

Application Number	15/0097/FUL	Agenda Item	
Date Received	20th January 2015	Officer	Michael Hammond
Target Date	17th March 2015		
Ward	Romsey		
Site	Land Adjacent To 1 Campbell Street Cambridge Cambridgeshire CB1 3NE		
Proposal	Erection of a 2 bedroom end of terrace house.		
Applicant	Mr Dan Strauss 14 Adams Road Cambridge CB3 9AD		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, land adjacent to no.1 Campbell Street, is comprised of an unbuilt area of land situated between no.1 and no.1A Campbell Street on the west side of the road.
- 1.2 The surrounding area is predominantly residential in character and is formed of two-storey terraced and semi-detached properties designed in traditional brick and slate materials. The residential properties have small rear gardens and are served by on-street parking on Campbell Street. To the north of the application along Mill Road there are a variety of different uses that serve the surrounding residential properties.
- 1.3 The site falls within the Central Cambridge Conservation Area.

2.0 THE PROPOSAL

- 2.1 The proposal seeks full planning permission for the erection of a two-storey end of terrace dwelling with a rear courtyard. The proposed dwelling would face onto Campbell Street and would follow the building line established by no.1 Campbell Street to the south-west of the application site. Parking has been designated at the front of the property on Campbell Street.
- 2.2 The design of the proposed dwelling mirrors no.1 Campbell Street and is very similar to the other residential properties visible from the application site on Campbell Street and Argyle Street.

2.3 Planning permission was previously approved on site for a very similar scheme to this proposed one (10/0450/FUL). The only difference between the previously approved scheme and the proposed scheme is the widening of the rear roof dormer to match the neighbouring dormer of no.1 in terms of mass and scale.

2.4 The application is accompanied by the following supporting information:

1. Design Statement
2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
10/0450/FUL	Erection of one 2-bed dwelling.	Permitted
10/1054/EXP	Change of use of office building (B1a) to two residential dwellings, erection of 2 two storey rear extensions and alterations to fenestration.	Permitted

4.0 PUBLICITY

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

5.0 POLICY

5.1 Central Government Advice

National Planning Policy Framework 2012
National Planning Practice Guidance 2014
Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)

Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government)

5.2 Cambridge Local Plan 2006

- 3/1 Sustainable development
- 3/4 Responding to context
- 3/7 Creating successful places
- 3/11 The design of external spaces
- 3/12 The design of new buildings
- 4/11 Conservation Areas
- 5/1 Housing provision
- 8/2 Transport impact
- 8/6 Cycle parking
- 8/10 Off-street car parking

5.3 Supplementary Planning Documents

Cambridge City Council (May 2007) – Sustainable Design and Construction
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)

5.4 Material Considerations

City Wide Guidance

Cycle Parking Guide for New Residential Developments (2010)
Roof Extensions Design Guide (2003)

Area Guidelines

Mill Road Area Conservation Area Appraisal (2011)

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

Original comments (27/01/2015)

- 6.1 Further information and clarification is required regarding parking provision and existing dwellings.
- 6.2 The development has potential to impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse

impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application. Recommended conditions/ informatives:

- *No unbound material.*
- *No gates erected unless details have first been submitted and approved by the LPA.*
- *First use of vehicular access.*
- *Drainage measures.*
- *Visibility splays*
- *Redundant vehicle crossover returned to normal footway and kerb.*
- *Traffic management plan.*
- *Highways informative.*

Second comments (29/01/2015)

- 6.3 No mention was made in the application regarding the works within the public highway to remove the existing vehicular access. I consider that there is now sufficient clarity for the Planning Authority to be able to consider the full impact of the proposal.

Head of Refuse and Environment

- 6.4 No objection, subject to following comments and conditions:
- *Construction hours*
 - *Construction Collection/Delivery Hours*

Urban Design and Conservation team

- 6.5 The principle of the new house is supported, however the form of the roof is not. The applicant would be advised to revert back to the previous roof form of the 2010 application which may be supported by the Conservation Team subject to details and materials. This application does not conform to policies 3/4, 3/12 and 4/11 of the Cambridge Local Plan 2006.
- 6.6 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

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

- 1 Campbell Street
- 2 Campbell Street
- 3 Campbell Street

7.2 The representations can be summarised as follows:

- The proposed dwelling would exacerbate on-street parking.
- Noise and disturbance from construction.
- There would be a loss of parking spaces.
- Loss of manoeuvring space could impact on highway safety.
- Contractor vehicles will block residents and emergency services from accessing street safely.
- To place a condition on the work such that no construction vehicles obstruct the highway at any time.
- No works should take place on the highway.
- No inconvenience to residential amenity should be caused at any time during the project.

