

Application Number	16/1171/FUL	Agenda Item	
Date Received	22nd June 2016	Officer	Lorna Gilbert
Target Date	17th August 2016		
Ward	West Chesterton		
Site	City Of Cambridge Boathouse Kimberley Road Cambridge		
Proposal Applicant	Demolish existing boat house and replace with new Mr Andrew Muston City of Cambridge Rowing Cub Kimberley Road Cambridge CB4 1HJ		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The replacement boathouse will preserve the character and appearance of the conservation area. <input type="checkbox"/> It is considered that the proposal would not detrimentally harm neighbours' amenities.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The City of Cambridge Boathouse is located on the north-eastern side of the River Cam. It is a part single and a part two storey building. The ground level slopes down towards the river. The Cambridge 99 Rowing Club Boathouse borders the site to the north-west and the First Trinity Boathouse to the south-east. The properties and gardens of No.90 and 92 Kimberley Road are located to the north-west and No.1-3 Beaulands Close along with the rear gardens of Nos. 89 and 91 De Freville Avenue are located to the north-east.

1.2 The site is located within the Central Conservation Area, the Cambridge Airport Air Safeguarding Zone (15m), Controlled Parking Zone and Flood zones 2 and 3. There are two mature

trees to the north-east of the site. These do not have Tree Preservation Orders but are protected by virtue of their location within the Conservation Area.

- 1.3 The neighbouring First Trinity Boathouse and the nearby St Catherine's College Boathouse are both Buildings of Local Interest.

2.0 THE PROPOSAL

- 2.1 The proposal involves the demolition of the existing boathouse and its replacement with a new boathouse.
- 2.2 The proposed replacement boathouse has three levels. The lower floor will be used for the storage of the rowing boats. The first floor includes a club room and bar with toilets and changing rooms. The second floor will be used for gym training.
- 2.3 It will measure 10.24m in width and a maximum of 27m in length. It extends between 3.77m and 10.9m high. It will be constructed from fairfaced concrete blocks and profiled steel cladding.
- 2.4 To fit in 5 racks of boats they require a clear internal height of 3.5m. In order to store oars vertically at the rear of the ground floor they need a higher clearance as an oar is 3.96m long and to allow suitable clearance above and below to prevent damage, This is why the roof over the rear part of the ground floor is set at the proposed height as this gives an internal height of 4.55m.
- 2.5 The agent has provided information for the right of access for boathouses downstream which will remain via the padlocked gate into Beaulands Close at the rear of the boathouse. That is a straight run along which minibuses and trailers can travel. Minibuses and similar vehicles will still be able to use the narrower gap between CCRC and Cambridge 99 RC with adequate space. The gap will be 2.9m (9 feet 6 inches technically) wide at its narrowest point and minibuses are 2.059 m wide without mirrors and 2.474 m wide with mirrors. The agent explains vehicles presently get along the route past the projecting staircase with no issues.

2.6 Trailers do not use this route at present but are loaded / unloaded elsewhere. If they were to use the route, the space at the land end of the route is not changing (the proposed building at the rear will not be coming further out), and there is space at the river end to manoeuvre on the hard surface without affecting the neighbours. The agent has advised that the gap between CCRC and First Trinity will probably not be used any more than it is at present, and if so only by cyclists or pedestrians as the easiest route for vehicles will still be between CCRC and Cambridge 99 RC. They expect continued use by vehicles of the present route.

2.7 The application is accompanied by the following supporting information:

1. Design Statement
2. Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan in Accordance with BS 5837:2012
3. Ecology Survey Report
4. Flood Risk Assessment
5. Disability Provision Statement
6. FRA permit
7. Daylight & Sunlight Report (dated 13.4.16)
8. Sunlight study of amenity space at 92 Kimberley Road
9. Daylight & sunlight study of 89 De Freville Avenue
10. Notice Under Article 13

3.0 SITE HISTORY

Relevant site history:

Reference	Description	Outcome
C/78/0040	Erection of a boat house and ancillary accommodation.	Approved
C/79/0753	Erection of boathouse.	Approved
C/80/0278	Erection of extension to existing boat house.	Approved
C/83/0812	Erection of boat house with club facilities.	Approved
C/83/1016	Erection of boathouse (amended by letter and drawing)	Approved

C/88/0548	Extension to boathouse (outline application for first floor side extension)	Approved
C/90/0562	Refurbishment of boathouse (provision of balcony fire escape and replacement workshop)	Approved
C/91/0574	Erection of first floor extension (renewal of outline permission C/0554/88)	Approved
C/02/0251	Replacement of existing doors to boat bays.	Approved with conditions
16/0275/FUL	Demolish existing boat house and replace with new.	Withdrawn

