

<b>Application Number</b>	10/0607/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	23rd June 2010	<b>Officer</b>	Mr Tony Collins
<b>Target Date</b>	18th August 2010		
<b>Ward</b>	Newnham		
<b>Site</b>	Rectory Farm Madingley Road Cambridge Cambridgeshire CB23 7PG		
<b>Proposal</b>	Change of use of agricultural/storage building to 10 holiday accommodation units.		
<b>Applicant</b>	Mr And Mrs Roger Foster Rectory Farm Madingley Road Coton Cambridge Cambridgeshire CB23 7PG		

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

- 1.1 The site lies at the extreme westernmost point of the city, on the south side of Madingley Road, adjacent to the slip road from the M11 to the A1303.
- 1.2 The Rectory Farm site is reached via a narrow driveway (with automatic gates) which leads off Madingley Road, immediately to the west of the exit slip road. The farmhouse stands at the southern end of this drive and is surrounded by a bungalow and a number of outbuildings, the largest and most distant of which is the application building, some 40m to the northeast.
- 1.3 The barn, which appears to be of mid-twentieth-century construction, takes the form of a central main space, with lean-to ranges running along the north and south flanks. The building, which has a timber frame, is clad in mottled red-and-white stock bricks to a height of about 1.5m from the ground. The remainder of the building is finished with horizontal softwood boarding, stained with a dark wood preservative. The roof is of asbestos or fibre cement sheeting.

- 1.4 The barn is separated from the curtilage of Rectory Farm Cottage to the north by a fence and trees. The outlook to the south and west is open across fields. About 100m to the east, a dense belt of trees screens the site from the M11 motorway.
- 1.5 The whole of the application site lies within the Green Belt.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks to convert the existing agricultural/storage building to provide 10 units of self-catering holiday accommodation.
- 2.2 The building is a barn, with a footprint 23m square. The central portion has a ridge at 6m above ground and eaves at 4.7m. A lean-to section runs along each side of the building with eaves at 2.7m above ground. Each of these sections is partly open-fronted. The building has large double sliding doors in each gable end, and translucent perspex/fibreglass panels in the roof.
- 2.3 The conversion would involve the insertion of an upper floor within the building, re-roofing with an insulated panel material, and insertion of glazing to the elevations as follows:
- W elevation: glazing within the parts of the area of the existing door at ground floor level to provide a communal entrance, and at first floor to light two of the holiday lets - both recessed from the face of the building; the introduction of two ground floor windows – one to either side of the original doors, 2.15m tall by 1.3 wide**
  - S elevation: two ground-floor single pane windows/doors 2.15m x 0.9m; two ground-floor double doors 2.15m x 12.2m; a recessed, glazed (3x2pane double doors) ground-floor central section 2.15m x 4.2m; two first-floor windows 1.2m x 1m: and two rooflights.**
  - E elevation: glazing within the parts of the area of the existing door at ground and first floor levels- recessed from the face of the building – windows at ground and first floor levels;**
  - N elevation: two pairs of double doors (4 panes in each pair) 2.15m x 2.5m at ground floor; one three pane**

**ground-floor window and door 2.15m x 1.8m; two first-floor windows 1.2m x 1m; and 2 rooflights.**

2.4 The interior would be subdivided in such a way that there would be four, two-bedroom first-floor units, and six ground-floor units (5 x 1 bedroom and 1 x 2 bedroom), served by a communal entrance lobby in the west face of the building, with a stairwell and landing in the centre of the building. Bin storage would be encompassed in the southern lean-to and an open-fronted parking area for four vehicles would be incorporated in the lean-to on the north side of the building. Further car parking space would be provided on the existing gravelled surface outside, and cycle storage and rotary clothes dryers nearby. The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Planning Supporting statement
3. UK Tourism Occupancy Statement
4. Environmental Noise PPG24 Assessment
5. Local List Statement
6. Structural Statement

