

Policy 36. Specialist Housing

Planning permission will be granted for the development of specialist housing, subject to the development being:

- i. supported by evidence of the demonstrable need for this form of development within Cambridge;
- ii. suitable for the intended occupiers in relation to the quality and type of facilities, and the provision of support and/or care;
- iii. accessible to local shops and services, public transport and other sustainable modes of transport; and community facilities appropriate to the needs of the intended occupiers; and
- iv. In a location which avoids excessive concentration of such housing within any one street or small area.

Where the development falls within Use Class C3 (dwellings), the development will be expected to contribute to the supply of Affordable Housing within Cambridge in accordance with Policy 32. Where existing specialist housing does not meet modern standards, its refurbishment or redevelopment will be considered favourably. If development would involve a net loss of residential floorspace, this will only be permitted, where appropriate replacement specialist housing accommodation will be made that satisfies the four criteria i- iv.

5-11. This policy relates to housing designed and designated for occupation by older people, people with disabilities, and vulnerable people with specific housing needs, referred to within the policy and hereafter as 'specialist housing'. Specialist housing can be developed with particular groups of people in mind such as older people (including the frail elderly and those with dementia), people with physical and/or sensory disabilities, those with learning difficulties or acquired brain injury, young people at risk, people with alcohol or drug dependency, those requiring refuge from harassment and violence, and others who may, for a variety of reasons, be excluded from or find it more difficult to integrate with, the local community. People with the need for specialist housing contribute to the

community in many ways, but for some their ability to participate fully in society is hampered by poor or inappropriate housing, which affects their physical or mental health, or their ability to receive the support they need to live as independently as possible.

5-12. Forms of housing covered under this policy include:

- Sheltered housing
- Residential care and nursing homes
- Extra-care housing
- Shared homes
- Cluster units
- Hostel accommodation

5-13. This policy does not relate to student accommodation or other types of accommodation within the C2 Use Class, but not specifically for older, disabled or vulnerable people, e.g. hospitals and boarding schools. It also does not relate to individual homes built to wheelchair accessible standards.

5-14. In demonstrating need for specialist housing, applications should refer to the Council's Housing Strategy, Cambridgeshire County Council's Joint Strategic Needs Assessment, the Cambridgeshire Health and Wellbeing Strategy, local health and social care commissioning strategies and, where appropriate, the Extra Care Commissioning Strategy for Cambridgeshire and its successor documents.

5-15. Specialist housing is intended to enable people to live as independently as possible, but is designed so that support can be provided to them (and often to others in the wider community) on-site. Examples may range from a small scheme of cluster flats with additional facilities for support staff, to much larger extra care schemes enabling older people to live in their own self-contained accommodation but with care and support on-site. Where possible, such housing should be designed flexibly so that it can be adapted to meet alternative housing uses as needs change in the future. Such housing should be provided across the city, as opposed to being concentrated in certain areas, to help to enable people moving into such accommodation to remain in their local area and to create and maintain balanced communities.

5-16. In demonstrating need for specialist housing, applications should refer to the Council's Housing Strategy, Cambridgeshire County Council's and local healthcare commissioning strategies and, where appropriate, the Extra Care Commissioning Strategy for

Cambridgeshire and its successor documents. Ideally the scheme should be endorsed by the appropriate revenue funding commissioners under the newly emerging health and social care commissioning arrangements, where care and/or support funding may be required for some or all of the residents – either from the outset or for future residents.

Policy 40. Lifetime Homes and Lifetime Neighbourhoods

In order to create Lifetime Homes and Neighbourhoods:

- i. all housing development should be of a size, configuration and internal layout to enable the Lifetime Homes Standard to be met, so far as this does not duplicate Building Regulations requirements in the manner set out in Table 6, and
- ii. 5% of all housing schemes providing or capable of acceptably providing 20 or more self-contained homes, including conversions and student housing, should either meet Wheelchair Housing Design Standards, or be easily adapted to meet them. Compliance with criteria i and ii should be demonstrated in the design and access statement submitted with the planning application.

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5-22. Note: The plan's interpretation of the Lifetime Homes standard includes recommendations put forward by the Technical Forum to DCLG. Any criteria not covered within Table 6 are considered to be addressed appropriately via Building Regulations.