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 3/9 3/11 3/12 4/4 4/9 4/10 4/11 4/12 4/13 6/2 8/2 8/6 8/10 8/16

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95</p>
<p>Supplementary Planning Guidance</p>	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge City Wildlife Sites Register (2005)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p>

	<p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Buildings of Local Interest (2005)</p>
	<p><u>Area Guidelines</u></p> <p>Riverside and Stourbridge Common Conservation Area Appraisal (2012)</p>

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 site specific policies in the emerging Local Plan that should be taken into account.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 The proposal should have no significant impact on the public highway, should it gain the benefit of planning permission,

subject to the incorporation of the requested condition and informative requiring a traffic management plan.

Environmental Health

- 6.2 The development proposed is acceptable subject to the imposition of the conditions and an informative relating to construction hours, piling, dust and plant noise.

Urban Design and Conservation Team

- 6.3 The development proposed is acceptable subject to the imposition of conditions requiring sample materials and photographic archiving of the existing building.

Head of Streets and Open Spaces (Landscape Team)

- 6.4 The Landscape Team has no objections to the proposed development.

Head of Streets and Open Spaces (Trees)

- 6.5 Given the information provided in the AIA, I am satisfied that the new boathouse can be constructed without material damage to either trees' root system, although tree protection details would need to be approved.
- 6.6 I therefore have no formal objection subject to tree protection conditions.

Response to the updated Tree Survey, Arboricultural Impact Assessment (submitted 21st October 2016):

- 6.7 No change to original comments. The tree protection status has been updated.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

Original comments: 12th July 2016:

- 6.8 The current proposal is unacceptable as it will increase flood risk:
- The proposal has a larger footprint that will block more flow and displace more water in flood zone 3.
 - The proposals should allow water to flow more easily through the building in the event of a flood.
 - Flood resilient construction should be employed.
 - A safe means of access and egress from the first floor. The stairs currently land in flood zone 3 and therefore in the event of a flood safe access and egress will not be possible from the first floor.
- 6.9 In response the agent revised the proposal to include openings for flood water to enter and exit the building. These revisions are shown on the revised drawings 09L and 11G.

Sustainable Drainage Engineer comments 5th September 2016:

- 6.10 The Sustainable Drainage Engineer confirmed that the revised drawings address the original concerns.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.11 The development proposed is acceptable. I would encourage the applicant to install nest boxes for swifts and / or house sparrows as an ecological enhancement to the site.

Environment Agency

- 6.12 It is for the local planning authority to determine whether or not there are other sites available at lower flood risk as required by the Sequential Test in the National Planning Policy Framework.

Environment Agency position – Floodrisk

- 6.13 The flood risk assessment (FRA) (ref: WCP) dated 10 May 2016 for the proposed replacement Boat House on Kimberley Road, Cambridge has been reviewed.

6.14 The proposed development will only meet the requirements of the National Planning Policy Framework if the measures detailed within the FRA are implemented and secured by way of planning condition.

Disability Consultative Panel (Meeting of 26th July 2016)

6.15 The conclusions of the Panel meeting were as follows:

6.16 As this is a new build, the Panel were disappointed that more effort had not been made to introduce some accessible features such as a platform lift etc. that would meet Sport England's standards and make the boathouse accessible to disabled rowers and spectators as well as making it a more suitable venue for private functions. It may not be among the larger boathouses but further work could be done to make the site more accessible and therefore more inclusive.

6.17 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 Councillor Tunnacliffe has requested that the application be called in to Planning Committee due to the sensitive location of the site and the neighbour impact.

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

- Cambridge University Boat Club, Goldie Boathouse, Kimberley Road,
- 89 De Freville Avenue
- 90, 92 Kimberley Road
- 29 High Street, Harston and Briggs Mortimer (both on behalf of Beaulands Close Management Ltd, the freehold owners of 52 residential apartments adjacent to the City Boathouse)
- Right of Light Consulting – on behalf of the owners of 89 De Freville Avenue

7.3 The representations can be summarised as follows:

Access

- Concerned the access route linking to Kimberley Road could be blocked during construction.
- A second access is between the Cambridge '99 Rowing Club and the City of Cambridge Rowing Club. It is critical that the stated roadway width of 2.9m becomes available as soon as the construction has been completed and remains clear of bikes, boats, trailers etc thereafter. It is the sole access to 7 boathouses for emergency vehicles.
- Cambridge University Clubs can accept a short term closure of the roadway at the rear of the building to construct a retaining wall, provided they can guarantee that an alternative access route between City of Cambridge and Cambridge '99 Rowing Club remains open to them for the duration of this closure.