### **3.0 SITE HISTORY**

3.1

<b>Reference</b>	<b>Site</b>	<b>Description</b>	<b>Outcome</b>
02/0883/LDC	Rectory Farm Cottage	Continued use of dwelling without compliance with agricultural occupancy condition	Lawful use granted
02/0906/LDC	Rectory Farm Bungalow	Continued use of dwelling without compliance with agricultural occupancy condition	Lawful use not granted
08/0617/FUL	Rectory Farm	Extensions and dormers	Approved with conditions
09/0205/FUL	Rectory Farm Barn	Change of use to eight units of holiday accommodation	Withdrawn

09/0673	Rectory Farm Barn	Change of use to eight units of holiday accommodation	A/C
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3.2 The present application closely resembles that approved under 06/0673/FUL. The principal differences are the provision of two additional units within the ground floor, and changes to the fenestration pattern, which is fully detailed in section 2 above.

#### 4.0 PUBLICITY

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

#### 5.0 POLICY

##### Central Government Advice

- 5.1 **PPS1 Delivering Sustainable Development (2005):** Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.
- 5.2 **PPG2 Green Belts (1995):** Sets out the purposes of Green Belts, and itemises the circumstances in which the re-use of existing buildings within the Green Belt should not be considered inappropriate.
- 5.3 **PPS4 Planning for Sustainable Economic Growth (2009):** Encourages the provision of tourist accommodation through the re-use of existing rural buildings.
- 5.4 **PPG13 Transport (2001):** This guidance seeks three main objectives: to promote more sustainable transport choices, to promote accessibility to jobs, shopping, leisure facilities and

services, by public transport, walking and cycling, and to reduce the need to travel, especially by car. Paragraph 28 advises that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and the use of public transport.

**5.5 Good Practice Guide on Planning for Tourism (2006):** Emphasises that tourism in all its forms is of crucial importance to the economic, social and environmental well-being of the whole country. Also recommends conditions to ensure that where holiday accommodation is seen as appropriate, premises are used for that purpose and not as permanent accommodation.

**5.6 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.

**5.7 Circular 05/2005 - Planning Obligations:** Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respect.

## **5.8 Cambridge Local Plan 2006**

3/1 Sustainable development

3/2 Setting of the city

3/4 Responding to context

4/1 Green Belt

4/2 Protection of open space

6/3 Tourist accommodation

8/2 Transport impact

8/6 Cycle parking

8/10 Off-street car parking

## **5.9 Supplementary Planning Documents**

Sustainable Design and Construction (2007)

## 5.10 **Material considerations**

Cambridge Green Belt Local Plan (1992)

## 6.0 **CONSULTATIONS**

### **Cambridgeshire County Council (Engineering)**

- 6.1 Access details acceptable. Car parking space not sufficient to accommodate peak demand; one-for-one provision recommended. Occupancy rates used to assess WCATP contributions are too pessimistic. Conditions and informatives recommended.

### **Head of Environmental Services**

- 6.2 Concerns raised regarding traffic noise. Conditions requested with respect to noise insulation, contaminated land and waste storage.

### **Cambridge City Council Access Officer**

- 6.3 Recommend refusal because of insufficient information regarding disabled access.

### **Cambridgeshire Fire and Rescue Service**

- 6.4 Fire hydrants required. Appropriate condition requested.
- 6.5 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## 7.0 **REPRESENTATIONS**

- 7.1 Representations have been received from Sustrans, the national cycling charity
- 7.2 The representations can be summarised as follows: Application underestimates car use by potential occupiers and provides inadequate cycle facilities. Increased cycle storage required, in more convenient location. Applicant should be required to provide cycle and pedestrian link across Madingley Road to the dual use footpath/cycleway. Occupancy rate underestimated.

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. Residential amenity
3. Disabled Access
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Pedestrian and cycle accessibility
8. Planning Obligation Strategy

### **Principle of development**

8.2 Paragraph 3.8 of PPG2 states that the re-use of buildings inside a Green Belt is not inappropriate development provided that four criteria are met.