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

8.0 ASSESSMENT

Principle of Development

8.1 The proposed residential redevelopment of the site to create a two bed end of terrace dwelling house is considered to be acceptable in this location and context. Windfall housing sites such as this are permitted subject to the existing land use and compatibility with adjoining uses.

8.2 In my opinion, the principle of the 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 Conservation Area

- 8.3 The proposed dwelling would be visible from the street scene of Campbell Street.
- 8.4 The surrounding area is characterized primarily of two-storey terraced style properties, formed of brick walls and slate roofs, facing towards and running parallel to the road.
- 8.5 The proposed dwelling has been designed to mirror the neighbouring dwelling at no.1 Campbell Street by matching the fenestration, materials and overall built form of this neighbouring property. The proposed scale and design of the proposed dwelling is reflective of the context of the site and is generally in keeping with the character of the area.
- 8.6 The Conservation Team is supportive of the principle and overall design and scale of the proposed dwelling, but is not supportive of the form of the roof.
- 8.7 It has been identified that a very similar rear roof box type dormer was approved at no.1 Campbell Street adjacent to the application site, as well as no.7 Campbell Street to the south of the application site. The Conservation Team has stated that dormers constructed before the 2011 Conservation Area designation should carry little weight. Their presence nevertheless is a precedent for other box dormers and so similar proposals cannot be restricted in this area.
- 8.8 The proposed rear dormer would only be partially visible from the street scene and would be relatively secluded in the area. While the proposed rear dormer is considered to be large in scale, there is a strong precedent in the surrounding area and so the introduction of this rear dormer will not stand out significantly in comparison to the wider area. In this context, I believe that the proposed rear dormer would be acceptable and would not have a significant enough impact to cause detrimental harm to the character of the area or the wider conservation area.
- 8.9 The Conservation Team has also suggested that the obscure glazing in the windows on the front façade be replaced with clear glazing. I agree with this advice and consider that obscure glazing on the front of these properties is not in keeping with the

character of the area and as a result a condition has been attached to ensure that these windows are fully clear glazed and not obscure glazed.

- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12 and 4/11.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.11 The main consideration is the impact that the proposed dwelling will have on neighbouring properties.

Overshadowing/ Loss of Light

- 8.12 The only properties that would be susceptible to loss of light would be those properties orientated to the north of the application site, along Mill Road. However, it is considered that the proposed dwelling is of a scale that would only result in an insignificant level of overshadowing of the end of the rear gardens/ yards of properties along Mill Road and so the amenity of these properties will not be detrimentally harmed in terms of overshadowing.

Enclosure/ Visual Dominance

- 8.13 The proposed dwelling is of a great enough separation distance from properties along Mill Road and Argyle Street to the north and west of the site as to not be perceived as visually dominant from these properties.
- 8.14 The proposed dwelling does not extend beyond no.1 Campbell Street and so there is no concern regarding visually enclosing this neighbouring property.
- 8.15 The main consideration is the issue of enclosure from the first floor side window of no.1a Campbell Street. However, it is considered that the existing mass and scale of the blank gable of no.1 Campbell Street already visually dominates the outlook from the first floor side window and so the introduction of the new blank gable formed by the proposed dwelling will not exacerbate levels of enclosure from this window.

Overlooking/ Loss of Privacy

- 8.16 The proposed dormer windows will offer views into the rear courtyards and gardens of properties nearby along Campbell Street, Argyle Street and Mill Road. There is however a sense of mutual overlooking from these properties where there are already views from first floor windows and other former windows that offer views across the rear gardens of surrounding properties. As a result, I do not consider that the proposed views created by the dormer windows will compromise the privacy of any of the surrounding residential properties due to the existing mutual levels of overlooking experienced in the context of the site.
- 8.17 There is a small first floor side window proposed on the side of the proposed dwelling that would look directly across to the window of no.1a Campbell Street. A condition has been attached to ensure that this window is obscure glazed and can only be partially opened to prevent overlooking.
- 8.18 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

- 8.19 The application provides a two-bedroom home with outdoor amenity space. The site is located in a sustainable location, with adequate cycle provision, close to services and facilities in the immediate area, as well as within walking distance to nearby bus stops. 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 3/12.

