had been identified such as achieving the best results from the existing budget, tackling anti-social behaviour, burglaries and improving police response times.
- ii. The wider community need to be engaged in supporting the Police.
- iii. Closer working with Parish Councils, neighbourhood watch and resident groups was to be encouraged.
- iv. Improved targets for answering non-emergency calls would be introduced.
- v. He favoured increased support for local groups and special constables.
- vi. Early intervention to tackle troubled families.
- vii. Building and improving trust in the Police.
- viii. The community needed to work with the Police and the Police needed to recognise their role was to serve the public.
- ix. He aspired to high standards and achieving these in the three and a half year term of office would present challenges.

Public question to Sir Graham Bright

(Q1) Richard Taylor

Cambridge has no parishes. The democratic process can be witnessed by priority setting at Area Committees. Councillors agree challenging targets and hold the Police to account. Given the low turn out for the Police Commissioner elections will you empower elected Councillors to continue the current process of priority setting in a public arena?

(A) The low turn out and lack of information regarding candidates was disappointing and will hopefully be better next time. However, every area has its own problems and solution needed to fit. Priorities will be set in consultation with many groups. I will be listening to feedback and holding the Police to account.

(Q2) John Lawton

The Police are currently unwilling to enforce the 20 mph limit even when this committee set it as a priority. What action will you take?

(A) Discussions with the Chief Constable had already covered this issue. We want action and welcome the plan to expand the zone. Enforcing speed limits is a priority and need to be tackled. There are currently issues with the sanctions (being discussed at national level) that can be applied and action would be taken to address this.

(Q3) Councillor Hipkin

Would you welcome a reduction in the politicisation of the Police Commissioner role at the next election?

(A) The election was open to all and independent candidates had been elected in some areas. We need to raise the profile of the role before the next election to encourage people to stand.

(Q4) Barry Higgs

Would a clear job description have helped?

(A) Home Office information was available. However, this was the first election of this kind. The newly appointed Commissioners are trailblazers and will need to network to share good practise.

(Q5) Barry Higgs

Whilst Neighbourhood Watch is not popular in Cambridge, E-Cops has been a great success.

Results can be achieved by using volunteers to work with and to educate those who commit minor offences.

(A) Building public responsibility is part of the remit of the Commissioner role. Building links to the community using groups such as the scouts, schools and local businesses would be encouraged. Lessons can be learnt from elsewhere.

(Q6) Councillor Reid

Neighbourhood Watch is active in some parts of the City and works well in Newnham. This committee could assist in mapping out active groups across the area to facilitate engagement.

(A) Area Committees have a role to play and this could grow. A proactive approach could attract more people. The Police would be encouraged to support volunteers.

(Q7) Morcom Lunt

More than 70 Street co-ordinators were active in the city. A map of active Neighbourhood Watch groups is under construction. Neighbourhood Watch has a role in community building. Groups are engaged with Parkside Police Station and are piloting new approaches to volunteering.

(A) A map of active groups would be very useful.

(Q8) Member of the Public

E-Cops has been praised and works well with younger communities. What commitment is there to working with young people?

(A) This is an important priority and links to schools (and parents) would be explored.

(Q9) County Councillor Manning

Youth services have been cut and detached youth workers now work in a targeted way. This means there is less opportunity for wider youth work. Opportunities are missed.

(A) There is a need for a multi agency approach. There is a delicate balance to be achieved with troubled families and trying to keep young people on the right track.

(Q10) Member of the Public

**(Question read out by the Chair on behalf of Cambridge Cycle Campaign)
Why are cyclists targeted for action rather than motorists?**

(A) There are number of traffic offences that current lack sufficient enforcement including, parking on pavements and use of mobile phones. The public need to recognise and observe the regulation. Cambridge is a tourist attraction and residents and visitors need to feel safe.

(Q11) Member of the Public

Can anything be done about unreported crimes such as domestic violence?

(A) Domestic Violence and rape are very important and a concern. There are some excellent voluntary organisations who are able to help, especially dealing with issues that don't come forward.

13/14/WCAC Policing and Safer Neighbourhoods

The committee received a report from Inspector Poppit, Sergeant Jayne Drury and Community Fire Safety Officer Jim Meikle, regarding policing and safer neighbourhood trends.

The report outlined actions taken since the West Central Area committee of the 23rd August 2012. The pro-active work and emerging neighbourhood trends for each ward were also highlighted as below:

- i. The Fire Service noted a successful reduction in incidents of arson. However, the nighttime economy and associated litter continues to present challenges.
- ii. A recent cycle lights initiative had also produced good results.

Members welcomed the Task and Target multi agency approach to street drinkers and homelessness. The work of this group would be evaluated to gauge value for money and results achieved.

(Q1) Hugh Kellett

What measures can be considered for the more general enforcement of the 7.5t weight restriction in Newmarket Road and Maids Causeway, and indeed in Cambridge City generally? The restriction is endemically abused on a daily basis by a significant number vehicles driving illegally and with apparent immunity.

The committee considered adding this priority. However, Inspector Poppit stated that enforcing the restriction was a specialised task that would require additional resources. In order to evidence the need for such resources, he proposed that a traffic survey or a local lorry watch could be undertaken.

Councillor Rosenstiel suggested that the North Area Committee should be invited to share the priority in order to include Victoria Road in any work undertaken.

(Q2) Richard Jennings

Over ranking of the City Centre Taxi rank continues to be problem.

County Councillor Whitebread agreed that this was a problem. Police had been seen taking action on occasions. The Better Bus programme is looking at the entire area. In order to keep the rank in its current location, it needs to be better managed. Consultation was planned for the near future. Adding over ranking as a priority was suggested.

(Q3) Richard Taylor

If crimes are reported in the local paper but not to the Police direct, is any action taken?

Inspector Poppit responded. The Police cannot act on crimes they are unaware of. However, if they are made aware of a crime they will investigate.

(Q4) Member of the Public

Is violent crime on the increase? Newspaper report would suggest that it is.

Inspector Poppit responded. The Police statistics reflect facts and violent crime is down.

The committee considered the suggested priorities. Members agreed that Emergency Vehicle Obstruction was being dealt with elsewhere and no longer needed to be a priority.

Councillor Smith suggested that 'Anti-social Cycling' should be amended to read Cycle Crime as a wider priority.