- it does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;
- strict control is exercised over the extension of re-used buildings, and over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt and the purposes of including land in it (eg because they involve extensive external storage, or extensive hardstanding, car parking, boundary walling or fencing);
- the buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction; and

- the form, bulk and general design of the buildings are in keeping with their surroundings. (Conversion proposals may be more acceptable if they respect local building styles and materials, though the use of equivalent natural materials that are not local should not be ruled out).

8.3 I address each of these criteria in turn.

#### Materially greater impact

8.4 Like the previously approved proposal, 09/0673, this scheme involves no extension to the existing building, and only relatively small additions of fenestration, I do not consider that any impact on the openness of the Green Belt would result from the change of use.

#### Extensions and use of the surrounding land

8.5 No extensions are proposed. Although space for car parking is proposed, this is existing hardstanding which has clearly previously been used by vehicles. Following the proposed change of use, it is likely that vehicles might be positioned on this hardstanding more frequently and more persistently than was the case previously. The total number of such vehicles is likely to be small, however, even though two additional units are proposed in this scheme compared to that approved under 09/0673/FUL, and I consider their combined impact would not significantly diminish the openness of the Green Belt.

8.6 The use of the area surrounding the building as an amenity area for those using the holiday accommodation raises a potentially difficult issue. The Environmental Health team recommend walls or fences around the amenity area which will protect that area from the noise created by traffic on the motorway. I recognize that such protection from noise is desirable, but in my view, the need to protect the openness of the Green Belt should carry greater weight. I do not consider that the failure of proposed fencing to form an entirely adequate acoustic screen would be a reason for refusal of the application: the residents of these units would be temporary holiday visitors, and if they found the motorway noise oppressive outdoors, they would have the option of retreating indoors, or spending more time in quieter parts of the city. I recommend a condition requiring the submission of details of boundary treatments, I



also recommend an informative stressing that the need to preserve the openness of the Green Belt will be an important consideration in the discharge of the condition.

### **Permanence of construction**

- 8.7 Like the previously approved application 09/0673/FUL, this application proposes only minor changes to the existing permanent building, and I consider that it fully meets this test.

### **Suitability of design to surroundings**

- 8.8 The application, like 09/0673/FUL, proposes only minor alterations to the existing building, and I consider that it fully meets this test.
- 8.9 As I have indicated above, the proposed alterations to the building are minor. I do not think they pose any threat to the setting and special character of the city, or the biodiversity or amenity of the urban edge. I do not consider that this proposal would cause any degree of merging of the community of Coton with the city, and I do not consider that it conflicts with any of the purposes of the Green Belt.
- 8.10 The Green Belt Local Plan 1992 policy GB3/1 states that, exceptionally, development for the purposes of informal recreation will be permitted within the Green Belt. Policy GB3/3 of that plan also states that redevelopment of existing buildings is preferable to new-sited development, and may be beneficial to the general appearance of the area. In my view, the proposal is in accordance with both these policies, and does not conflict with any other policies in the Green Belt Plan.
- 8.11 Policy 6/3 of the Cambridge Local Plan (2006) supports development which will strengthen and diversify the range of short-stay visitor accommodation in the city. I consider that this proposal provides such diversification.
- 8.12 PPS4 and the Good Practice Guide on Planning for Tourism (2006) advise that the provision of self-catering holiday accommodation in rural areas should be supported where it accords with sustainable development principles, and that wherever possible, such facilities should be provided within existing buildings. In my view, this application, by proposing the

re-use of existing buildings, and the location of accommodation where travel to the city by cycle or bus is highly feasible, is in accord with such principles. The Good Practice Guide also recommends 'holiday occupation' conditions to prevent holiday accommodation units being absorbed into the general housing stock. The three reasons cited by the Guide for such conditions (protection of the countryside from the intensive activity associated with permanent residential use, impact on local infrastructure, and preservation of a range of tourist accommodation) are all applicable in this case, and I recommend such a condition.