5-23. This plan throughout adopts the principle of inclusive design "*The design of mainstream products and/or services that are accessible to, and usable by, as many people as reasonably possible ... without the need for special adaptation or specialised design.*" (BSI 2005). This principle applied to housing has resulted in the concept of Lifetime Homes and indeed goes wider to the concept of 'lifetime neighbourhoods' which enables an increasingly aging society to get out and about in the areas in which they live – both physically and virtually – and connect with other people and services in the immediate neighbourhood and beyond.

5-24. A Lifetime Home supports changing needs of residents from raising children through to mobility issues faced in old age or through disability. This essentially allows people to live in their home for as much of their life as possible. Such homes have design features that have been tailored to foster accessible living, helping to accommodate old age, injury, disability, pregnancy and pushchairs or enable future adaptation to accommodate this diversity of use. Lifetime Homes was pioneered by the Joseph Rowntree Foundation/Habinteg and the Government has incorporated much of the standard into revisions to Part M of the Building Regulations and seven studies commissioned by the Government have confirmed the practicality and affordability of the standard being applied in full, providing it is applied pragmatically with regards to high density and car free settings. "Table 6 Application of Lifetime Homes Standard" on page 69 sets out how the aspects of the standard that do not supplant building regulations requirements will be applied.

5-25. The standards for Lifetime Homes and wheelchair accessibility relate primarily to the layout of self-contained homes for permanent occupancy. As occupants of student housing will only stay for a limited period, student housing is not expected to meet Lifetime Homes standards. However 10% of student flats or study-bedrooms (together with supporting communal spaces) should be built to meet the needs of disabled people. Within the percentage, half should be designed and built for wheelchair users and at least 1 unit should be delivered in accordance with the guidance in BS8300 (2009) concerning access for carers (i.e. adjoining room with a through door). Of the other half these should show specific adaptation to meet the needs of other disabled people.

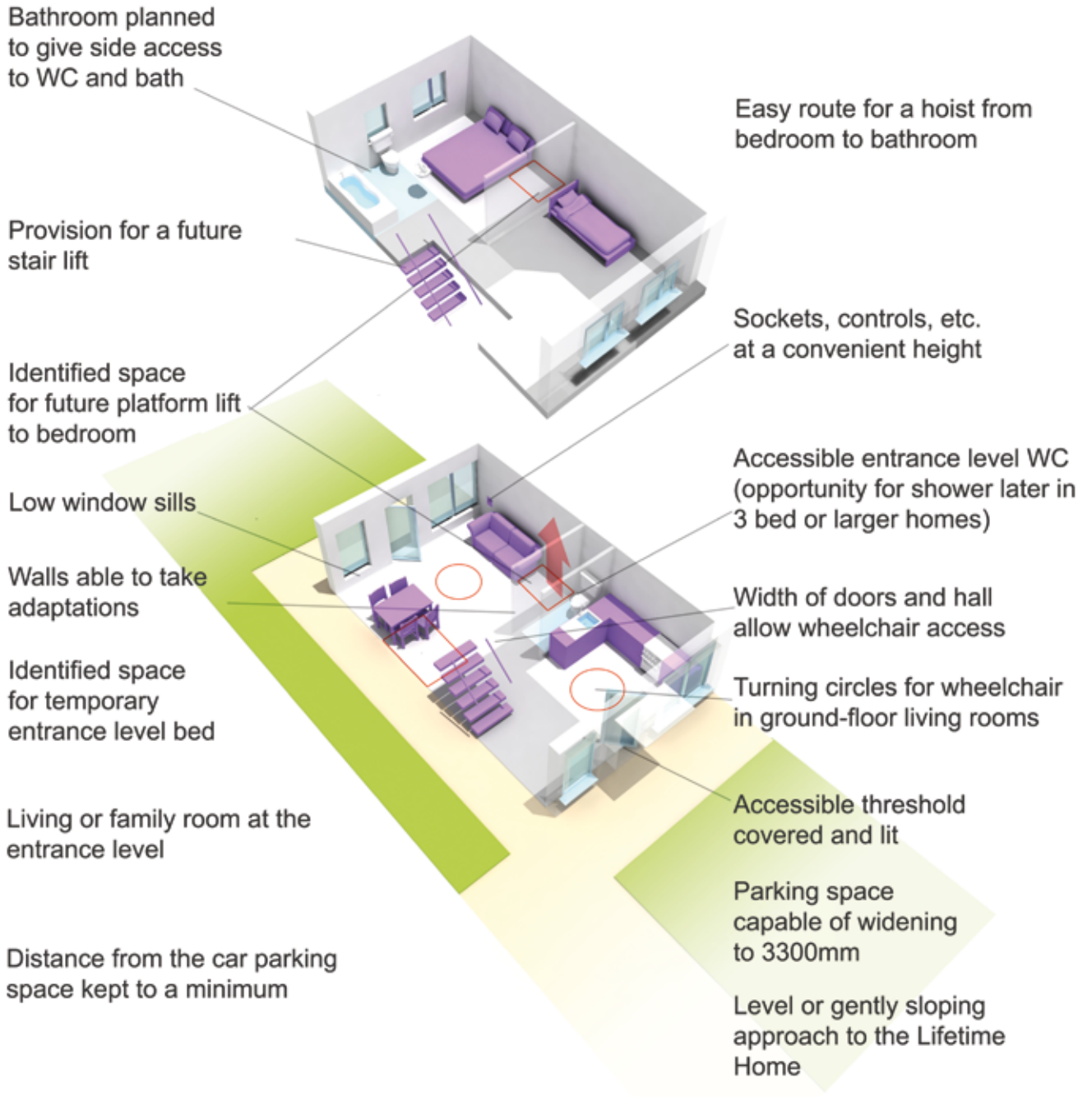
5-26. Lifetime Homes standards will be applied to all developments of self-contained housing, including flat conversions, where reasonable and practical. It is acknowledged that the design or nature of some existing properties and proposed development sites means that it will not be possible to meet every element of the Lifetime Homes standard, for example in listed buildings or on very constrained urban sites, but it is considered that each scheme should achieve as many features as possible having regard to Table 6.