Councillor Bick proposed that the Christ's Piece should be added to the Anti-social behaviour in the Grafton Centre area priority.

Resolved (unanimously) members agreed the following priorities:

- i. Cycle Crime
- ii. Over ranking of the taxi rank in St Andrew's Street
- iii. Anti-social behaviour in the Grafton Centre / Christ's Pieces area

13/15/WCAC New and Replacement Bus Shelter Programme

The committee received a report from the Project Delivery and Environment Manager regarding the New and Replacement Bus Shelter Programme.

Members expressed concerns that the proposed locations might not be in the most high demand bus stops. The Officer confirmed that while information was recorded on use of bus routes, it was difficult to access accurate data on the number using individual bus stops. However, it was believed that there was high demand at the proposed locations.

RESOLVED (unanimously): to approve the allocation of three new shelters as locations detailed in table 1.0 of the Officer's report.

13/16/WCAC Meeting Dates for 2013 -2014

The committee received a report for the Committee Manager recommending meeting dates for the municipal year 2013 to 2014

RESOLVED (unanimously) to agreed the following meeting dates: 20th June 2013, 5th September 2013, 14th November 2013, 9th January 2014 and 6th March 2014.

The meeting ended at 10.10 pm

CHAIR

COMMITTEE ACTION SHEET

Committee	West/Central Area Committee
Date	10th January 2013
Circulated on	28th January 2013

ACTION	LEAD OFFICER/MEMBER	TIMESCALE/ PROGRESS
<p>Outstanding Action from meeting of 23 August 2012, minutes number 12/51/WAC, question from Richard Taylor regarding planning permission for works carried out on Midsummer Common.</p> <p>Councillor Cantrill stated that the work to-date on Midsummer Common had not required planning permission. Discussions were ongoing with the planning department regarding planned changes to the gates. Councillor Cantrill would report back to this committee at a later date.</p>	Councillor Cantrill	
13/9/WCAC – Councillor Smith to contact Head of Tourism and City Centre management regarding Cycle /Footpath maintenance	Councillor Smith	
13/9/WCAC – County Councillor Whitebread to raise suggestions of expanded consultation regarding Maids Causeway signage	County Councillor Whitebread	
13/14/WCAC - 7.5t weight restriction. Consult North Area Committee re inclusion of Victoria Road in Traffic Survey.		Discussed with Chair of North. Additional feedback at next meeting when Police are present.
13/9/WCAC – Traffic light issues at Gilbert Road junction with Histon Road and Warwick Street. Councillor Kightley to assist Ms Leonard to refer this to the County Council	Councillor Kightley	



To: West/Central Area Committee 28/02/2013

Report by: Simon Payne,
Director of Environment.

Wards affected: Market

MAIDS CAUSEWAY/NEWMARKET ROAD 20MPH SIGNAGE PROJECT

1.0 Executive summary

- This report requests that the Committee review the result of the consultation on the joint Environmental Improvement and Minor Highway Works Project to increase the visibility of 20mph signage on Maids Causeway/Newmarket Rd, detailed responses to which can be found appended to this report.
- The Committee are then requested to determine whether to implement the project, based on the final proposals detailed in this report and in accordance with the appended proposed layout plan, at a total estimated cost of £7,500.
- The Project is jointly funded by the City Council's Environmental Improvement Programme [£4,500] and the County Council's Minor Highway Works Budget [£3,000].

2.0 Recommendations

The West/Central Area Committee is recommended:

- 2.1 To approve the implementation of the Environmental Improvement and Minor Highway Works Project, in accordance with the drawing in appendix D, at a cost of up to £4,500 from West/Central Area Committee's Environmental Improvement Programme Budget, added to the £3,000 approved contribution from the County Council's Joint Minor Highway Works budget.

3.0 Background

- 3.1 Cambridgeshire County Council introduced a 20mph speed limit within the inner ring road of the city centre in 2010.

- 3.2 A request was made by the then approval Committee, the Cambridge Area Joint Committee, to be conscious of the impact of 20mph signage on the aesthetics of the streetscape in the city centre.
- 3.3 As such the impact and therefore visibility of the signage was somewhat reduced in certain areas of the city centre.
- 3.4 Since then concerns have escalated over compliance with this speed limit on certain streets.
- 3.5 Residents have expressed particular concern over compliance along the stretch of Maids Causeway and Newmarket Road between Elizabeth Way roundabout and Victoria Avenue.
- 3.6 This section of a road is a 'C' classified road and has the appearance of a more strategic route in terms of its highway layout and environment.
- 3.7 This has an inherent impact on assumptions made by motorists with regard to both the speed limit itself and the appropriateness of the speed with which they drive.
- 3.8 20mph speed limits are currently not well recognised by motorists nationally. 30mph is more often than not the assumed default speed limit for dense urban areas unless signage dictates otherwise.
- 3.9 This is something that will certainly change over time, based on the number of 20mph citywide initiatives currently being implemented across the Country, including Cambridge.
- 3.10 In the meantime signage is key to highlighting the existence of 20mph speed limits.
- 3.11 Signage of the Maids Causeway and Newmarket Road 20mph limit has therefore been reviewed and alternative proposals developed to increase its visibility, whilst respecting the local environment and conservation area status.

4.0 Scheme Proposals and Consultation

- 4.1 Proposed measures include the painting of 20mph roundels at various locations along the road and the creation of entry point treatments at either end of the road, using a combination of coloured surfacing, roundels and yellow backed 20mph speed limit signs.
- 4.2 Ward Councillors were keen to gauge local opinion of the impact of these proposals on the streetscape and level of support for the specific measures.
- 4.3 To this end consultation on the proposed introduction of coloured surfacing and surface painted roundels was carried out over a 4 week period between 9th January and 10th February 2013.
- 4.4 The consultation document and questionnaire can be found in appendix A of this report, including the distribution area in appendix B, to which almost 600 copies were hand delivered.

