

|                           |  |                    |              |
|---------------------------|--|--------------------|--------------|
| <b>Application Number</b> | 15/1499/FUL  | <b>Agenda Item</b> |              |
| <b>Date Received</b>      | 31st July 2015   | <b>Officer</b>     | Mr Sav Patel |
| <b>Target Date</b>        | 25th September 2015  |                    |              |
| <b>Ward</b>               | Coleridge  |                    |              |
| <b>Site</b>               | Brethren Meeting Room Radegund Road<br>Cambridge CB1 3RH   |                    |              |
| <b>Proposal</b>           | Front extension to create access porch. Detached annexe to rear of site for additional floor space/storage |                    |              |
| <b>Applicant</b>          | Meeting Hall   |                    |              |

|                |  |
|----------------|--|
| SUMMARY        | <p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>-The proposal adequately respects the character and appearance of the surrounding area.</li> <li>-No harm to residential amenity would arise.</li> <li>-If any additional traffic is generated by the proposed annex building, conditions would be in place to manage drop-off and pick-up arrangements.</li> </ul> |
| RECOMMENDATION | <b>APPROVAL</b>  |

**1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is located north of Radegund Road and backs onto the rear gardens of the properties in Hobart Road. The west (side) boundary of the site abuts the side boundary of no.1a Radegund Road and then the rear boundaries of the properties on Coleridge Road.
- 1.2 The site consists of a two storey (room in the roof) pitched roof building, which is set back from the highway. The rest of the site is covered with hardstanding and used mainly as a car park to serve the building which is in community use (D1). The building is currently being used mainly by the Muslim community as a

place of worship including associated classes some of which serve the wider community.

- 1.3 The site is located within a predominantly residential area characterised by two storey post war housing.
- 1.4 The site is not located within an area of development constraint such as a Conservation Area or within the setting of a Listed Building.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is for a single storey extension to the front of the building to provide an entrance lobby area and a detached annex building along the rear boundary to provide additional floor space and storage to serve the existing building.
- 2.2 The proposed front extension would project off the front elevation by 2.1 metres and be 6.3 metre wide. The proposed annex would be 5.8 metres wide and 11.4 metres in length.

## **3.0 SITE HISTORY**

| <b>Reference</b> | <b>Description</b>  | <b>Outcome</b> |
|------------------|---|----------------|
| 14/0585/FUL      | Extension to front with reroofing of existing to accommodate first floor additional assembly area. Rear extension for managers accommodation on ground floor. New vehicle access to Radegund Road | WITHDRAWN      |
| C/94/0588        | INSTALLATION OF AIR CONDITIONING PLANT AND ACOUSTIC SCREEN AT EXISTING PLACE OF WORSHIP (D1) RESUBMISSION OF C/0348/94.   | APPROVED       |
| C/84/0551        | USE OF LAND AS CAR-PARK (IN CONJUNCTION WITH EXISTING MEETING HALL)   | APPROVED       |

#### 4.0 PUBLICITY

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

#### 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 Local Plan 2006 | 3/4, 3/7, 3/12, 3/14<br>5/12<br>8/2, 8/3, 8/4 |

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

|                                 |   |
|---------------------------------|---|
| Central Government Guidance     | National Planning Policy Framework March 2012<br>National Planning Policy Framework – Planning Practice Guidance March 2014<br>Circular 11/95 |
| Supplementary Planning Guidance | Sustainable Design and Construction (May 2007)  |

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 that should be taken into account.

## **6.0 CONSULTATIONS**

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 No significant adverse effect upon Public Highway would result from the proposal.

#### **Environmental Health**

- 6.2 The proposal is acceptable subject to conditions on construction hours and piling.
- 6.3 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:

- 9 Radegund Road
- 9a Radegund Road

- 7.2 The representations can be summarised as follows:

- Loss of car parking spaces within the site which is already inadequate and would put pressure upon on street parking;
- Radegund Road gets very congested due to on street parking;

- Hazard for cyclists

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
2. Context of site, design and external spaces
3. Use and Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations

### **Principle**

8.2 The proposal seeks to improve the existing community facility, which falls under use class D1, in the form of an extension and a new annex. Policy 5/12 sets out to support the development or extension of existing community facilities where there is a local need. Subject to need and adequate measures to control access and egress from the site, I am satisfied that the principle of what is being proposed is acceptable. I discuss the need for the extension and annex building further below.