Refuse Arrangements

- 8.20 The scheme provides adequate internal refuse storage provision within the dwelling internally. The Environmental Health team are satisfied with the level of provision and the refuse arrangements overall. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

8.22 The Highway Authority has not raised any objections to the proposed scheme in terms of highway safety. The proposed dwelling does not create any new or alter any existing vehicular access and so there will be no implications in this regard.

8.23 Concerns have been raised regarding the loss of the existing turning area formed by the application site. The existing off-street parking spaces on the application site does not form an official turning area as part of the recognised highway and so the loss of this space for vehicular turning is acceptable.

8.24 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

8.25 The application provides adequate cycle provision internally within the dwelling.

8.26 Concerns have been raised regarding the loss of parking and increase in demand in parking that the proposed dwelling will cause. It is acknowledged that the two existing car parking spaces on the application site will be lost as a result of the proposed dwelling. The removal of these parking spaces will however allow for an additional on-street parking space outside the front of the proposed dwelling and so there will be an overall loss of 1 parking space as a result of the proposed scheme.

8.27 With regard to these objections around the pressure on car parking in the surrounding area, it is my view that on-site provision is not necessary for this development, and is in accordance with the Councils parking standards. I do not consider it likely that car ownership levels amongst future occupiers of the proposed development will exceed the level provided for on-street to such an extent as to cause harm to the amenity of neighbouring occupiers. The existing pressure on on-street car parking space will in itself be a disincentive to such additional car ownership. The site is also located in a

sustainable location; close to existing facilities and services, within cycling distance of the city centre and within walking distance of nearby bus stops and so it is considered that there is not a strong dependency on private car as a means of travel.

- 8.28 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.29 The majority of the issues raised in the representations received have been considered in the above report.

The following issues have also been raised:

Noise and disturbance from construction.

Conditions have been attached, as recommended by the Environmental Health, to limit the construction hours and construction collection and delivery hours to prevent disturbance taking place into unneighbourly hours.

Contractor vehicles will block residents and emergency services from accessing street safely.

A condition has been attached, as recommended by the Highway Authority, to provide a traffic management plan prior to the demolition and construction phase to prevent these phases of the development causing any highway safety issues.

Proposed conditions.

The suggested condition made by neighbouring properties relating to no works taking place on the highway, and for no construction vehicles to block the public highway have not been attached as they have been covered by the traffic management plan condition. The suggested condition stating that no inconvenience to residential amenity shall take place has not been attached as the traffic management plan, construction collection and delivery hours, and construction hour's condition have been included to help mitigate this impact.

Planning Obligation Strategy

- 8.30 As a result of the Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government) tariff style developer contributions on small-scale developers, for sites of 10-units or less, and which have a maximum combined gross floor space of 1,000 square meters should not be sought. The proposed development falls below this threshold, and therefore it is not possible to seek planning obligations to secure community infrastructure in this case.

9.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

2. The 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.

3. The ground floor and first floor windows as shown on the front elevation of drawing no.10 1261:002A, shall be fully clear glazed and not partially obscure glazed.

Reason: To ensure that the dwelling is in keeping with the character of the area, and wider Conservation Area. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).

4. The first floor side window identified on the side elevation on drawing number (10 1261 002) shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to occupation of the dwelling 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: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/12).

5. 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)

6. 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: 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).

7. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.
Reason: To avoid displacement of loose material onto the highway in the interests of highway safety

8. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety.
9. Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification. Reason: In the interests of highway safety and to ensure satisfactory access into the site.
10. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. Reason: To prevent surface water discharging to the highway.
11. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high. Reason: In the interests of highway safety.
12. The redundant vehicle crossover of the footway must be returned to normal footway and kerb at no cost to the Highway Authority. Reason: for the safe and efficient operation of the public highway
13. The access shall be provided as shown on the approved and retained free of obstruction. Reason: In the interests of highway safety.

14. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
 - i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
 - ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.
 - iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
 - iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway. Reason: in the interests of highway safety

15. This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.