- 4.5 The consultation was also placed on the homepage of the City Council's website and a news release issued to highlight the existence of the consultation.
- 4.6 A total of 107 responses were received in response to the consultation. The detailed individual responses can be found in appendix C of this report.
- 4.7 The statistical analysis of the consultation response is summarised in table 1.0 below;

		Totals	%
All responses	Responses	107	100
	Yes	73	68.2
	No	34	31.8
	Yes Buff	19	26.0
	Yes Red	49	67.1
	Yes Other	5	6.8
Specific responses from local residents in distribution area	Responses	40	100
	Yes	33	82.5
	No	7	17.5
	Yes Buff	10	30.3
	Yes Red	22	66.7
	Other	1	3.0

Table 1.0, Summarised consultation results.

- 4.8 It is clear that a significant majority of responses support the proposal to improve the visibility of the 20mph signage, particularly local residents of Maids Causeway/Newmarket Road [82.5%].
- 4.9 Red coloured surfacing is also the preference for the entry point treatments at Victoria Avenue and Elizabeth Way roundabout [67%].
- 4.10 The proposed layout drawing in appendix D of this report illustrates the final proposals for this project and includes the location of roundels and entry point treatment layouts.
- 4.11 The scheme does not propose to increase the size of the existing standard repeater signage, as it is felt that the provision of roundels within the carriageway will provide the desired increase in visibility of the speed limit signage, without significantly adding further clutter to the streetscape.

5.0 Financial Implications

- 5.1 The majority of the project budget will be required for the coloured surfacing at the entry points and alterations to the existing illuminated signs at the Elizabeth Way roundabout entry point.
- 5.2 An overnight road closure will also be required to enable the coloured surfacing and lining to be installed at the Elizabeth Way roundabout entry point, due to the single lane road width.
- 5.3 The coloured surface will be to a high specification, with a specified design life of between 5 and 10 years. This will reduce the maintenance liability placed on the County Council as the highway authority responsible for its maintenance.

6.0 Implementation

- 6.1 As the installation of the coloured surfacing at the Elizabeth Way entry point requires an overnight closure, a three month notification will be required to the County Council and a diversion route agreed.
- 6.2 All other work can be completed in advance of this, including all roundels, yellow backed signs and coloured surfacing at the Victoria Avenue entry point.
- 6.3 It is envisaged that this work could commence within 6 weeks of this Committee, should the project be approved for implementation, and complete within 1- 2 weeks, depending on weather conditions.

7.0 Background papers

None

8.0 Appendices

APPENDIX A
Consultation Document

APPENDIX B
Consultation document distribution area.

APPENDIX C
Detailed consultation responses.

APPENDIX D
Proposed Layout Plan.

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Andrew Preston
Author's Phone Number: 01223 457271
Author's Email: andrew.preston@cambridge.gov.uk

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APPENDIX A

Consultation Document

A FEW EXAMPLES OF 20MPH ROUNDELS AND SIGNS USED IN OTHER LOCATIONS



Example of a 20mph roundel marking on Mill Road



Example of a 20mph sign with yellow backing



Example of a white 20mph roundel with red antiskid surfacing



PROPOSED SIGNING AND LINING IMPROVEMENTS TO THE EXISTING 20MPH SPEED LIMIT ON MAIDS CAUSEWAY AND NEWMARKET ROAD

Cambridgeshire County Council and the West/Central Area Committee of the City Council is proposing to improve the signing and lining of the existing 20mph speed limit on Maids Causeway and Newmarket Road to make the restriction more visible to all road users. £7,500 of joint City and County Council funding has been allocated to this work. Proposals include measures to increase the prominence of 20mph limit signage at the entry points on Victoria Avenue and the Elizabeth Way roundabout including: colour treatment to the road surface at the entry points, 'on road' 20mph roundel markings, and yellow backing to the 20mph signs. 20mph roundel markings are also proposed along the section of road in question.

The proposed layout is shown inside and below are details of two options we may consider at the entry points:-



OPTION 1 – Buff colour anti skid road surfacing at entry points with 20mph roundel markings on the Road.



OPTION 2 – Red surfacing at entry points with white roundel markings on the road

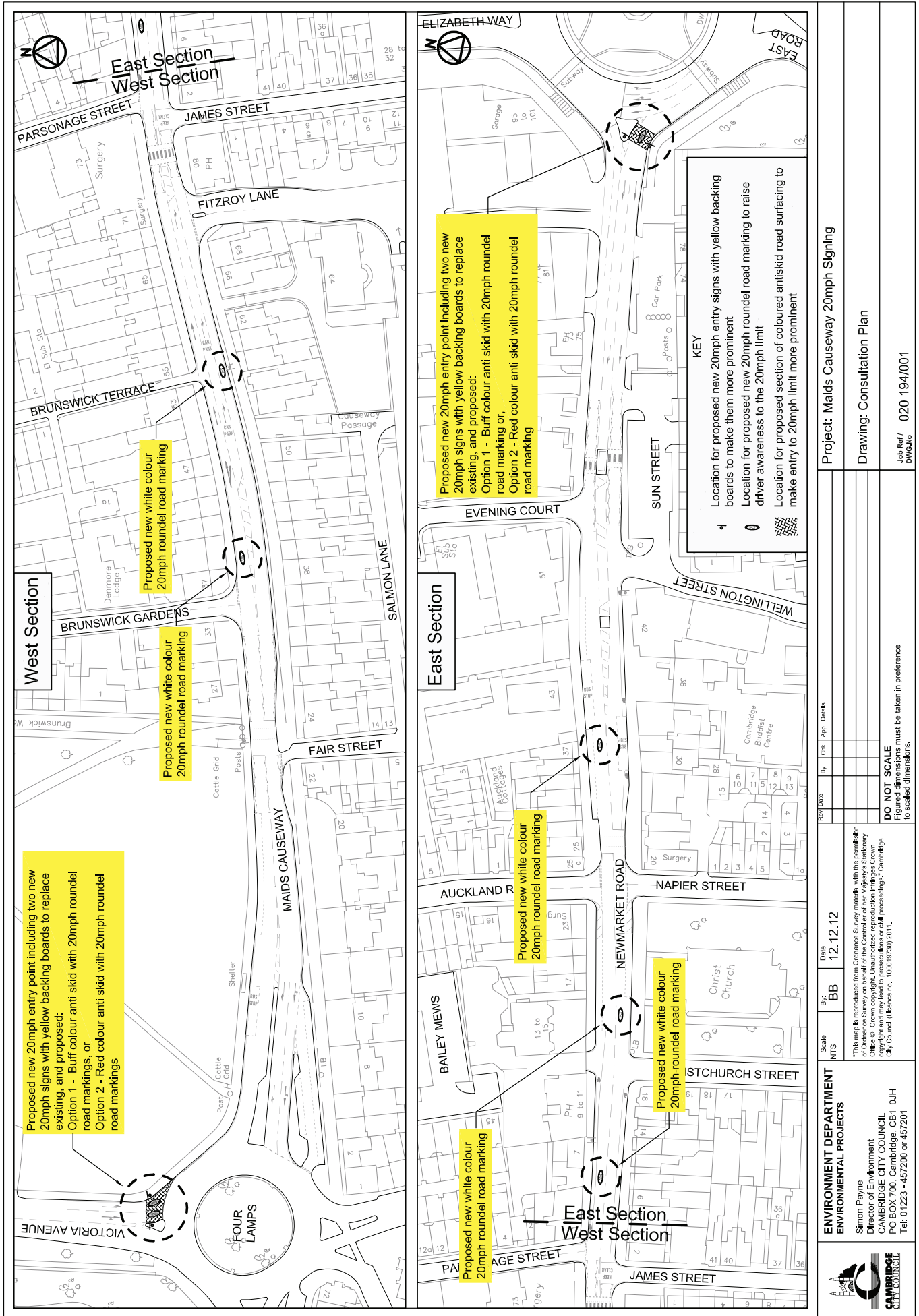
Any feedback on the proposal would be gratefully received with an indication of whether you feel option 1 or option 2 is preferred. To respond to this consultation please fill out an on-line questionnaire at:

cambridge.gov.uk/20MPH-MC

Alternatively you can write to: **Cambridge City Council, PO Box 700, Cambridge, CB1 0JH** or Email: **ben.bishop@cambridge.gov.uk**
 Consultation will close on: **10/02/2013**

If you have any specific questions or queries with regard to the proposals please contact Ben Bishop on **01223 457385**

Thank you in advance for your help in defining these proposals.



Project: Maids Causeway 20mph Signing

Drawing: Consultation Plan

Job Ref/ DWG No: 020 194/001

Date: 12.12.12

By: BB

Scale: NTS

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20mph Limit improvements on Maids Causeway

Please indicate which of the proposed layout options for entry points into the 20mph limit you prefer.

For further details please download: [Maids Causeway consultation document](#).

1. What is your preferred option?

- Option 1 (Buff colour road surfacing with 20mph roundel markings)
- Option 2 (Red colour road surfacing with 20mph roundel markings)
- Neither Option (the proposed coloured surfacing and markings should not be implemented)

Other (please specify)

2. If you wish, please provide any further comments on the proposals

3. Please indicate how you use this road, as a - (please tick all that apply)

- Motorist
- Cyclist
- Motorcyclist
- Pedestrian

Other (please specify)

4. What is the main reason for your journey?

- Local Resident
- Commuter
- School Run

Other (please specify)

* 5. Please indicate the name of the street you live on below

Done

Powered by [SurveyMonkey](#)
Check out our [sample surveys](#) and create your own now!

APPENDIX B
Consultation Document
Distribution Area

Proposed Consultation Area - Maids Causeway 20mph Signing Improvements



APPENDIX C

Detailed Consultation Responses

MAIDS CAUSEWAY/NEWMARKET ROAD 20MPH SIGNAGE PROJECT**Detailed Consultation Results**

Consultation Period - 9th January to 10th February 2013

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
1	Phone Call	Y	2	More contrast with the red surfacing at entry points. Be good to add a 20mph roundel on Fitzroy Lane to make drivers exiting the car park aware of the limit prior to entering Maids Causway			
2	Phone Call	Y	1	Option 2 would be OK but would prefer 1 as is less garish			
3	Email	Y	2	There is also a case for introducing speed cameras on Maids Causeway and considering the introduction of traffic-slowing road 'bumps'. We live on Maids Causeway. Not only do some motor vehicles appear to break the speed limit, especially in the evenings/nights. But they also go through the red lights on occasions -which is extremely dangerous for pedestrians or cyclists crossing legitimately.	Maids Causeway	Y	Y
4	Email	Y	2	The existing signage is ineffective and the speed limit is flouted by all drivers we see on the road when we are either driving or walking. Needless to say, we observe the speed limit when driving. I have been overtaken (in my car) on several occasions, as I drive towards the zebra crossing near Evening Court. This is extremely dangerous as the overtaking drivers are accelerating approaching a zebra crossing. When I cross on the zebra crossing as a pedestrian, I have been nearly run over several times by drivers who are driving well over the speed limit. A few weeks back my husband and I were in a taxi and I noted that the driver was doing 35 mph in a 20mph zone. A few days ago a police car (no lights or sirens) was also breaking the limit. Bus drivers break the limit also. I know this as I observe the gap between our car and the vehicles above widen considerably as we travel - and we are doing 20mph.	Evening Court	Y	Y