Limited alteration to previous scheme

- The only alteration to the previous scheme appears to be a reduction in the size of the flat roofed extension by 300mm in height and 500mm in length. This has a minimal effect of reducing the impact on the new house to be built at the rear of 89 De Freville Avenue.

Impact on residential amenities

- Loss of light.
- Overbearing and impact on outlook.
- Impact on views to the river.
- Disagree with the daylight and sunlight assessment submitted as it says it would have very little impact on 92 Kimberley Road. The majority of daylight entering 92 Kimberley Road is from the south and west. The report has failed to consider the impact on No.92's garden to the west. The report incorrectly states that there are no relevant amenity spaces to assess and fails to consider the main bedroom window on the southern elevation.
- Garage at No. 92 Kimberley Road is used for storage as there is a space on the access road for parking.
- The impact of the development on the approved dwelling in 89 De Freville Avenue's garden would breach BRE guidance on Daylight and Sunlight and result in an unacceptable loss of light to the proposed bedroom, kitchen and dining room windows.

- Loss of privacy.
- There is no stated need for the increased height.
- Flooding could affect nearby homes.

Trees

- Want all recommendations for the retention and protection of T001 and T002 trees to be adhered to.
- The original planning application included discussions about crowning two trees in Kimberley Road. The only trees in this area are a large tree on Beaulands land and the horse chestnut tree. Permission will not be granted for the crowning of the tree on Beaulands Land as it provides screening to the developments. We also value the horse chestnut tree and request that this is retained.

Cycle Parking

- Horizontal rail is not a suitable storage method. Local Plan guidance states that secure cycle storage provision should be made. We feel it could not accommodate the number of bikes required.

Visual impact

- The new boathouse represents overdevelopment. Significant increase in scale, massing and floorspace.
- There is a firm building line for the boathouses. Each boathouse is stepped back from its neighbour. To move the boathouse forward 1.5m would make it out of character and fails to comply with policy 3/4 of the Local Plan.

Disabled access

- No proper provision is made for access by the disabled.

Conditions requested

- Liaison officer be appointed, use safety hoardings, Health and safety of nearby residents and visitors needs to be considered, working hours complied with, advise neighbours in advance of any noise/vibration or nuisance likely to cause disturbance and noise kept to a minimum, joint areas be kept clean and tidy (dirt and dust), no parking of contractors vehicles in front of

neighbours' gates, access provided to homes at all times, building contractors respect neighbours' privacy, request the current road markings be repainted when works are completed and any damage to the road made good.

- At no point in the future must the flat roof (north-east side) be made usable or accessible and no new windows or openings introduced to the north-east elevation which could lead to overlooking.
- After construction all existing access rights across any land that City own is maintained, and that the site has a dedicated area for the loading and unloading of boats, and the turning of trailers.

7.4 A Councillor site visit took place in January 2017 and a daylight and sunlight study for the approved house at 89 De Freville Avenue was received. No further comments were received.

7.5 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. Flooding
3. Context of site, design and external spaces (and impact on heritage assets)
4. Disabled access
5. Residential amenity
6. Refuse arrangements
7. Highway safety
8. Car and cycle parking
9. Third party representations

Principle of Development

8.2 Policy 6/2 (New Leisure Facilities) of the Local Plan 2006 explains that '*development for the provision or improvement of a leisure facility will be permitted if:*

- a) *It improves the range, quality and accessibility of facilities;*

- b) It is of an appropriate scale for the locality; and*
- c) It would not have a negative impact upon the vitality and viability of the City Centre, including the evening economy.*

Where sports facilities are provided through educational development community use may be sought through planning obligations’.

- 8.3 Policy 6/2 is of relevance to the proposal as the application provides a replacement sports facility. In terms of criteria a) it provides a boathouse which is needed as the existing boathouse is in use. The replacement boathouse is designed to improve the quality of the facilities available for the City of Cambridge Rowing Club. A Disability Provision Statement has been provided. It explains that disabled rowing utilises specialist boats which this boathouse does not have. However, these are provided at a boathouse adjacent to the City of Cambridge Boathouse. The social functions at the application Clubhouse are limited to the Club. I consider the proposal provides a quality boathouse which will be used by rowers at this boathouse. The access arrangements to the boathouse are similar to existing and disabled rowing facilities are provided at the neighbouring boathouse. Criteria b) will be considered in the following section. In terms of criteria c) I do not consider a replacement boathouse would have a negative impact upon the vitality or viability of the City Centre due to its nature.
- 8.4 In my opinion, the principle of the development is acceptable and in accordance with policy 6/2 of the Local Plan 2006.