### **Context of site, design and external spaces**

8.3 The proposal has two elements; the single storey front extension and detached single storey annex. I set out below my assessment of these elements.

#### **Front Extension**

8.4 The site is located within a row of two storey houses. The hall building is gabled fronted and sits subserviently within its context with its low eaves and limited detailing in the front elevation. Having assessed the context, it is noticeable that one

of the main architectural features of dwellings within this part of Radegund Road is two storey projecting gables.

- 8.5 The front elevation is flat with a central double door entrance. The proposed extension would project off the front elevation by 2.1 metres but would be set in from the sides and lower at the ridge of the original building. This would give the extension a subservient and proportionate appearance whilst maintaining the gable fronted feature.
- 8.6 In my view, the proposed front extension would add architectural interest to an otherwise bland elevation. This element of the proposal is considered to be acceptable as it would enhance the existing appearance of the building without appearing disproportionate or out of character.

#### Annex

- 8.7 The proposed annex would be located adjacent to the rear boundary of the site and project 11.4 metres along the rear boundary at 3.8 metres to the ridge. The building is unlikely to be entirely visible from Radegund unless the gates at the front; to the side of the hall are open. Nevertheless, as the annex is proposed to be constructed of dark stained cladding with a slate roof, it would not be prominent when the gates are open. The annex would appear as a subservient building to the main hall and would provide ancillary storage and additional floorspace. In terms of the visual appearance of the annex, I am satisfied that it would not have any adverse impact on the character of the area due to its distance from the highway, ancillary scale and proposed materials. Both elements of the proposal are therefore compliant with policies 3/4, 3/7, 3/12 and 3/14 of the local plan.

#### **Use and Residential Amenity**

- 8.8 In terms of its use, the building is proposed to be subdivided into three rooms; 1 room for additional storage and the other two rooms are proposed to be used to provide overspill education from the main hall. The applicant has confirmed that the proposed annex would be used to decant small groups of children between the ages of five and sixteen from the main building to be taught without interference from children at different stages of their education. The annex is proposed to be

used for this purpose between the hours of 9:45am and 2pm on Saturdays and Sundays. Following my site visit and in light of this explanation, I am satisfied of the need for the annex and that its intended use and impact would be limited.

- 8.9 The applicant has confirmed that there is no intention to increase the current number of people that use the site. The Council does not have any planning control over intensification of use of the existing hall, so no conditions could reasonably be applied to this part of the site as the main hall and its use does not form part of the proposal. The applicant has stated that the annex would help the applicant to better manage the current level of activities on the site. I have no reason to doubt this.

*Impact on amenity of neighbouring occupiers*

- 8.10 The proposed front extension would not have any adverse impact on the residential amenity of the adjacent neighbours either side and opposite due to its scale and distance from the surrounding dwellings. I am therefore satisfied that the proposed front extension is acceptable in this regard.
- 8.11 The proposed annex would also not have any adverse impact on the surrounding neighbours due to its single-storey scale, location within the site and distance from the neighbouring properties. The rear boundary is defined by a row of conifer trees and so the annex would be hidden from views from the dwellings in Hobart Road. Nevertheless, due to depths of the rear gardens, the annex would not appear dominant or overbearing even if the boundary was open.
- 8.12 Concerns have been raised regarding the potential increase in people entering and leaving the site as a result of the annex development. It must be noted that the use of the existing hall is unrestricted in terms of the number of people that can use it and at what times. Therefore, it is not possible to control the use of the main hall through this application. However, in terms of traffic movements, the applicant does currently operate a traffic management system (similar to a banksman) for vehicles entering and leaving the site, at their own accord. I do not think that it would be unreasonable, given the narrowness of the access point, to condition the continuation of this operation for when the annex building is in use.

8.13 I terms of ensuring residential amenity is protected. I therefore recommend the following conditions:

- A condition to link the use of annex to the main hall to avoid it from being used separately;
- A condition to restricted the use of the annex to Saturdays and Sundays only (except for storage);
- A condition requiring a banksman to manage vehicles entering and leaving the site at times when the annex is in use;
- A condition to ensure that only the two areas identified on the plan are used for teaching and that the other area remains for storage.