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
5	Email	Y	2	<p>1. Erect a repeater roundel on a signpost [or a white colour 20mph road marking] as motorists enter Maids Causeway from Four Lamps roundabout [heading East]. The roundel to be placed near the cattle grid BEFORE the bus shelter. In my experience, motorists approaching Four Lamps along Victoria Avenue are often so engrossed with negotiating the roundabout that they probably need a rapid reminder of the speed limit as they turn left into Maids Causeway. (Red surfacing and improved signage at the entrance to Four Lamps roundabout on the approach from Victoria Road notwithstanding.)</p> <p>2. Zebra crossing between Fitzroy Lane and James Street [outside the former PH]: I have noticed that an increasing number of motorists fail to stop for pedestrians about to step onto the crossing; even when the pedestrians give the motorists adequate notice of their intentions. In part, this is due to excessive speed but [wearing my motoring cap] I think this also arises because drivers who have been stopped at the light-controlled crossing at Fair Street and/or the light-controlled crossing near Auckland Road/Napier Street are reluctant to stop again. The ideal solution [though clearly there is a significant financial cost] would be to upgrade the zebra crossing between Fitzroy Lane and James Street to light-controlled. A less-favourable alternative would be to increase the visibility of the zebra crossing by upgrading the Belisha beacons, etc. I think it's fairly obvious that if more vehicles were obliged to stop at this crossing [because a red stop light would carry more legal weight than the Highway Code rule to allow pedestrians on zebras to cross] this would tend to decrease the speed at which vehicles were able to travel along Maids Causeway.</p> <p>3. Finally, although a few local 'activists' sometimes play with speed cameras on Maids Causeway, I have never observed any OFFICIAL measures to ENFORCE the 20mph speed limit on Maids Causeway since the limit was first introduced. Is there any provision in the proposed improvement scheme to enforce the speed limit?</p>	Brunswick Terrace	Y	Y
6	Email	N		<p>Waste of Money - better spent on improveing existing crossing outside Zebra Pub Won't effective for all drivers particularly at night Causes sign clutter/unsightly, particularly the entry points</p>	Maids Causeway	Y	Y
7	Email	Y	1	Important for surfacing to be unobtrusive and hard wearing	North Terrace	Y	Y
8	Email	Y	2	Red provides more impact	Newmarket Road	Y	Y
9	Email	Y	1	Buff is less obtrusive in conservation area			
10	Email	Y	1	<p>proposed signs will not conform to the Traffic Signs Regulations and General Directions. Specifically, at the entry points, the upright signs should be placed on both sides of the road rather than on the side of the road and a traffic island (Traffic Signs Manual chapter 3 paragraph 14.7). roundels painted on the road would be good reminders of the speed limit. I think it would be good to reserve red road surfaces for cycle facilities, so if a contrasting colour is needed buff would be better.</p> <p>Yellow backing boards can be especially environmentally intrusive, and their over-use could eventually devalue their attention-attracting benefits." In this case, I feel that it would be better to remind drivers of the speed limit a little way after the junction rather than trying to compete for drivers' attention at the junctions themselves.</p> <p>I'd suggest that there be a roundel on Maid's Causeway eastbound about 100m from Four Lamps, and one on Newmarket Road westbound about 100m from the roundabout. I think that this would be more effective and less ugly than yellow backing boards on upright signs.</p>			
11	Email	Y	Other	Very good idea.....all signs of any kind must be made well visible to everyone			
12	Email	Y	2				
13	Email	Y	2	Pity we could not have flashing 20 mph signs too, and perhaps raised tables across the road at a couple of points			
14	Email	Y	Other	Either would be good			

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
15	Survey Monkey	Y	2		Brunswick Terrace	Local Resident	Y
16	Survey Monkey	Y	1		Victoria Street	Local Resident	
17	Survey Monkey	Y	2		Emmanuel Road	Local Resident	
18	Survey Monkey	Y	2		Emmanuel Road, Cambridge	Local Resident	
19	Survey Monkey	Y	2	There is a long standing problem of cars speeding on Maids Causeway in the vicinity of the toucan crossing at the junction with Fair Street, Applies both ways of travel.	Grafton Street		
20	Survey Monkey	Y	2		Maids Causeway	Local Resident	Y
21	Survey Monkey	N		there is no need to spend this money , i would prefer to pay less council tax unnecessary works	maids causeway	Local Resident	Y
22	Survey Monkey	Y	2	I would propose that the results are monitored and if necessary further improvements are made until satisfactory compliance with the speed limit is obtained. This route is an important test bed for making changes elsewhere in the city for the widespread introduction of the 20mph speed limit. I doubt whether the proposed changes are sufficient. I think that more 20mph roundels are required than have been planned. Larger 20mph signs are also required along the route, and not placed alternating, but on the same side as the direction of travel. The proposed 20mph roundels will quickly wear and must be kept in good order. A prominent 20mph limit sign should be located in Maid's Causeway opposite the turning into Fitzroy Lane as many vehicles leaving the car park seem oblivious of the speed limit. Flashing speed signs should be considered as these are proven to be effective. Failing the above, speed (safety) cameras should be installed in both directions along the route. Average speed cameras are another option worth considering.	Maid's Causeway	Local Resident	Y
23	Survey Monkey	Y	1		Brownlow Road		
24	Survey Monkey	N		to be realistic how can you really make newmarket road 20mph? i agree for in the city centre but not on a main road	Keynes road	Local Resident	
25	Survey Monkey	N		Total waste of tax payers money especially when the police say the scheme does not work or save lives.	I believe this is irrelevant	Local Resident	
26	Survey Monkey	Y	1	Clear signage is absolutely essential to reduce the speeding in Maids Causeway aka Motorway. Drivers simply do not see or do not pay attention to the current signs that are too small.	Maids Causeway	Local Resident	Y
27	Survey Monkey	N		It isn't clear to me why there should be 20mph restrictions. The traffic seems to flow smoothly, I am not aware that there are accidents on these roads, and, as a pedestrian this seems to be one of the safest roads in Cambridge, unlike the pedestrian crossing at the Jesus Green Lock footbridge, where (as a driver) I am constantly in danger of hitting cyclists who overtake on my left as I am turning right into Carlyle Road, and as a pedestrian myself am constantly in danger of being hit by drivers who are blindsided by traffic going in the opposite direction. If there have been pedestrian accidents on Maids Causeway/Newmarket Road, option 2 should be implemented. Better make it as obvious as possible, if it's needed.	Searle Street	Local Resident	
28	Survey Monkey	N		20mph restrictions in the City are nonsense. During the day the volume of traffic already restricts the speed, and out of hours such limits are farcical. 30mph is sensible Where did this restriction come from, and who was it agreed by? What further restrictions are in the pipeline	Silverwood Close	Local Resident	