Flooding

- 8.5 Section 10 of the National Planning Policy Framework (2012) explains how local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations. It also explains that when new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should apply a

sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:

- Applying the Sequential Test
- If necessary, applying the Exception Test
- Safeguarding land from development that is required for current and future flood management
- Using opportunities offered by new development to reduce the causes and impacts of flooding; and
- Where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations.

8.6 The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding.

8.7 The site is within Flood Zones 2 and 3. The application proposes a replacement boathouse. It is in close proximity to the river as required for a boathouse. The neighbouring buildings along the river's edge are also used as boathouses. The ground floor will be most vulnerable to flooding and will only be used for boat storage. It should be noted that the Environment Agency has given the City of Cambridge Rowing Club a permit to demolish and replace the existing boathouse. I consider that the site is appropriate for a replacement boathouse providing flood risk is mitigated.

8.8 The Environment Agency and the Sustainable Drainage Officer responded to the consultation for this planning application.

8.9 The Environment Agency considers that the proposed development will only meet the requirements of the NPPF if the measures detailed within the Flood Risk Assessment submitted as part of the planning application are implemented and secured by way of planning condition on any planning

permission. I consider the condition they requested to be appropriate and recommend its inclusion if planning permission is granted.

- 8.10 The Sustainable Drainage Officer's original comments raised concerns with the proposal. However, amended drawings numbered 09L and 11G were provided on 30th August 2016 in response to their concerns. The drawings incorporated openings for flood waters to enter and exit the building. The Sustainable Drainage Officer is satisfied with the amended drawings.
- 8.11 I consider the location of the replacement boathouse to be compatible with its proposed use. The ground floor will be used for boat storage which I consider acceptable in this location. I consider with the inclusion of the condition requested by the Environment Agency, the proposal would be acceptable and accords with the National Planning Policy Framework 2012.

Context of site, design and external spaces (and impact on heritage assets)

Existing boathouse

- 8.12 The ground level lowers towards the river (the south-west part of the site). As measured from ground level the existing boathouse extends between 2.9m and 5.9m in height. It is a part single storey and a part two storey building. It extends between 4.4m and 7m in width. It is widest at the rear. The existing boathouse extends a total of 16.4m in length and has a front balcony that projects a further 1m at first floor level.

Proposed boathouse

- 8.13 The proposed replacement boathouse as measured from ground level, extends between 3.77m and 10.9m high. It has a maximum of three levels. The second floor utilises the roof space. It has a total width of 10.24m. It measures between 26m and 27m in length at ground floor level and the upper floors extend 20.9m in length, with a first floor front balcony that extends out an additional 2.85m.

Response to context

- 8.14 The site lies within the Central Conservation Area and is located adjacent to First Trinity Boathouse which is designated as a Building of Local Interest. Adjacent to this neighbouring boathouse is St Catherine's College Boathouse and Jesus College Boathouse which are both Buildings of Local Interest and beyond these are Goldie Boathouse, Corpus Christi and Sidney Sussex Colleges Boathouse and Clare College Boathouse which are Listed Buildings.
- 8.15 Historic maps show a building of similar size to the boathouse on its footprint dating back to at least 1886. The existing boathouse has a relatively modern design and is smaller than the adjacent boathouses. The development provides the scope to enhance the character of the area and improve the appearance of the site and enhance the building when viewed from the opposite side of the river. The replacement building would be a similar height to the adjacent boathouses and, whilst coming forward of its existing position, would be located in a similar position to the boathouses to either side. The proposal to replace the existing building with a pitched roof works in context as it reflects the adjacent buildings. I consider the scale, massing, footprint and form of the proposed replacement building would be acceptable, and would not detract from the character and appearance of the Conservation Area or the setting of the nearby Buildings of Local Interest or Listed Buildings. With regards to the detailing and materials, there is a lot of variety in the area.
- 8.16 A third party disagrees with the Conservation Officer's comments and believes there is a firm building line for the boathouses. The CRA Boathouse, Cambridge 99 Rowing Club Boathouse and Goldie Boathouse project out slightly further forward than the other existing boathouses located between CRA Boathouse and Jesus College Boathouse. I consider that although many of the boathouses follow a building line, I observe that not all of the boathouses follow this building line. I therefore consider the location of the proposed replacement boathouse forward of the existing boathouse's position to be acceptable and would not adversely harm the visual appearance of the boathouses along this stretch of the river.

