

Application Number	15/0308/FUL	Agenda Item	
Date Received	20th February 2015	Officer	Michael Hammond
Target Date	17th April 2015		
Ward	Trumpington		
Site	Addenbrookes Road Cambridge Cambridgeshire CB2 9NF		
Proposal	New 4 bedroom dwelling in the previous back garden of 112 Shelford Road.		
Applicant	Mr Malcolm Reed 26 High street Doddington March Cambs. PE15 0TH United Kingdom		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><input type="checkbox"/> The principle of residential development on the site is acceptable;<input type="checkbox"/> The proposed development would not have a significant impact on neighbour amenity;<input type="checkbox"/> The proposed development would represent a modern and modest scale design within an established residential area, which would not appear oppressive or out of character in its context.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is situated on former garden land to the rear of no.112 Shelford Road. No.112 Shelford Road is a two storey detached dwelling on the junction of Shelford Road and the new Addenbrookes Road (now known as Dame Mary Archer Road). To the rear is a long rectangular garden.

- 1.2 The surrounding area is residential in character with an eclectic mix of house designs and scales. To the north and north-west of the site there are more contemporary style dwellings which have a range of materials including timber cladding, render and zinc and a variety of roof forms and are generally three storeys in height. In contrast to the south and south-east of the site the properties are more traditional in character, predominantly one-and-a-half or two storeys in scale and designed in traditional but varying material styles, with hipped and pitched roof forms.
- 1.3 The site is not within a conservation area or controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The proposal seeks full planning permission for the erection of a two-storey detached dwelling to the rear of no.112 Shelford Road. The proposal would involve the creation of a vehicular access to the site from Addenbrookes Road. The dwelling itself has been designed with a varied roof form. The north elevation, facing towards Addenbrookes Road, has been designed with a flat roof that marginally overhangs the wall of this elevation. The east elevation reads as a flat roof which then slopes down to the south in a mono-pitched roof style. The south elevation has the appearance of a mono-pitched roof, and the west elevation as a part-pitched, part-flat roof design. The ridge height measures at its highest point up to 6m.
- 2.2 Planning permission was previously approved for a one-and-a-half storey dwelling on this site (13/1622/ful). This previously approved a scheme was designed with a pitched roof that measured 6.5m to the ridge and was far more traditional in design. The footprint of this previously approved scheme was smaller than the proposed scheme under this application.
- 2.3 A further planning permission was then submitted to increase the ridge height by 1.65m and alter the design of the dwelling which was refused (14/1174/FUL). This was refused due to the proposed scheme being out of character with context of the site by way of its height and scale, and due to the enclosure it would cause on no.118 Shelford Road due to its height and proximity to this neighbouring property.

3.0 SITE HISTORY

Reference	Description	Outcome
14/1174/FUL	Erection of a new house in, previously, the rear garden of 112 Shelford Road.	Refused.
13/1622/FUL	Erection of one detached dwelling involving construction of new vehicular access of Addenbrookes Road.	Permitted.

4.0 PUBLICITY

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

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/12
		5/1
		8/2 8/6 8/10

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

Central Government Guidance	National Planning Policy Framework March 2012
	National Planning Policy Framework – Planning Practice Guidance March 2014
	Circular 11/95

	Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010)

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan are of relevance:

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objection: Whilst the access will create a degree of conflict with the access to the site opposite, both are likely to generate low levels of vehicle movements and the drivers using the access are likely to be very familiar with the use of that access. It is therefore considered that the degree of conflict is such that an objection based upon that issue could not be justified. No objection, subject to the following conditions.

Provision of footway, no unbound material, no gates, vehicular access, drainage, manoeuvring area, traffic management plan, access drawings, highways informative.

- 6.2 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 address have made a representation:

- No.118 Shelford Road

- 7.2 The representation can be summarised as follows:

- The scale and design of the dwelling are out of character with the low-lying bungalows nearby.
- The additional length of the dwelling will enclose and visually dominate their outlook.
- Loss of light.
- The motive is fiscal rather than personal.