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
29	Survey Monkey	Y	2		Melbourne Place	Local Resident	
30	Survey Monkey	N		The 20mph scheme is unnecessary and the case has not been sufficiently made.	Natal Road	Local Resident	
31	Survey Monkey	N		The limit seems unnecessarily low for a major rtraffic artery.	Hawkins Road	Local Resident	
32	Survey Monkey	Y	2	These roads do NOT need to be in the 20 mph zone - there are no safety issues which dictate 20 mph rather than 30 mph.	St Andrew's Close		
33	Survey Monkey	Y	2	In addition to the road markings flashing 20 mph signs should be introduced at the entry points on the Elizabeth Way roundabout and Victoria Road. At present very few cars adhere to the speed limit and I have, on more than one occasion, been almost run over by cars going through the red lights on the pedestrian crossing on Newmarket Road (close to Napier St./Auckland Road)	Bailey Mews.	Local Resident	Y
34	Survey Monkey	N			Ekin Road		
35	Survey Monkey	N		I think as a major access road it should be 30mph, if not 40mph.	cromwell road	Local Resident	
36	Survey Monkey	N		30mph is not needed on ediths way	chesterton rd	Local Resident	
37	Survey Monkey	Y	2		Brunswick Walk	Local Resident	Y
38	Survey Monkey	N		Would prefer no 20mph limit! In the absence of that, spending no further money on it would be welcome...	Harlestones Road, Cottenham		
39	Survey Monkey	Y	2		New Square	Local Resident	
40	Survey Monkey	Y	Other	Buff colour Victoria Ave end.and Red for Newmarket Rd end. Buff colour road surfacing from Victoria Avenue entry point and 20 mph roundels on road and Red colour road surfacing at Elizabeth Way entry point. and 20mph rondels on road surface. Yellow backed 20mph signs for both.	Maids Causeway	Local Resident	Y
41	Survey Monkey	Y	2	Need to be consistent through the county though. Needs to be monitored and policed	Bottisham		
42	Survey Monkey	Y	2	I have noticed that in other locations in the city, the surface colourings have worn off relatively quickly (i.e on newmarket road - nr the railway bridge). This indicates to me that just a surface finish is poor value for money - as it creates further maintenance requirements in the future. So please ensure that whatever is implemented will not just wear within 1-2 yrs. However I entirely support the better signage - and hope to see the 20mph limits extended.	Larkin Close		
43	Survey Monkey	Y	2	I strongly disagree with these 20mph limits and think it's a waste of time and money.	Birdwood Road	Local Resident	
44	Survey Monkey	Y	2	I would prefer the red colour road surface because this has a much stronger psychological impact and is more likely to have the desired effect.	Maids Causeway	Local Resident	Y
45	Survey Monkey	Y	2	Needs enforcing	Christchurch St	Local Resident	Y
46	Survey Monkey	Y	2	Excellent! Thank you!	James st	Local Resident	Y

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
47	Survey Monkey	N			Brunswick Terrace	Local Resident	Y
48	Survey Monkey	Y	1	I think that this is UNLIKELY to impact much on the speed of cars and other vehicles. What about other measures - pinch points / raised sections / speed cameras or average speed cameras / or signs that come on when 20MPH is exceeded / rumble line (if that is the correct term).... all of these force the driver to reduce speed - without this I think many drivers will ignore. Coming out of the car park in Fitzroy Lane there needs to be some clear marks to remind Non-local traffic of the limits as they will have probably forgotten after an hour in the shops....	Newmarket Road	Local Resident	Y
49	Survey Monkey	Y	1	I've lived in this neighbourhood for 8 years and have never seen a need for such a slow speed limit. I've never seen an accident or dangerous driving here.	Sleaford Street	Local Resident	
50	Survey Monkey	N		People know the speed limit in the area so road markings are useless. A deterrent to speeding, such as a speed camera, is what is needed. This will deter people from speeding and potentially punish those that are guilty. Even when members of the public were stood measuring speed in vis vests early in 2012 the traffic speed slowed. This shows its not ignorance of the speed limit but just frank disregard that is the problem	Howard Road	Local Resident	
51	Survey Monkey	Y	1		Brunswick terrace	Local Resident	Y
52	Survey Monkey	Y	1	My preference is influenced by the fact that I am red-green colour-blind, and I feel the buff marking is more visible in low light conditions.	Christchurch Street	Local Resident	Y
53	Survey Monkey	N		Remove this unnecessary speed restriction and return it to the standard 30mph limit I can see no valid reason for a 20mph limit on this wide road surface. Traffic speed is limited to a crawl during rush hours but 20mph during free flowing traffic serves no added safety. It would appear that council money awarded to pressure groups is unfair to other Cambridge residents. The 20mph restriction in Mill road is far more acceptable and does benefit the safety of all.	Northfield Avenue	Local Resident	
54	Survey Monkey	Y	1	20 mph sign required for traffic leaving Grafton Centre West car park Fitzroy Lane	Brunswick Terrace	Local Resident	Y
55	Survey Monkey	Y	2		Maids Causeway	Local Resident	Y
56	Survey Monkey	Y	2		Brunswick Walk	Local Resident	Y
57	Survey Monkey	Y	2	Two over the limit speed displaying cameras should be also deployed, one each way.	Newmarket Rd	Local Resident	Y
58	Survey Monkey	Y	1	I would prefer buff at the Maids Causeway entrance from Victoria Avenue and red at the East Road end as this would be more in keeping with local environment. The 20 roundels throughout the stretch must also be on a coloured backing as this will increase their efficacy as the driver moves over a different looking and feeling surface. The original plans we discussed included signage at the exit to the Grafton St car park and these should be re-included. I would also suggest that some of the repeater signs should be made bigger	Maids Causeway	Local Resident	Y
59	Survey Monkey	N		Do not waste tax payer money on this This is a waste of money and I cannot understand who thinks Maids Causeway, a wide road with no schools a mixed use property, needs 20mph speed limits over other roads in Cambridge that are far more deserving.	Lovell Road		
60	Survey Monkey	Y	2	I don't think enough is done to win the battle for 'Hearts & Minds'. Signs might include the 20's Plenty slogan and include photos and artwork from local schools.	Perowne Street		