Movement, Access and Layout

- 8.17 Existing access routes to and around the boathouse will be maintained. With no car parking spaces provided on site, which is the same as for the existing boathouse. People using the boathouse are therefore encouraged to walk, cycle or use public transport.
- 8.18 I consider the proposed boathouse provides attractive built frontages and provides active frontages along the front and side elevations. The proximity of residential buildings to the rear prevents the inclusion of windows along this elevation. However, existing windows on nearby residential properties to the north helps provide surveillance to the northern access route.
- 8.19 The proposed boathouse will be larger than existing and will offer improved facilities. At present some rowing boats are stored by the side of the building. Additional storage space will allow more rowing boats to be accommodated within the building.
- 8.20 A bin store is located beneath the stairs on the side elevation. I recommend a condition be included to ensure this is enclosed and visually complements the area.

Scale and massing

- 8.21 The scale and massing of the proposed boathouse are greater than that of the existing boathouse, however it is considered that the proposal relates well to the other boathouses along the river. Its form is similar to other boathouses with boat storage at ground level, changing facilities and bar at first floor. The existing and proposed replacement boathouse both have front balconies.

Open Space and Landscape

Landscaping

- 8.22 There is limited space around the building for open space. Space is located at the front of the building where boats are taken in and out. The Urban Design and Conservation team and Landscaping team both find the scheme to be acceptable.

I consider the proposal to be acceptable considering the nature of the proposal and that it replaces an existing boathouse which has limited open space.

Ecology

- 8.23 An Ecology Report was provided as part of this planning application. The Biodiversity Officer finds the proposal acceptable. They do however, encourage the applicant to install nest boxes for swifts and/or house sparrows as an ecological enhancement to the site. I recommend an informative recommends the inclusion of nest boxes.

Trees

- 8.24 A Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement and Tree Protection Plan were submitted as part of the planning application. Two individual trees were identified which are a Beech and Horse Chestnut. The report recommends a 4m crown lift from ground level where branches overhang the existing building for the Horse Chestnut and a 7m crown lift from the ground level where branches over hang existing building for the Beech tree. Both trees would be retained.
- 8.25 Third party comments have been received from Beaulands Close Management Ltd and they note that the Beech tree is on Beaulands land and they do not consent to it being crowned as it provides screening to the developments both at City Boathouse and behind 89 De Freville. It should however be noted that a property owner has the right to prune branches overhanging their property back to the boundary without consent from the tree owner. The tree is protected by its location within the conservation area. If the application is permitted the applicant will have the necessary permission to prune a tree in a conservation area and the owner would need to get an injunction to stop the applicant pruning it.
- 8.26 The Tree Officer has commented on the planning application. She has no objection providing the tree conditions she has recommended are included if the application were to be approved. She is satisfied that the new boathouse can be constructed without material damage to either trees' root systems.

8.27 The proposal would retain the Beech and Horse Chestnut trees located near to the boathouse. I support the retention of the trees. I consider the crowning of the branches that overhang the existing boathouse to be acceptable and would comply with policies 4/4 and 4/11 of the Local Plan 2006.

Elevations and Materials

8.28 It is considered that the design of the boathouse is appropriate for this type of building. It includes masonry at ground floor level and metal sheeting for the upper level and roof. I recommend the inclusion of a materials sample condition as recommended by the Urban Design and Conservation team. This will help to ensure the proposed fair-faced concrete blocks are treated appropriately. The blocks will need to be laid so they form an appropriate external wall which works with the character of the conservation area, with narrow mortar beds and finished joints.

8.29 The Urban Design and Conservation team also request that the fully glazed windows on the upper floors need to be framed so they are finely detailed. It is important that there are no heavy concrete floors visible through the glass to improve the visual appearance of the building.

8.30 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, 4/3, 4/4, 4/10, 4/11 and 4/12.

Disabled access

8.31 The Disability Panel has expressed disappointment that more effort has not been made to introduce some accessible features such as a platform lift and to make the boathouse accessible to disabled rowers, spectators and to make it a more suitable venue for private functions.

8.32 In response to these comments a Disability Provision statement has been provided to support the application. It explains that the City of Cambridge Boathouse does not have the specialised boats required for disabled rowing but a neighbouring boathouse does have these along with disabled WC and changing facilities. The provision of a platform lift would reduce

the number of boats able to be stored on site (by 5-8 boats) so the applicant is reluctant to install a platform lift. They also note that the clubhouse social functions are limited to the club. I consider their response helps to explain the lack of disabled facilities on site. As a neighbouring boathouse is able to provide disabled rowing facilities, I consider this helps to justify the lack of disabled facilities at the City of Cambridge boathouse which is a constrained site.