- 7.3 The above representation is a summary of the comment that has been received. Full details of the representation 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. Highway safety
6. Car and cycle parking
7. Third party representations

Principle of Development

8.2 Policy 5/1 of the Cambridge Local Plan (2006) is relevant. The policy generally supports additional residential development within the City:

“Proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses”.

8.3 The site is situated within an established residential area, where a degree of backland development already exists (no.118 Shelford Road, nos. 1-3 Merryvale). I therefore consider that residential development on this site could be supported.

8.4 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

8.5 This built form of the south side of Shelford Road is characterized by a mix of two-storey semi-detached properties that face onto Shelford Road, as well as single storey detached dwellings situated on the backland of Shelford Road. To the north and north-west of the site there are more contemporary style dwellings which have a range of materials including timber cladding, render and zinc and a variety of roof forms and are generally three storeys in height.

- 8.6 The proposed building, by way of its roof form, design and materials has been designed to reflect the more contemporary developments that have taken place on the opposite side of Addenbrookes Road. The proposal would be two-storeys in form when viewed from Addenbrookes Road, but would only rise up to 6m in height, which I consider to be a scale which is close to that of a one-and-a-half storey dwelling. The proposed dwelling would be lower in height than the host dwelling of 112 Shelford Road, but would be higher than the bungalow style houses to the south. The proposed dwelling would also be a complete contrast to the prevailing architecture of this side of Shelford Road, but yet reflective of the architecture present to the north along Addenbrookes Road.
- 8.7 I consider that when viewed from the street, the proposal would not look out of character with the site due to the successful relationship formed between the proposed dwelling and the developments to the north in terms of design, form and materials. In addition, the proposal responds to the scale of dwellings to the south successfully as it does not appear visually intrusive or out of context in terms of the overall mass and height of the proposed dwelling when viewed from vantage points.
- 8.8 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.9 The main consideration is the impact of the proposed development on nos.112, 116 and 118 Shelford Road.

Overlooking

- 8.10 It is considered that the proposed dwelling would not overlook nos.112 and 116 Shelford Road. The only outlook to the east is from the French doors on the ground floor of the dwelling and considering that there would be a 2m high fence around the boundary of the property, as well as a separation distance of over 29m from the two properties, there would be no loss of privacy caused to either of these neighbouring properties.

- 8.11 The velux windows on the south elevation do not offer any opportunities to overlook no.118 due to the acute angle in terms of outlook that these windows offer. The windows on the groundfloor of the south elevation would be directly behind a 2m high fence and so I consider that these windows will not overlook the residents of no.118.

Enclosure/ visual dominance

- 8.12 The proposed dwelling would not visually enclose nos.112 and 116 Shelford Road due to the relatively modest ridge height and the extensive separation distance of the proposed dwelling from these neighbouring properties.
- 8.13 Objections have been raised from no.118 regarding the enclosure that the proposed dwelling would cause. However, given the close proximity of the side windows of no.118 to the existing 1.8m high fence, I do not consider that these side windows offer any significant visual outlook that benefit this neighbouring property's amenity. The kitchen window on the north side elevation of no.118 would only be blocked when looking out to the west of the window, and given the lack of a key outlook in this direction, coupled with the proximity of the nearby fence; I do not consider that the proposed dwelling would lead to any significant detrimental enclosure from this window. The side living room window on the north elevation is not the main visual outlook for this habitable room as this is formed by the large doors and window on the west elevation of this neighbouring property. As a result, whilst the proposed dwelling would partially block the outlook of this side window, this is not considered a key visual outlook, particularly in respect of the much greater outlook offered on the west elevation. The proposed dwelling would block part of the outlook from the large living room windows on the west elevation. However, it is considered that this blocked view to the north-west would be minor in comparison to the expansive views that would remain out to the west and south-west and so the enclosure experienced would be minor and not significant enough as to warrant refusal.