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
61	Survey Monkey	N		I am a resident using this route as a pedestrian several times a day; and most weeks, as an infrequent motorist. I feel that, due to the traffic load on this road, motorists are not able to abuse the speed limit that much (perhaps it is treated as a 30 mph zone). However, if I am in the minority, then buff coloured road surfacing would be preferred by me. Many thanks :-)	Auckland Road	Local Resident	Y
62	Survey Monkey	N		waste of more public money, I agree on the 20mph speed limit in side streets but on main roads such as Newmarket road for example traffic will be even slower , Buses travelling at 20mph they will need to have more on the road otherwise they wont keep to there timetable.	newmarket road		Y
63	Survey Monkey	N		30 mph is the correct and entirely safe limit for this road. 20 mph feels unnaturally slow. The speed limit should be changed back to 30 immediately.	Clover Court	Local Resident	
64	Survey Monkey	N		Inane - cars are safer than ever, stopping distances better and yet you propose reducing speed limits. Why not go the whole hog, ban cars completely in city centre, increase the costs of Park and Ride still further to make them impossibly expensive for the average man on the street and see central Cambridge become a ghost town. Alternatively make all cars drice at walking speed, possibly with someone walking in front of each car carrying a red flag - its been done before !!!	maids causeway		Y
65	Survey Monkey	N		Stupid idea, it is a total waste of money.	Brunswick garden	Local Resident	Y
66	Survey Monkey	Y	2	There is a clear need for better signage than currently exists. When there is traffic in volume, of course the painting on the road will not be seen, as it cannot in the rain at night (as experienced elsewhere)	Long Causeway		
67	Survey Monkey	N		I believe that while there is no current enforcement of the 20mph limit within Cambridge as stated by the Police Force that actually in the financial climate the funds could be used more appropriately elsewhere.	High Street Trumpington	Local Resident	
68	Survey Monkey	N		waste of public money could be better spent on repairing roads, are buses and taxis going to obey these rules, the traffic will be even slower in cambridge.	cherry hinton road		
69	Survey Monkey	N		Please no more Cambridge is bad enough to get round with out further restrictions, maybe speed limits of 20 mph at busy times of the days not 24 hours a day.	Fulbourn Old Drift		
70	Survey Monkey	N		Why are we wasting this money now when the whole 20 mph situation is about to change in the city? Well you could also ask why this road is 20 mph at all, it is a lot safer than most roads in the city. Obviously certain of the local residents want it this way but why should they be given sole ownership of what happens on this road, there are zillions of other users of this road who should also have a say.	Roseford Road		
71	Survey Monkey	Y	1		Maids Causeway	Local Resident	Y
72	Survey Monkey	Y	2		milton Road	Local Resident	
73	Survey Monkey	Y	Other	I don't think you need the background colour. The roundel on it's own is clearer (less overwhelming - does red mean it's a bus lane? - should I be slowing down for something? etc). The Elizabeth way roundabout zone boundary is a place where lots of things are happening when driving. You are joining a new road, steering to follow a curve, watching out for people crossing, watching for other vehicles merging in with you so speed limit signs (road or pole) can be missed. I suggest putting the roundels 5m or so into the zone so that when drivers have cleared the junction and have some spare brain capacity they'll notice it. At the four lamps roundabout the zone boundary is at the entrance to the roundabout again where drivers are busy judging distances and speeds of vehicles on the roundabout or moving lane, steering etc. I suggest putting the roundels on Maid's causeway itself, 5m from the junction. As I understand it, the pole signs define the zone boundary so the roundels don't have to be on the boundary itself. I think putting them into the zone a bit will make them more noticeable.	I'm not local to Maid's Causeway.	Local Resident	

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
74	Survey Monkey	N		A scheme with much greater impact and longevity is required. I'd rather buff than red slightly if you are going to put one down though. I think councillors need to know the views of the police, and magistrates, on the new proposed signs. I would like to see the council pro-actively seek the views of these groups during their current consultation. If the signage is insufficient for the police and courts to be willing to enforce the law in the area then it is no good. If the area is to be made 20 mph then I think there needs to be more substantial changes to the road environment. I would like to see a coloured surface installed over the entire length of the limit; not on top of the existing road surface, but a new surface installed. I would also suggest gates, or at least gate posts, marking the entrance to the area and seeking to give the road adjacent to Midsummer Common the feeling of a park road as seen in other cities, including Bath and London. I think there also needs to be a wider view taken, to deter traffic from using Maids Causeway / Victoria Avenue as a through route, as part of the inner ring road. Changes to the junctions at Mitcham's Corner and the roundabout at Elizabeth Way (redesigns of both areas are currently under consideration) need to be considered. The very popular cycle and pedestrian routes across the road should be given attention with a view to improving their safety. The main one is the crossing from Fair Street to Midsummer Common, but there is also crossing to the entrance of the common by the four lamps roundabout and other popular crossing points up the street. The road is very wide in places; extending pavements, or using coloured surfaces and lines to make the road actually, or at least feel, narrower, might help reduce speeds.	Milton Road		
75	Survey Monkey	Y	2	It is very hard to see the first set of 20mph signs when coming off the Elizabeth Way roundabout because they are located just around the corner. Hence a clear indication on the road is necessary. I don't think a buff coloured surface will be clear enough.	Newmarket Road	Local Resident	Y
76	Survey Monkey	Y	2		Mill Road		
77	Survey Monkey	Y	2		maids causeway	Local Resident	Y
78	Survey Monkey	Y	2	I think option 2 would be the more visible configuration. I would be in favour of well illuminated signage, and even some sort of physical calming method at the Parsonage Street / James Street junction. During late evenings in particular, there are frequently vehicles that appear to be racing each other along the road, travelling far in excess of the current 30 mph limit. A physical calming measure would help to control this activity.	Newmarket Road	Local Resident	Y
79	Survey Monkey	Y	2	I have lived on Newmarket Road for the past 9 years. I suggest that you place a 20 mph roundel road marking, on the East Section of the plan, in Newmarket Road just as you turn out of Wellington Street and turn left. The reason being that once a vehicle has passed over the Zebra crossing adjacent to Sun Street, their challenge is to get through the Green light of the Pelican crossing, positioned just before the turning into Napier Street, Those cars that want to speed, which often is taxi's, speed up to 40 to 50 mph as soon as they have got a clear run from the zebra pedestrian crossing adjacent to Sun Street and sometimes before.. Believe me I am a witness to this every day as i live on this stretch. If you put Surfacing 20 mph roundel at the entry point coming off East road that is great but there is then a too longer stretch to the next proposed road roundel close to Christchurch Street. Motorists always see Road Roundels but they do not always see roadside signage. I reiterate I witness speeding on this stretch constantly and particularly evenings and weekends.	Newmarket Road.	Local Resident	Y
80	Survey Monkey	Y	2	Could the zebra crossing outside the zebra pub on Maid's Causeway be repainted or maybe highlighted in red? Traffic very rarely stops and often I and others are waiting for 4 or 5 vehicles before someone obeys the highway code and stops. The hazards of this can't really be overstated and I've seen several close calls here.	Maid's Causeway	Local Resident	Y