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

Residential Amenity

Impact on amenity of neighbouring occupiers

Relationship with adjacent dwellings

Boathouses

- 8.34 The proposed replacement boathouse is located between the boathouses of Cambridge 99 Rowing Club Boathouse and First Trinity Boathouse. Due to the use of the proposed neighbouring buildings I do not consider the proposed replacement boathouse would adversely harm these neighbours' amenities.
- 8.35 Nearby boathouses have requested that at least one of the access routes by the City of Cambridge Boathouse is maintained during construction and that the proposed access road width is maintained as shown once approved. I see these as valid concerns. If the application were to be approved I recommend the Traffic Management Plan condition be included as requested by Highways. If Planning Committee are minded to approve the application I have also recommended a standard condition be included that it is approved in accordance with the drawings. This would ensure the access routes are kept at the size proposed. The Design and Access Statement also confirms the 2.9m wide access on land owned by Cambridge 99 will remain and be unaffected by the proposed development.

No.92 Kimberley Road

- 8.36 No.92 Kimberley Road is located to the north-west of the replacement boathouse and on the opposite side of the access road that links to Kimberley Road. This single storey house that has been constructed to maximise light, with high level windows located around the property along with standard glazed windows. Most windows (excluding the high level ones) are located on the south and western elevations of the property. The outdoor amenity space is located to the south-west of the main property.
- 8.37 The applicant has supplied a Daylight and Sunlight report (dated 13th April 2016) that assesses the impact of the replacement boathouse on No.92 Kimberley Road. Seven windows were assessed at this property, these are on the southern facing elevation by the access road and on the western elevation the windows closest to the boathouse. It assessed the Vertical Sky Component, Available Sunlight Hours and Daylight Distribution and it concluded that all the windows meet the BRE Guidance. A further study was submitted dated 12th October 2016 of the outdoor amenity space at No.92 Kimberley Road. The report demonstrates that the BRE guidance are also met for this area.
- 8.38 A neighbour does not agree with the daylight and sunlight study as the report states it *'would have very little impact on 92 Kimberley Road and the residents would experience no effect or a minimal reduction in light'*. They believe it would impact upon light reaching this dwelling and its garden. However, I consider that as the report has been conducted in accordance with the BRE guidance its results are valid.
- 8.39 The proposed boathouse has no windows on the rear elevation facing towards No.92 Kimberley Road. High level side windows are proposed on the north-west elevation of the boathouse at first floor level, which avoids overlooking of nearby properties. The windows at second floor are located on a wall set in 1.2m and are located towards the front of the building. They are partially screened by the roof of the boathouse. Due to the position of these windows I do not consider they will lead to a loss of privacy to neighbours. In my opinion the high level rooflights would not affect the privacy of neighbours.

8.40 The proposed boathouse is larger than the existing boathouse. The rear part of the boathouse remains single storey. The replacement boathouse extends to 3.77m high at the rear in comparison to 2.9m high as existing. The rear roof section on the main part of the replacement building is hipped which helps to lessens the impact of the proposal. An access road separates the site from No.92 Kimberley Road. On balance, I consider the replacement boathouse would not be detrimental to the outlook or lead to a sense of enclosure to No.92 Kimberley Road due to its position and scale at the rear.

Dwelling approved planning permission on land behind 89-91 De Freville Avenue

8.41 Planning permission (reference 15/1710/FUL) was granted in January 2016 at Planning Committee for a single storey detached dwelling. It would be sited to the north of the access road linking to Kimberley Road and to the north-east of the replacement boathouse. It has not yet been constructed. The new house's footprint forms an 'L' shape which helps to reduce the impact of the proposed boathouse on this dwelling. This is because the part of the site nearest to the boathouse is where the building is set back. Following the submission received by Right of Light Consulting on behalf of the owners of 89 De Freville Avenue, a daylight and sunlight study has been carried out to assess the impact of the development on the approved dwelling. This demonstrates there will be no detrimental loss of light to the new property from the proposed boathouse.

8.42 There are no rear facing windows on the boathouse. High level glazing is proposed on the south-east elevation at first floor level. I do not consider this nearby property would experience a loss of privacy as a result of the proposal.

8.43 A large Horse Chestnut tree helps to screen the replacement boathouse from this dwelling. Due to the setback position of this dwelling, I do not consider the replacement boathouse would be detrimental to outlook or lead to a sense of enclosure to this dwelling.