5-27. Where proposals involve re-use of an existing building (particularly a listed building), the wheelchair percentage will be applied flexibly taking into account of any constraints that limit adaptation to provide entrances and circulation spaces that sufficiently level and wide for a wheelchair user.

Table 6 Application of Lifetime Homes Standard

Those Lifetime Homes Standards to be applied through Planning Regulation	Covered by Building Regulations?
<p>2 The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping</p>	<p>NO – However this part of the standard will be applied pragmatically and should not imply that all parking should be located next to dwellings. Parking in areas within a short distance (300m) of a home across routes meeting the Part M 1.3.1.1E standard is acceptable.</p>
<p>6 The width of the doorways and hallways should conform to the specifications in the next column</p>	<p>PART – Small additional requirement in Lifetime Homes Standard regarding front door clearance.</p>
<p>7 There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchair users elsewhere</p>	<p>NO</p>
<p>8 The living room should be at entrance level</p>	<p>NO – Will be interpreted that the main ground floor room can easily be adapted for use as a living room</p>
<p>9 In houses of two or more storeys, there should be space on the entrance level that could be used as a convenient bed space</p>	<p>NO – This room can be the same as the room for Standard 7 providing Standard 8 and minimum room size standards are met.</p>
<p>10 There should be: a) a wheelchair accessible entrance level WC, with b) drainage provision enabling a shower to be fitted in the future b) drainage provision enabling a shower to be fitted in the future</p>	<p>PART – The additional lifetimes home standard is to allow adaptation to fit a shower in the future. There is currently no Lifetime Homes guidance on circulation space in kitchens and kitchens should be a key accessible facility at entrance level. Future adaptability to provide for improved access to the WC is acceptable (rather than requiring a full side transfer space from the outset).</p>
<p>11 Walls in bathrooms and toilets should be capable of taking adaptations such as handrails</p>	<p>NO</p>
<p>12 The design should incorporate: a) provision for a future stair lift b) a suitably identified space for a through the floor lift from the ground to the first floor, for example to a bedroom next to a bathroom</p>	<p>NO - There is no requirement in the Lifetime Homes standard itself for two or three storey blocks of flats to be served by a lift. However, without a lift homes above the ground floor are not visitable by wheelchair users and without the facility to install a lift at a later stage those homes are not adaptable either. Hence a lift should be installed where a core serves 8 or more homes, and in all cases space should be provided for future fitting (as provided for in the BSI Draft for Development Code of Practice (DD266:2007). Maisonettes and smaller cores should have space to enable future fitting of a communal lift.</p>
<p>13 The design should provide for a reasonable route for a potential hoist from a main bedroom to the bathroom</p>	<p>NO – Note there is a need for point tracking only in bathroom and bedroom – rather than a full tracking route – and the ability to retro-fit for point loading will reduce the necessary initial works.</p>
<p>15 Living room window glazing should begin at 800mm or lower and windows should be easy to open/ operate</p>	<p>NO</p>

