

Application Number	16/1157/FUL	Agenda Item	
Date Received	20th June 2016	Officer	Rob Brereton
Target Date	15th August 2016		
Ward	Kings Hedges		
Site	8 Kings Hedges Road Cambridge CB4 2PA		
Proposal	Demolition of existing building and the erection of a new building to provide 1no. Studio flat & 4no. 1bed flats, together with bin and cycle storage, and landscaping.		
Applicant	DGL Developments		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The development would not have a significant detrimental visual impact on the street. <input type="checkbox"/> The proposed new building would not have a significant detrimental impact on neighbouring properties or highway safety
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The subject property is on the north western side of King’s Hedges Road. It is a two storey building finished in render with a tiled hipped roof. The building currently contains four studio apartments, one 1 bedroom flat and one 2 bedroom flat. Currently there are two vehicle spaces and a bin store located in front of the existing building.
- 1.2 To the south is a 2-storey Post Office building, which includes flats above and to the rear, and to the north is a commercial building.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought for the demolition of the existing building and the erection of a new building to provide one studio flat and four 1 bedroom flats, together with bin and cycle storage, and landscaping.
- 2.2 The replacement building is a detached 2¹/₂ storey structure sited with its front elevation level with the front of the adjacent buildings to either side. The front part of the building incorporates a ridge line running parallel to the road and full gables to each side. At the rear, the building consists of an approximately 12 metre long 2¹/₂ storey wing. This is flat-roofed in the middle with very steeply pitched sides, giving it a mansard style roof form. The building then drops down to single-storey height for an additional depth of around 5 metres. The proposed building is contemporary in appearance with large glazed openings, full height dormers and utilises a white rendered and red brick finish.
- 2.3 Flats 1 and 2 are located on the ground floor, Flats 3 and 4 on the first floor and Flat 5 at second floor level. The upper floor flats are accessed by a central stairwell while the ground floor flats have two separate entrances. Two car parking spaces and a bin store are located to the front of the building and 6 secure cycle spaces located to the rear. The proposed rear amenity space contains a mixture of lawn, hardstanding and hedging.
- 2.4 The application has been amended to modify the design of the rear part of the building. This was originally proposed to be flat-roofed, hipped at the rear and with the upper part clad in zinc. As noted above, the proposed rear roof space is now mansard (with steeply sloped sides and flat roofed at the top), tiled in red clay roof tiles and gabled at the rear.

3.0 SITE HISTORY

Reference	Description	Outcome
06/0862/FUL	Change of use from single family dwelling to House in Multiple Occupation	Refused
06/0336/FUL	Change of use from single family dwelling to a House in Multiple Occupation.	Withdrawn

05/0591/FUL	Change of use from existing ground floor flat to two ground floor flats.	Withdrawn
C/96/0480	Extension to dwelling (addition of first floor to form bedrooms and bathroom).	Approved
C/92/0322	Change of use of part of residential house to shop (class a1) and installation of door to front elevation to serve shop.	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 Plan 2006	Local	3/1 3/4 3/7 3/11 3/12 4/13 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
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)

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 off-street car parking provision is made for the residents of the site. The development may therefore 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. Otherwise the proposal should have no significant impact on the public highway, should it gain the benefit of planning permission, subject to the incorporation of a condition and informative requiring the submission of a traffic management plan.

Environmental Health

- 6.2 Acceptable subject to conditions on demolition and construction to minimise impacts on adjoining neighbours.

Sustainable Drainage Engineer

- 6.3 No objection subject to a standard condition requiring a surface water drainage scheme.

Landscape Architecture

- 6.4 The proposal is unacceptable. The quality of the amenity space is considered poor, contrary to Policy 3/11 of the Local Plan 2006. The amenity space is small for the number of units proposed and will not be perceived as a communal space for the rest of the units.
- 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 One letter of objection was received from No. 11 Kings Hedges Road stating that insufficient parking has been provided with

this scheme which will exacerbate issues with on-street parking in the area. A further letter was received from the same neighbour on the amended scheme. It reiterates their previous points of concern.

- 7.2 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.
- 7.3 Please note the date of expiry for third parties to reply to the re-consultation on the amended proposal is the 25th October 2016. Any further letters of representation will be reported and taken into account in the Amendment Sheet.

8.0 ASSESSMENT

Principle of Development

- 8.1 As the building is not Listed, a Building of Local Interest or within the Conversation Area it is considered the demolition of the existing structure is acceptable. Policy 5/1 of the Cambridge Local Plan (2006) states that proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses. The surrounding area is predominantly residential and it is therefore my view that the proposed erection of a new building to provide one studio flat and four 1 bedroom flats complies with policy 5/1 of the Local Plan.
- 8.2 In my opinion, the principle of the development is acceptable and in accordance with policy 5/1.