- 8.13 In my opinion, subject to conditions, the principle of the development is acceptable and in accordance with policies 3/1, 3/2, 4/1 and 6/3 of the Cambridge Local Plan (2006), and government guidance in PPG2, policies EC6, EC76 and EC12 of PPS4 and the Good Practice Guide on Planning for Tourism (2006).

### **Residential Amenity**

#### Residential amenity of neighbours

- 8.14 In my view, the distance of the application building from Rectory Farm Cottage (approximately 30m), the orientation of the two buildings, and the presence of a number of screening trees are sufficient to ensure that there is no loss of amenity to the occupiers of the cottage in terms of noise or privacy. No other residential building is close enough to suffer any significant impact.
- 8.15 In my opinion the proposal adequately respects the residential amenity of its neighbours and I consider that it is compliant with Cambridge Local Plan (2006) policy 3/4.

#### Residential amenity of future occupiers

- 8.16 The traffic noise from the M11 is of concern to Environmental Health officers. Following a noise survey, it is considered that this matter can be addressed by conditions. Although the EHO has suggested that acoustic conditions are necessary to protect occupants against noise both inside the building and in the outdoor amenity space, I recommend that the latter be addressed by a broader boundary treatment condition. If there

is a conflict between acoustic needs and the preservation of the openness of the Green Belt, I consider the second of these must take priority, and as I have indicated above, I do not consider that the level of noise in the outdoor space of holiday accommodation would justify refusal of the application.

### **Disabled Access**

8.17 The application proposes one fully accessible unit on the ground floor. This is in compliance with paragraph 6.9 of the Cambridge Local Plan (2006). In considering 09/0205/FUL (which was similar in terms of the accommodation proposed) the Disability Access Panel expressed disappointment that more of the ground floor apartments were not fully accessible, especially in view of the suitability of the site for veterans visiting the American Cemetery. I recommend an informative on this matter, but the application's provision for disabled visitors is in my view fully compliant with policy.

8.18 The Access Officer recommends refusal because of his concerns about provision for disabled users. However, although no specific disabled parking space is shown, it is my view that there is so great an area of hardstanding around the barn that it is very unlikely that a disabled visitor would be unable to park satisfactorily. Flat thresholds are provided, and I do not consider that the application conflicts with any of the disability requirements of the local plan.

### **Refuse arrangements**

8.19 In my view, the level of waste storage space shown is adequate, and the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Highway safety**

8.20 The highway authority is satisfied with the access arrangements and visibility splays, and I do not consider that the application has any implications for highway safety. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

## **Car and cycle parking**

- 8.21 The application proposes four car parking spaces within the envelope of the building. The City's Car Parking Standards do not specify levels for self-catering holiday accommodation, but if the permitted levels for hotels outside the CPZ (two spaces for every three bedrooms) are applied, then up to ten car parking spaces could be permitted. The highway authority considers the level of car parking provided to be inadequate, and recommends at least one space per unit.
- 8.22 I do not consider there to be any policy basis for requiring that level of car parking. The site is accessible by cycle and by bus, and government guidance in PPG13 is that applicants should not be required to provide car parking space at a level above that which they themselves suggest. There is, in any case, considerable hard-surfaced space around the barn on which additional cars could be parked if this were to be found necessary. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/10.
- 8.23 The City Council's Cycle Parking Standards do not specify a level of provision for self-catering holiday accommodation. In my view, a reasonable level of provision would be somewhere between the 15 spaces which would be required if the units were treated as permanent dwellings, and the three spaces which would be required if the hotel bedroom rate were applied. In my view this can be secured by condition. I note the view put by Sustrans that the cycle parking should be provided closer to the entrance, and in a visible location. In my view, to provide covered cycle parking in a visible location outside the main entrance would conflict with Green Belt policy. I agree that the most desirable solution would be for cycle parking to be provided within the existing building envelope, but I do not consider the location proposed to be so inconvenient as to merit refusal. In my opinion the proposal, subject to such a condition, is compliant with Cambridge Local Plan (2006) policy 8/6.