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
81	Survey Monkey	Y	1	the red colour surface will not be visible to people like myself with red/green colour blindness My wife and I are both strongly in favour of the proposed 20 mph limit on Maids Causeway - and indeed of extending it to other parts of the city	Maids Causeway	Local Resident	Y
82	Survey Monkey	N			Station Road		
83	Survey Monkey	Y	2	Buff at 4Lamps end, Red at Elizabeth way roundabout Let's do what Cambridge is known to do , and be at the fore front of this 20mph initiative across the City! After all, it's over 18months since we residents helped the Police gather traffic speeding data. Please, let's get on with it!!	Newmarket Road	Local Resident	Y
84	Survey Monkey	Y	1		Maids Causeway	Local Resident	Y
85	Survey Monkey	Y	2	I believe that the red colour surfacing is more important to reduce the speed, as it will be much more visible to drivers.	Brunswick Walk	Local Resident	Y
86	Survey Monkey	N		A design-focused, shared streets re-design This proposal wastes money and adds to street clutter without addressing the real cause of the problem, which is the design of the road itself. What is needed is a dedicated commitment to a design-focused shared streets approach as advocated by Ben Hamilton-Baillie (http://www.hamilton-baillie.co.uk). This really is the only solution that has conclusively proved to reduce speed in urban cities. I urge the council to be brave and proactively adopt this approach.	Kingston Street	Local Resident	
87	Survey Monkey	Y	2	I am in favour of the 20mph zones. They need to be prominently signed without cluttering the streetscape. Roundels on the road are an obvious solution and these should be as clear as possible - red surface is more likely to get drivers to appreciate the change in speed limit.		Local Resident	
88	Survey Monkey	Y	1			Local Resident	
89	Survey Monkey	N		The 20mph speed limit is not sensible and should be revoked, rather than spending money on markings.			
90	Survey Monkey	N		The 20mph zone should be scrapped. 20mph is too slow for motorised travel in a city. It is already very difficult to get anywhere fast in a car in Cambridge. Please do not make it even worse.		Local Resident	
91	Survey Monkey	Y	1	I think it is fantastic you are finally going to do something about the 20mph speed limit here. I find Maids Causeway quite scary to cycle on as cars are not aware of the current speed limit and are constantly driving dangerously fast.			
92	Survey Monkey	Y	2				
93	Survey Monkey	Y	2				
94	Survey Monkey	Y	1				
95	Survey Monkey	Y	Other	My preference would be for the Red colour road surfacing at the East Road end which is, in general, where the speeding vehicles appear to originate from. The buff colour road surfacing would work well at the Victoria Avenue/Four Lamps end. The 20 mph signs appear to be the appropriate size to warn motorists that they are about to enter a 20mph zone. In terms of the roundels on the road surface I would see the buff coloured as appropriate for a Conservation area and should be used throughout this stretch of road.			
96	Survey Monkey	N					

Response No.	Contact method	Yes/No to Scheme	Preferred Option	Comments	Street Live on	Use road as a Local Resident?	Live within Cons area?
97	Survey Monkey	Y	2				
98	Survey Monkey	N		The 2 'gateway' options proposed lack imagination. Such surfacing will wear off quickly and look shabby.			
99	Survey Monkey	Y	2	Please move the 20 signs presently on Victoria Avenue , on the approach to 4 Lamps roundabout, a few yards further, so that they are on Maids Causeway. At present these 20 roundels are easily missed by drivers, as they are concentrating on traffic on the roundabout. Were they to be positioned on the very start of Maids Causeway, they would be far more visible and effective. Also, please ensure that these are the large 20 signs, with the yellow plate surrounding them - again, visibility is the important factor.			
100	Survey Monkey	Y	2	I would also like the repeater signs along the route to be larger.			
101	Survey Monkey	Y	2	I feel red will make more of an impression on entering this area. The buff colour is already seen at many other junction stop lines without any associated rule change. Using again for the speed limit change would thus lessen its effectiveness.			
102	Survey Monkey	Y	2				
103	Survey Monkey	Y	2	On balance, I think the colour change to red would be more visible at the road entry. Also, I do not think anti-slip surfaces are necessary at the entry points since speeds, generally, are slow due to the roundabout.			
104	Survey Monkey	N		95 % of the time, Maids Causeway is a very quiet road. The 20 mph speed limit therefore serves no purpose and causes considerable inconvenience to local residents. Instead of wasting tax payers money on signs and silly coloured tarmac, please revert the road to the old 30 mph speed limit. If it is felt that the 20 mph speed limit is needed at the rare busy times, then please revise the scheme so that there is a variable speed limit, with 20 mph only applicable during the rush hour.			
105	Survey Monkey	Y	2	To current legislation What an odd question. It should be done to the correct street works legislation to endure standard and instantly understandable across the country.			
106	Survey Monkey	Y	2	1. Additional repeater roundel [on signpost] was motorists enter Maids Causeway from Four Lamps roundabout [heading East] should be considered. Motorists tend to get absorbed with the demands of navigating Four Lamps roundabout when they approach from Victoria Avenue, and a repeater would, as is its purpose, remind them that Maids Causeway has a 20mph speed limit. And/or new white colour 20mph roundel road marker might be placed at the start of Maids Causeway as one enters from the Four Lamps roundabout [i.e. by the cattle grid - before the bus shelter]. As a resident of Brunswick Terrace who drives and/or cycles on Maids Causeway nearly everyday, I have noticed that an increasing number of motor vehicles fail to stop for pedestrians at the crossing between Fitzroy Lane and James St [outside the Zebra PH]. An ideal solution to calm traffic on Maids Causeway would be to convert this crossing to pedestrian-controlled lights.			
107	Survey Monkey	N		In a time on economic austerity how can this be a council priority you should be minimising spend of council payers money, not wasting it. The road signs are unnecessary clutter and distract the motorist from watching the road especially for cyclists who ride out in front of you frequently without warning.			

Major Stakeholder Responses

Comments		
Grafton Centre	Michael Wiseman	I see no objections to the proposed additional signage. However, I would comment that unless the police take action to occasionally monitor vehicle speeds in the area they may have little effect on actual speeds.

APPENDIX D

Proposed Layout Plan