Context of site, design and external spaces

- 8.3 The front façade of the property will be similar in height and width to the existing property. It is of contemporary design with large indented openings and the use of glazing, render, wooden cladding and zinc. The main difference when viewed from the streetscene between this proposal and the existing is currently the roof space is hipped and this proposal has a combination of a gable at the front and mansard roof to the rear, accommodating additional floorspace.

- 8.4 Originally the rear roofspace of the proposal was flat roofed with the upper level clad in zinc. This has been amended to a steep mansard roof finished in clay tiles. This amendment is considered to improve the design of the scheme and helps to minimise the bulk and visual impact of the development in the streetscene. While this proposal has an untypical roof arrangement for this area, the steeply pitched sides would conceal the flat roof when viewed from the street. While the predominant roof form in this area is hipped there are some examples of gables and also a large front dormer on the proposal's side of the road. It is therefore considered the design of the proposal, as amended, is acceptable.
- 8.5 Similarly while a front facing dormer is not a characteristic of the area there is an example of such a dormer on No. 26 Kings Hedges Road. The proposed full height, vertically proportioned front-facing dormer is therefore considered acceptable and a positive element of contemporary design that complements the form of this building.
- 8.6 In my opinion the proposed is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.7 The site is currently used for residential purposes and the application does not involve an increase in the number of units, so there would be no material change in principle to the amenities of neighbouring properties.
- 8.8 All first floor windows to the flats above the Post Office at No. 6 facing the boundary with No. 8 are obscurely glazed and therefore loss of light to these windows is considered acceptable. The rear windows and garden of No. 6 are also considered to be not detrimentally impacted as the proposal does not extend past the rear façade of this neighbour. All first and second floor windows proposed to face the side elevation of No. 6 are shown to be obscurely glazed, except for one high level window that is above 1.7 metres above floor level. This is considered acceptable.

- 8.9 The other adjoining neighbour No. 10 - 12 is a commercial premises specialising in pianos. It is therefore considered the proposal will have no undue impacts to the occupants of this property.
- 8.10 All other neighbouring properties are considered to be located a sufficient distance away to dispel any potential detrimental impacts.
- 8.11 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 and 4/13.

Amenity for future occupiers of the site

- 8.12 The proposed windows of the scheme are considered to have an acceptable positive outlook. All the windows proposed to be obscurely glazed are not to habitable rooms, which is acceptable.
- 8.13 The Landscape Architect has objected to the size and quality of the open space proposed. However I disagree with this assessment. The rear garden would be 47.4 square metres which is considered an improvement on the current situation as there would be fewer units using this space. The proposed landscaping scheme is also considered acceptable with a balance of hard and soft surfaces and privacy from shrubs.
- 8.14 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

- 8.15 The proposed bin store which is located to the front of the property is sufficient to meet the needs of future residents. As this store is located in the same area as the existing, no additional impacts are envisaged to the streetscene.
- 8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Car and Cycle Parking

- 8.17 The Highway Authority have raised concern regarding the potential for the application to increase on-street parking, although state this is an amenity rather than highway safety issue. A neighbour reiterates these concerns regarding the proposal adding further pressure to on-street parking. Policy 8/10 promotes lower levels of private car parking particularly where good transport accessibility exists. The subject building is located just off Milton Road which has excellent transport links to the city centre and contains many shops/services. It is also noted the proposal would have less units and retain the same level of parking (two car parking spaces) as the existing development. The proposed parking is therefore considered an improvement on the existing situation. The six secure cycle parking spaces to the rear are sufficient to comply with policy 8/6.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Planning Obligations

- 8.19 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account.
- 8.20 The guidance states that contributions should not be sought from developments of 10-units or fewer, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

9.0 CONCLUSION

The proposed development is considered an improvement on the existing situation as it has fewer units that are better proportioned with a greater amount of amenity space. It is also adjudged that this high quality contemporary design would have a positive contribution to the streetscene.

10.0 RECOMMENDATION

APPROVE subject 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 development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

4. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority.

Reason: In the interests of highway safety

5. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:
- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
 - ii. provide a management and maintenance plan for the lifetime of the development.
 - iii. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To avoid obstruction of the surrounding streets and in the interests of highway safety and convenience. (Cambridge Local Plan 2006 policy 8/2).

6. 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)

7. 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)

8. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on 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)

9. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2006 policy4/13

10. The windows identified as having obscured glass on drawing number PL (21)02 Rev A on the south-east elevation shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of use 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).

INFORMATIVE: The principle areas of concern that should be addressed for condition 3 are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible 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.