## **Cycle and pedestrian accessibility**

- 8.24 It is noted both by the Highway authority and by Sustrans that cycle and pedestrian access to the site is impaired by the absence of footway and cycleway on the south side of Madingley Road, the provision of a bus lane, the position of the

motorway slip road junctions, and the absence of a dedicated route across the kerb and verge on the north side of Madingley Road. I accept this, although in my view, it might be less of a disincentive to cycle use than the two agencies suggest. Sustrans state that a requirement to provide a pedestrian and cycle link across to the cycleway on the north side of the road would enable the withdrawal of their objection. The proposed link would be on highway land, outside the application site, but could be secured through a Section 106 agreement. I have not sought this for two reasons. Firstly I do not consider that the level of use of such a link could justify the imposition of its cost on this development alone. Secondly, such a requirement was not imposed on the development sanctioned by 06/0673/FUL, on which Sustrans made no comment, and to require it now, on the basis of two very small additional units (and no additional bedrooms) would expose the council to the criticism of inconsistency in decision-making.

### **Planning Obligation Strategy**

- 8.25 The Planning Obligation Strategy (2004) provides a framework for expenditure of financial contributions collected through planning obligations. Short-term visitor accommodation does not carry any requirement to contribute to open space, community facilities or education. The only aspect of the city's infrastructure which must be considered in this case is the Western Corridor Area Transport Plan.

### Transport

- 8.26 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated.
- 8.27 The County Council uses a notional figure of 7.5 as the likely number of daily trips by all modes generated by a hotel bedroom. It seems reasonable to suppose that a unit of self-catering holiday accommodation will generate a similar number of trips. Multiplying by ten gives an expected daily trip rate of 75. This total would trigger a requirement to contribute to the Transport Plan. However, this assumes 100% occupancy. Although the present application only includes national occupancy figures, the applicants have previously referred to evidence from East of England Tourism. I have referred to that

organization's website, which shows that the average occupancy rate for self-service accommodation in the region in 2009 was 54% and in Cambridgeshire, 64% (lowest – December 48%; highest – August 88%). Average occupancy of the units would need to reach 67% for the threshold of 50 trips per day to be exceeded across the year. I accept that this is a relatively small margin, and I acknowledge that occupancy in this location might be higher than for the county as a whole. However, I have no available data to support that view, and I do not consider there is a sound basis for requiring contributions to the Transport Plan.

## **9.0 CONCLUSION**

- 9.1 I do not consider that, compared to the arrangement permitted under 09/0673/FUL, the reconfiguration of the building to provide two additional units (but no additional bedrooms) raises any significantly different planning issues. In my view, the minor changes to fenestration involved are also not significant. I recommend approval.

## **10.0 RECOMMENDATION**

### **APPROVE subject to the following conditions:**

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

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

2. Prior to the commencement of refurbishment/ development works, a noise insulation scheme having regard to acoustic ventilation, comply with the requirements of Approved Document F, detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) for protecting the residential units from noise as a result of the proximity of the bedrooms/living rooms to the high ambient noise levels on the M11 and A1303 facades (dominated by traffic and vehicle noise), be submitted to and approved in writing by the local planning authority.

The scheme shall achieve the internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and noise reduction for buildings-Code of Practice'. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and prior to occupation of the residential units and shall not be altered without prior approval.

This scheme shall make reference to the Environmental Noise PPG 24 Assessment prepared by RC O'Duill dated 15 June 2009.

Reason: To avoid noise pollution to future occupants. (Cambridge Local Plan (2006) policies 3/4 and 4/13)

3. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to the local planning authority for approval.

(a)The contaminated land assessment shall include a desk study to be submitted to the local planning authority 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 local planning authority 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 local planning authority. The local planning authority 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.

(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 local planning authority.