Table 7 Lifetime Homes Principles



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Diagram indicative only

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Policy 41. Protecting Garden Land and the Subdivision of Existing Dwelling Plots

Proposals for development on sites which form part of a garden or group of gardens, or which subdivide an existing residential plot will be permitted in locations with good sustainable transport accessibility (see strategy section) and where:

- i.** the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
- ii.** sufficient garden space and space around existing dwellings is retained, especially where these, and views of trees worthy of retention, contribute to the character of an area;
- iii.** the amenity and privacy of neighbouring, existing and new properties is preserved;
- iv.** provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties, and
- v.** there is no detrimental effect on the potential comprehensive development of the wider area.

5-28. For the avoidance of doubt, proposals that are considered to be appropriate on garden sites in accordance with the criteria set out in this policy will also be assessed against other policies within the Local Plan, to ensure that they achieve a high standard of development. This policy covers sites where:

- an existing house or houses is retained and new dwellings are erected in the garden area or multiple gardens areas or curtilage; and/or
- the existing buildings are demolished and the plot(s) sub-divided in order to make way for further residential development.

5-29. Gardens are an important environmental resource and are a vital component of Cambridge's character. They form part of an area's development pattern, providing a setting for buildings, which in turn informs the prevailing privacy and amenity enjoyed by

residents. They provide a semi-natural habitat for local wildlife and corridors for the movement of wildlife through the urban environment. Collectively, they help to mitigate fluvial and surface water flooding in otherwise built-up parts of the city.

5-30. As the definition of previously developed land within the National Planning Policy Framework excludes private residential gardens and in the light of the need to consider the environmental impacts of development on garden land, the inappropriate development of garden sites will be resisted. However, some forms of redevelopment and infill development, which are well designed and make efficient use of land, will continue to be a valuable additional source of housing supply and need not be inappropriate.

Policy 42. Flat Conversions

Proposals to convert a single family dwellinghouse or non-residential development into self-contained flats will be permitted where:

- i.** the property (including through acceptable extensions and roof conversions) has an internal gross floor area of at least 120m² (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room standards (see Policy 39);
- ii.** the ground or lower ground floor includes a family (2 bedroom plus) unit with garden access;
- iii.** the proposal in terms of the number of units and/or scale of associated extensions would not have an unacceptable impact on the amenity or character of the area or place unacceptable stress on highway safety on streets experiencing overnight parking stress;
- iv.** the proposal would result in a satisfactory standard of amenity for its occupiers and is designed to avoid significant negative impacts on neighbouring residential properties, and
- v.** the proposal includes appropriate refuse, recycling and cycle storage to serve the development.

5-31. For avoidance of doubt, this policy also applies to conversions for aparthotels and where the flats are intended for students or other multi-occupancy. It also applies where residential units are proposed within the rear yards of shops or other retail units.

5-32. The subdivision of predominantly large houses into flats has contributed to the supply of reasonably affordable private rented accommodation in Cambridge over time, meeting a need in the market. However, in some circumstances, residential conversions have proved unsatisfactory, providing poor or inadequate accommodation for tenants and leading to problems and issues for adjoining residents and for wider local areas. As dwelling conversions tend to come forward sporadically it is often difficult to account for the cumulative impacts of the conversions. Whilst an individual scheme may appear to have a relatively minor additional impact on its own, the impacts are significantly greater however they may potentially become very significant when assessed in the context of the impacts of other developments nearby or in the general locality. It is important, therefore, that cumulative impact is considered when looking at individual schemes. Increasing the units of accommodation within existing established streetscapes can generate additional car parking requirements. In many cases, it is not possible to provide on-site parking, and this leads to saturation of existing on-street spaces. This not only removes opportunities for other nearby residents to park within the street, but also has an overall negative impact on the quality of the streetscape.