No.89 and 91 De Freville Avenue

8.44 The proposed new dwelling at the end of the rear gardens of No.89 and 91 De Freville Avenue has been approved planning

permission but has not yet been built. This new dwelling would be located on the piece of garden land closest to the boathouse. If this were to be built this new dwelling along with the existing trees including the Horse Chestnut tree, Beech tree and trees within the gardens of these properties would help to screen much of the proposed boathouse from these properties and gardens along De Freville Avenue. If this new dwelling were built I do not consider the proposal would result in an unreasonable loss of light, outlook or privacy to these neighbours' properties or gardens.

- 8.45 As the new dwelling approved planning permission is yet to be built I shall also consider the impact of the proposal on these neighbours' without this new dwelling constructed. The properties of Nos. 89 and 91 De Freville Avenue have long gardens. I do not consider the proposal would lead to an unreasonable loss of light, privacy or outlook to these properties located to the north-east of the site as these properties are located over 40 metres from the proposed boathouse. A neighbour is concerned about loss of light to their garden as a result of the proposal. These neighbours to the north-east have a solid wooden fence/gate along their boundary opposite the boathouse site. The replacement boathouse remains sited the same distance from this neighbour's boundary (over 6m). The proposed single storey rear element of the proposed boathouse extends to 3.77m high for a depth of between 1.8m and 2.8m before it rises a further 3.2m high to the edge of the hipped roof and then rises a further 1.6m to the top of the rear hipped roof. At its maximum height it measures 10.9m high. I consider the combination of the single storey structure and hipped roof help to reduce the impact on the amenity space of No.89 and 91 De Freville Avenue. The Horse Chestnut and Beech tree and trees in the rear of these gardens provide some screening to these amenity spaces. As the rear gardens of these properties are relatively large I do not consider there would be an adverse loss of light to these neighbours' gardens to the north-east.

Other nearby buildings

- 8.46 The boathouse is accessible via an access road linking to Kimberley Road. No. 90 Kimberley Road, the Fitzwilliam boathouse and CRA Boathouse are located adjacent to this access road. Beaulands Close properties are located to the east of the proposal. I do not consider these buildings and

gardens would experience a loss of light, outlook or privacy due to their position. The impact of the proposal upon the access route has been discussed under paragraph 8.35.

Concern over use of flat roof

- 8.47 A neighbour has requested a condition that the flat roof of the single storey extension is not useable or accessible and no further windows are added. No rear windows and doors are proposed and therefore I do not consider it necessary to include a condition to prevent access to this area. If a subsequent application requests doors or windows adjacent to this area then it can be dealt with as part of that application.

Impact on parking

- 8.48 The Design and Access Statement considers traffic and parking arrangements. There is currently no vehicular parking facilities at the current boathouse and none will be provided for the new boathouse. Deliveries currently park in front of the building and this will continue with the new boathouse. Most people travel to the existing boathouse by foot or bike. The boathouse hopes there will be an increase in the number of people using the facility but anticipates these will come from existing boathouses.
- 8.49 In my opinion, I consider it is unlikely that the proposed replacement boathouse will lead to a significant increase in car parking demands along nearby streets. As the application proposes a replacement building rather than a new boathouse, I consider the pressure on car parking will not differ greatly compared to existing. Kimberley Road is closest to the boathouse and this street is within a Controlled Parking Zone. This will help to retain street parking for resident permit holders.

Noise and disturbance

- 8.50 It is unclear if there will be any fixed mechanical plant (rooftop or otherwise) associated with air conditioning or extraction. Therefore in line with Environmental Health's comments I recommended a plant condition be included due to the proximity of residential dwellings.
- 8.51 In the interests of amenity I recommend demolition/construction hours, piling and dust conditions if the application were to be

approved as requested by Environmental Health in the interest of residential amenities.

- 8.52 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.

Refuse Arrangements

- 8.53 Bin storage will be provided beneath the stairs to the replacement boathouse. As full details of the bin storage has not been provided I recommend the inclusion of a condition to ensure the provision appears acceptable.

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

Highway Safety

- 8.55 The Highways Authority considers that the proposal should have no significant impact on the public highway subject to the inclusion of a traffic management plan condition and informative. I consider this to be justifiable considering the potential impact on access routes used by residents and nearby boathouses.