8.14 I am satisfied that subject to the above conditions, the use of the annex and general movements associated within the site will be satisfactory.

8.15 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/12, 3/14 and 5/12.

### **Refuse Arrangements**

8.16 The applicant is proposing to provide a dedicated bin storage area adjacent to the rear of the main hall building.

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

### **Highway Safety**

8.18 The Highway Authority has raised no concerns with the proposal in terms of highway safety. Subject to a traffic management condition as suggested above, I am in agreement with this advice.

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

## Car and Cycle Parking

### Car parking

8.20 The existing 24 car parking spaces on the site will be retained (three of which would be for disabled parking). I have no concerns with this proposed arrangement.

### Cycle parking

8.21 The proposal includes a dedicated area for cycle parking for 10 cycles. No specific details have been provided. I have therefore recommended a cycle parking condition to have the precise details can be agreed.

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

## Third Party Representations

8.22 I set out my response to the issues raised in the third party representations:

| Representations   | Response   |
|---|--|
| Loss of car parking spaces within the site which is already inadequate and would put pressure upon on street parking; | The proposal would not result in the reduction of car parking within the site and existing arrangements are not inadequate. In my view, existing and proposed on-going parking arrangements are more than satisfactory.  |
| Radegund Road get very congested due to on street parking;  | I recognise that there is pre-existing congestion along Radegund Road. The proposal would not, in my view, exacerbate this any further. I recognise also that the traffic safety measures on the highway and lack of double yellow lines at pinch points is a cause of the traffic congestion but this is not a fault of the applicants. |

|                     |   |
|---------------------|---|
|                     | The applicant currently manages traffic entering and leaving the site at peak times to minimise the impact on passing traffic. I have recommended a site traffic management condition to ensure this is provided when the annex building is in use. The condition also includes contact details for local residents in case issues arise. |
| Hazard for cyclists | The proposed development would not cause a hazard to cyclists and the highway safety officer has not raised an objection in this regard.  |

## 9.0 CONCLUSION

- 9.1 The proposal is for a front extension to provide a lobby area and a detached single storey annex along the rear boundary of the site. Having carefully assessed the proposals, I am satisfied that they would not have a detrimental impact on the character of the area or on the residential amenity of the surrounding neighbours. This is mainly due to their ancillary scale and distance from neighbouring properties.
- 9.2 I have recommended conditions to ensure the use of the annex is linked to the main hall and not used separately from it. I have also recommended a traffic management condition. I am of the view that these conditions will ensure the impact from the use of the annex will not exacerbate the existing traffic congestion issue along Radegund Road, particularly during peak times.

## 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. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

5. The annex hereby approved shall only be used in connection with the use of the main hall and for no other purpose.

Reason: To ensure the use of the annex is appropriate to the use of the site as a whole and to ensure traffic and wider amenity impacts are appropriate (Cambridge Local Plan policies 3/4, 4/13, 8/2, 8/3, 8/4 and 5/12).

6. The annex building shall only be used on Saturdays and Sundays only (except for storage) and not for any use before 7am or after 11pm on either of these two days.

Reason: To ensure the impact on residential amenity is appropriate (Cambridge Local Plan policies 3/4, 4/13 and 5/12).

7. Prior to the use of the annex, details of a traffic management plan (including the use of a banksman or suchlike) to be put in place for when it is intended to be used or for peak periods of use, shall be submitted to and approved in writing by the Local Planning Authority.

The management plan shall include:

- Arrangements for controlling vehicles entering and leaving the site;
- Measures to encourage sustainable modes of transports for users of the hall;
- Contact details for local residents in case of an emergency or issues arising.

The management plan shall be implemented in accordance with the approved details.

Reason: To ensure the impact on residential amenity and highway impact is appropriate (Cambridge Local Plan policies 3/4, 4/13, 5/12, 8/2, 8/3, 8/4).

8. The area identified on the plan for storage shall only be used for this purpose and the areas identified for teaching in connection with the use of the hall shall only be used for this purpose.

Reason: To ensure the impact on residential amenity is appropriate (Cambridge Local Plan policies 3/4, 4/13 and 5/12).