Overshadowing/ loss of light

- 8.14 Firstly, objections have been raised from no.118 regarding loss of light. However, the dwelling is positioned to the north-west of

no.118 and so the orientation in relation to the sun paths means there will be no detrimental loss of light experienced at this property. The only loss of light would be in the late afternoon hours, as demonstrated in the sun shade study, and so any overshadowing on the north side windows and west living room window will only be minor in comparison to the existing levels of sunlight and so the amenity of this property will not be detrimentally harmed by the proposed development.

- 8.15 Secondly, the proposed dwelling would not significantly overshadow no.116 Shelford Road. The existing mass of no.118 Shelford Road already overshadows part of the rear garden in the afternoon hours and the presence of the proposed dwelling would only lead to a marginal increase in overshadowing over the latter half of the rear garden of no.116 in the late afternoon hours, due to the extensive separation distance, and so is not significant enough as to warrant refusal.
- 8.16 Finally, the proposed dwelling would only overshadow the rear ground floor of no.112 Shelford Road during the late afternoon hours and would not affect this property's access to light throughout the majority of the day. The level of overshadowing would naturally be exacerbated when the sun is lower in the winter, but given the small proportion of the day that this effect would take place, I do not consider this overshadowing to detrimentally harm this neighbouring property to such an extent as to warrant refusal.
- 8.17 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, 3/7, 3/10 and 3/12.

Amenity for future occupiers of the site

- 8.18 In my view, I consider that the proposed development would blend in well within the established residential area. The site is located within a highly sustainable area of the City, close to public transport routes and local amenities. The design of the buildings and the site layout represents a high quality development, in my view, and I therefore consider that future occupiers would feel comfortable and safe in this environment. The garden would be 8.4m deep.

- 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 3/12.

Refuse Arrangements

- 8.20 An outbuilding is proposed adjacent to the existing brick wall that runs alongside Addenbrookes Road which has been labelled for a bin and bike store. A condition has been attached requiring that full details of waste storage are provided prior to occupation.
- 8.21 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.22 The highway authority is satisfied that the proposed access does not pose a threat to highway safety. The highway authority has requested a condition to ensure that an appropriate footpath from the site to the Shelford Road junction is made and this has been included accordingly.
- 8.23 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.24 The proposal includes two parking spaces that are accessible from Addenbrookes Road. I consider this level of parking provision to be sufficient for this site.
- 8.25 The applicant has proposed two cycle spaces which is below the three spaces requirement necessary for a 4-bedroom dwelling. The outbuilding has been designated for cycle parking. I consider that the additional cycle space can be accommodated on site and I have attached a condition requiring full details of cycle storage and provision to be provided prior to occupation.
- 8.26 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.27 The majority of third party representations have been addressed in the main body of this report.
- 8.28 The comment regarding the motive of the development is not a planning consideration.

Planning Obligation Strategy

Planning Obligations

- 8.29 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) 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 metres, affordable housing and tariff style contributions should not be sought. This also applies to all residential annexes and extensions. The proposed development falls below this threshold therefore it is not possible to seek planning obligations to secure community infrastructure in this case.

9.0 CONCLUSION

- 9.1 In conclusion, I consider that the proposed development is acceptable and approval is recommended.

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

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

3. 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)

4. Prior to the occupation of the dwelling hereby permitted, details of the waste and recycling storage and their management shall be submitted to and approved in writing by the Local Planning Authority. The works shall thereafter be completed only in accordance with the approved plans.

Reason: To ensure adequate provision for waste and recyclables (Cambridge Local Plan Policy 3/11)

5. 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)

6. 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)

7. 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)

8. Prior to demolition or construction, the applicant must provide a continuous footway on the Addenbrookes Road between the westernmost limit of their property and the junction of Shelford Road. This footway shall be a minimum of 2 metres wide. The details of this must be submitted to and approved in writing by the Local Planning Authority before any works may commence.

Reason: In the interests of highway safety and to ensure satisfactory access into the site.

9. 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

10. 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.

11. 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.

12. 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.

13. The manoeuvring area shall be provided as shown on the drawings and retained free of obstruction. Reason: In the interests of highway safety.

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

Reason: In the interests of highway safety.

15. 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

16. 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.