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

Car and Cycle Parking

- 8.57 The revised elevation drawing includes an extended bar along the side of the proposed boathouse to hold 30 bicycles. The agent has also explained in an email on 19th October 2016 that there is room for additional bicycle storage within the building if needed. The Design and Access Statement explains the cycle storage rail will be offered for use to Trinity students as both boathouses are rarely used at the same time. I recommend a condition be included to demonstrate that 30 bicycles could be accommodated along the bicycle storage rail.

- 8.58 The proposal is for a replacement boathouse. The site is constrained and there is insufficient space to accommodate off

street car parking. No on-site car parking is currently provided for the existing boathouse. Kimberley Road is within a Controlled Parking Zone. The majority of the users to the boathouse arrive by bike or on foot. Under these circumstances, I consider it acceptable that the proposal has no on-site car parking provision under these circumstances.

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

Third Party Representations

8.60 A third party is concerned that the current proposal has had limited alterations to the previous scheme. Each application is assessed on its own merit.

8.61 Another third party queries why the additional height is needed. The purpose of this planning application is to improve the current boathouse facilities. At present some boats are stored along the side of the building. The proposal will provide additional boat storage space and improved facilities for the rowers. The proposed boathouse will be a similar height to its neighbouring boathouses.

9.0 CONCLUSION

9.1 In conclusion, I consider the proposal would be acceptable in terms of its scale and appearance and would preserve the character of the conservation area and nearby BLIs and Listed Buildings. I also consider it would not adversely harm neighbours' amenities.

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. 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 policy 4/13)

6. Before the development/use hereby permitted is occupied, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

7. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. The works shall take place in accordance with the approved details.

Reason: in the interests of highway safety and to comply with policy 8/2 of the Local Plan 2006.

8. The development permitted by this planning permission shall be carried out in accordance with the approved FRA WCP (Ref: ms/4965) and the following mitigation measures detailed within the FRA: 1. Finished floor level of the boathouse will be set at 4.54m.ODN. 2. The boathouse will be designed to allow flood waters to pass through the front and back walls up to 5.60m.ODN and allow the entire internal main area of the ground floor to flood. 3. Flood resilience measures will be incorporated into the design of the boathouse, as detailed in the 'Risk and mitigation' section of the FRA.

Reason: To comply with the National Planning Policy Framework 2012.

9. Prior to the commencement of development and with reference to BS 5837 2012, details of the specification and position of all protection measures and techniques to be adopted for the protection of any trees from damage during the course of any activity related to the development, shall be submitted to the local planning authority for its written approval in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP).

Reason: To protect trees of amenity value and accord with policies 4/4 and 4/11 of the Local Plan 2006.

10. Prior to commencement, a site visit will be arranged with the retained arboriculturalist, developer and Local Planning Authority Tree Officer to agree tree works and the location and specification of tree protection barriers and temporary ground protection.

Reason: To protect trees of amenity value and accord with policies 4/4 and 4/11 of the Local Plan 2006.

11. The approved Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect trees of amenity value and accord with policies 4/4 and 4/11 of the Local Plan 2006.

12. Before starting works, samples of the facing and roofing materials to be used shall be provided on site. This will include a sample panel of the fairfaced concrete blocks to agree the mortar finish. These details are to be agreed in writing with the local planning authority. The development shall be constructed in accordance with the approved materials and the quality of the approved materials shall be maintained throughout the development.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

13. No development shall take place until a full photographic record has been made depicting the exterior and interior of the building and a copy deposited with each of the following organisations: the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge, and the local planning authority. The precise number and nature of the photographs, drawings to be taken is to be agreed in advance with the local planning authority and the format in which they are to be displayed and titled is to be agreed with the local planning authority before the deposit is made.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

14. Prior to the commencement of development, full details of the on-site storage facilities for commercial waste, including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, or any other means of storage will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point and the arrangements for the disposal of waste shall be provided and shall include provision for a minimum of 50% recycling/organic capacity. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/12 and 4/13)

15. No development shall commence until details of facilities for the covered, secure parking of 30; number bicycles for use in connection with the development hereby permitted have been 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 satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

16. No external lighting shall be installed other than in accordance with details that shall previously 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: In the interests of amenity. (Cambridge Local Plan 2006 policies 3/11 and 4/13)

INFORMATIVE:

We encourage the installation of nest boxes for swifts and/or house sparrows as an ecological enhancement of the site.

INFORMATIVE:

Foul drainage from the proposed development shall be discharged to the public foul sewer unless it can be satisfactorily demonstrated that a connection is not reasonably available.

INFORMATIVE:

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. A sustainable scheme for the disposal of uncontaminated surface water will be required. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: - Traffic Management Plan

The principle areas of concern that should be addressed 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.