(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. 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 avoid pollution and to protect the health and amenity of future occupiers. (Cambridge Local Plan (2006) policies 3/4 and 4/13)

4. The units hereby approved shall not be occupied until fire hydrants have been installed according to a scheme previously submitted to, and approved in writing by the local planning authority.

Reason: To ensure safe conditions for future occupants. (Cambridge Local Plan (2006) policy 3/7)

5. The units hereby approved shall not be occupied until cycle storage has been installed according to a scheme previously submitted to, and approved in writing by the local planning authority.

Reason: To ensure satisfactory cycle storage. (Cambridge Local Plan (2006) policy 8/6)



6. The units hereby permitted shall not be occupied until the vehicular access where it crosses the public highway has been laid out and constructed according to the Cambridgeshire County Council construction specification.

Reason: To ensure highway safety. (Cambridge Local Plan 2006 policy 8/2)

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

Reason: To prevent debris spreading on to the highway to the detriment of highway safety. (Cambridge Local Plan 2006 policy 8/2)

8. The access shall be constructed with adequate drainage measures to prevent the discharge of surface water on to the public highway, in accordance with a scheme submitted to and approved in writing by, the local planning authority.

Reason: To protect highway safety. (Cambridge Local Plan 2006 policy 8/2)

9. The manoeuvring space indicated on the drawings submitted shall be provided before occupation and maintained free from obstruction thereafter.

Reason: To ensure satisfactory car parking space. (Cambridge Local Plan (2006) policies 3/7, 3/11 and 8/10)

10. The units hereby approved shall not be occupied until boundary treatment to the amenity areas has been completed according to a scheme previously submitted to, and approved in writing by the local planning authority.

Reason: To ensure satisfactory amenity for future occupiers. (Cambridge Local Plan (2006) policy 3/11)

11. The units hereby approved shall be used for holiday purposes only, and no unit shall be continuously occupied by the same person or group for more than eight weeks and no unit shall be available for occupation for more than 48 weeks in any calendar year. The operators of the site shall keep accurate records of those occupying each unit, the duration of occupation and the times when the accommodation was not occupied, which shall be made available to the local planning authority on request.

Reason: To ensure that the units are not used as permanent residential accommodation because such occupation would require further assessment and would be likely to conflict with planning policy. (Cambridge Local Plan policies 3/2, 3/4, 3/7, 4/1 and 6/3)

**INFORMATIVE:** The applicant is advised that boundary treatments proposed for the amenity area may seek to offer some protection to occupiers from traffic noise, but are unlikely to be approved if they interfere with the openness of the Green Belt.

**INFORMATIVE:** The applicant is advised that access and facilities must be made available to the Fire Service in order to comply with Part B of the Building Regulations.

**INFORMATIVE:** The applicant is advised that any septic tank or cesspool may require discharge consent from the Environment Agency as well as Building Regulations approval. The applicant is advised to seek advice from both Building Control and the Environment Agency's National Customer Contact Centre telephone 08708 506506.

**INFORMATIVE:** The applicant is urged to consider making more than one of the ground floor flats fully accessible to those with disabilities.

**INFORMATIVE:** The applicant is advised that care needs to be taken when removing asbestos sheets from the roof in order to avoid release of fibres.

**INFORMATIVE:** The applicant is advised that the units hereby approved do not constitute 'dwelling houses' for the purposes of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), and that therefore any extension or further external alteration to the building would require specific planning permission.

**INFORMATIVE:** The applicant is advised that any granting of Planning Permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works. It is an **OFFENCE** to carry out works within the public highway without the permission of the highway authority. It is the applicant's responsibility to ensure that necessary consents under the Highways Act 1980 and the New Roads and Street Works Act 1991 are obtained.

**INFORMATIVE:** The applicant is advised that public utility apparatus may be affected by this proposal. The applicant should contact the appropriate utility services to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

### **Reasons for Approval**

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

Cambridge Local Plan (2006): policies 3/2, 3/4, 3/7, 3/11, 4/1 and 6/3

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](http://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 by contacting John Summers (Ext.7103) in the Planning Department.