5-33. The detrimental impact of the conversion of existing single dwellinghouses or non-residential development into two or more smaller units of accommodation can include:

- off-street parking within front gardens with an associated reduction in front garden space and vegetation and with loss of domestic character;
- disturbance of the building's façade and entrances;
- extension of the building with associated impacts on privacy and quality of life, daylight and the character of the area;
- intensification of the building's use, with potential for impacts on overlooking/privacy and acoustic issues;
- saturation of on-street parking resulting in car dominated environments;

5-34. In all flat conversions, it is expected that the resulting development does not cause detriment to

the character of the area or the amenity of surrounding properties. In order to ensure that the proposed development provides units of a sufficient size for its occupiers, individual units must provide appropriate minimum internal floor standards and headroom in accordance with the Council's minimum internal floorspace standards set out in Policy 37. Furthermore, the stacking between units should ensure that different rooms are not stacked inappropriately, e.g. the kitchen of one unit over the bedroom of another unit with resultant noise impacts on the bedroom.

5-35. Non-residential development does not include B or other use classes with permitted development rights to change use, other than those aspects of the change, which fall within planning control.

5-36. Streets with overnight parking stress are defined as those streets where the level of on-street overnight parking leaves less than 10% free notional on-street overnight parking capacity. Notional parking capacity is defined from the maximum number of spaces that can be lawfully parked on (i.e. excluding double parking, corner parking, spaces with yellow line control, on bus only lanes and cycle lanes (including outside areas of formal enforcement) and in controlled parking areas spaces with spaces blocking drive way access) and access for emergency vehicles. A marked survey should be completed for conversions where this is likely to be an issue, unless there has been another recent survey on the same street. The survey should cover a radius of 200m around the property including side roads. The addition to stress will be measured by the 'no more than' parking standard before and after the conversion minus the acceptable level of off street parking before and after. This requirement is relaxed in controlled parking areas where the scheme is car-capped, i.e. a planning obligation prevents residents applying for parking permits, or similarly controlled as a car-free development.

Policy 43. Residential Moorings

Proposals for residential moorings will be permitted, where the proposal:

- i.** integrates successfully and positively with the surrounding landscape and/or townscape;
- ii.** is served by adequate pedestrian and vehicular access;
- iii.** is served by appropriate electricity, sewerage and refuse disposal facilities;
- iv.** has no significant negative effect on the amenity, visual character, water quality, historic and ecological value of the river or nearby land;
- v.** is close to existing services and amenities;
- vi.** only provides minimal essential lighting, which shall be located so as to minimise glare and/or visual intrusion; and
- vii.** does not impede navigation and/or the use of the footpath.

areas along the River Cam at Midsummer Common, Stourbridge Common and Jesus Green.

5-40. Given the extensive usage of the river by other river users, including anglers and rowers, and the potential for further moorings on the river itself to have a detrimental effect on navigation, the delivery of further residential moorings within off-river basins or marinas will be considered favourably. The Council will continue to work with the Conservators of the River Cam, boaters, landowners, and other stakeholders to increase the supply of residential moorings in Cambridge.

5-41. Where new residential mooring proposals come forward, consideration will need to be given to the quality of life experienced by both the bargees themselves and any neighbouring occupiers. Furthermore, the impact on the natural and historic environment is also paramount, given the richness of the River Cam's wildlife, its cultural and historic significance and its role in flood risk management. Residential car and cycle parking standards will be applied as set out in Policy XX with consideration given to the impact of car parking on nearby streets.

5-37. The delivery of further residential moorings within off-river basins or marinas will be considered favourably, providing appropriate access arrangements can be made and onshore facilities constructed which comply with other policies of the plan.

5-38. Over the course of the last two decades, the city has seen a gradual increase in the number of boat owners wishing to live permanently on the River Cam and the number of visitors spending time on the city's waterways. They may only be suitable for the needs and housing expectations of a small sector of the population, but they contribute both to the diversity of the city and to the supply of different forms of housing.

5-39. The Conservators of the River Cam are the statutory navigation authority, responsible for the maintenance of navigation of the River Cam from the Mill Pond, Silver Street to Bottisham Lock. Working with the Conservators and other stakeholders, the Council is responsible for the management of existing residential and visitor moorings on the River Cam and has set out its approach to this issue through a moorings management policy. A limited number of licences are issued to those wishing to moor boats at specific