

<b>Application Number</b>	17/1297/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	7th August 2017	<b>Officer</b>	Mairead O'Sullivan
<b>Target Date</b>	2nd October 2017		
<b>Ward</b>	Coleridge		
<b>Site Proposal</b>	Adkins Corner Perne Road Cambridge CB1 3RU New block to rear containing three 3xbed residential units with roof terraces following demolition of existing retail storage space at first floor and changes to the external appearance of the existing elevations along with revised access arrangements from Perne Road, courtyard at first floor level, car and cycle parking and associated landscaping.		
<b>Applicant</b>	SJK Properties Ltd		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The proposed new block and works to the existing building are considered acceptable in terms of design (subject to shopfront details).</li> <li>- The proposal would not have any significant adverse impact on the amenity of surrounding occupiers.</li> <li>- The proposal would provide a good standard of amenity for future occupiers.</li> </ul>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 The application site lies on the corner of Perne Road and Cherry Hinton Road. The ground floor is comprised of a number of retail units with car parking to the front. Most of the upper floors are in residential use. A number of units were recently

granted prior approval for change of use from B1(c) office use to C3 residential use. Most of these units are accessed from the rear of the building.

- 1.2 The remaining space to the rear is used for storage and servicing for the retail units. Car parking for customers of the retail units is to the frontage.
- 1.3 The façade of the building currently looks run down and in need of upgrade. The building is finished in brick with a railing and balcony running along the whole of the first floor. There are four existing retail units at ground floor. Budgens occupy the largest unit and have covered most of the shopfront in vinyl decals. A bookmakers, pharmacy and carpet shop occupy the remaining smaller units which front onto Perne Road.
- 1.4 Outside of the application site, but still within the same applicant ownership, is a Kwik-Fit garage with residential units above. This has not been included within the application as the garage has a long term lease of the unit.
- 1.5 The site lies within the Adkins Corner local centre.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks full planning permission for the construction of a residential block to the rear of the site comprising of 3 no. x 3 bedroom units with roof terraces. This will follow from the demolition of existing storage space at first floor which serves the existing retail unit. Alterations are proposed to the existing elevations along Perne Road including re-cladding and upgrading the façade. A revised access and servicing arrangement is proposed. At the moment the large retail unit is serviced from the rear. Large lorries reverse from Perne Road along the access and are unloaded into the rear storage area. The revised proposal would see a dedicated loading bay added to the front. This will overcome the need to stop traffic. Following the revised servicing arrangement and removal of the storage block, a courtyard with car parking and landscaping is proposed to the rear. This will also incorporate bike and bin storage for the residential units.
- 2.2 The application has been revised since submission. There were concerns that the original proposal would not have provided an

adequately high standard of amenity for future occupiers of the flats. The application has been amended reducing the number of units and the size of the units from 4no. x 4 bedroom units to 3no. x 3 bedroom units. The external courtyard area at first floor has been increased in width and the new block has been shifted further north. A roof terrace has been introduced to provide the new units with south facing amenity spaces. The balconies to the existing units, which were to be removed, have been reinstated. Secure cycle parking has been provided. Additional cycle parking has also been provided to the front of the retail unit. A platform lift has been incorporated. The applicant has confirmed that the units will have a level threshold to allow wheelchair access.

- 2.3 Much of the upper floors are already in residential use. The remainder of the units, which have yet to be converted, have received prior approval to change from office to residential (17/1315/B1C3). This change does not require planning permission and is not included as part of the current application. As it stands, these existing residential units are poor quality and in need of an upgrade. The access arrangement is also poor with the units being accessed from the rear; in close proximity to the retail servicing area. The existing storage block encloses the area where the units are accessed from and means that the access arrangement is fragmented with this block preventing a through access.

### 3.0 SITE HISTORY

- 3.1 The site has an extensive planning history; the relevant most recent history is shown in the below table.

Reference	Description	Outcome
17/1315/B1C3	Prior Approval notification of proposed change of use of the corner office on first and second floors from B1(a) (offices) to Class C3 (dwellinghouses)	Prior approval granted
11/0337/FUL	Proposed change of use of Class B1(a) offices and surplus storage/welfare accommodation into 6no residential units.	Permitted

09/0829/FUL Replacement of existing public telephone kiosk combining public payphone service and ATM service. The proposal involves shifting the kiosk back by 0.5m. The proposal requires the provision of 4 protective bollards at the request of the Crime Prevention Officer. Permitted

#### 4.0 PUBLICITY

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

#### 5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/3 3/4 3/7 3/11 3/12 3/14 4/13 5/1 6/7 8/2 8/6 8/10 10/1

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

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p>
Supplementary Planning Guidance	<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>
Material Considerations	<p><u>City Wide Guidance</u></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>Cycle Parking Guide for New Residential Developments (2010)</p> <p>The Cambridge Shopfront Design Guide (1997)</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 policies in the emerging Local Plan that should be taken into account.

## **6.0 CONSULTATIONS**

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

#### *First comment*

- 6.1 No objection: The proposal seeks to justify a low level of car parking provision. Most of the units are substantial. The proposal will require an alteration to the existing Traffic Regulation Order controlling on-street car parking. This must be a pre-commencement condition if the planning authority is minded to approve the application. The Traffic Regulation Order is subject to consultation. Informatives are also recommended.

#### *Second comment*

- 6.2 No comment to make on the revised plans. The previous comments still apply.

### **Environmental Health**

- 6.3 No objection: Conditions are recommended regarding demolition/construction hours, collections and deliveries during demolition/construction, dust, plant noise insulation, traffic noise insulation, and delivery times to the commercial units. Informatives are requested regarding plant noise insulation and dust,

### **Refuse and Recycling**

- 6.4 No comments received.

## Urban Design and Conservation Team

### *First comment*

- 6.5 Objection: The principle of development is acceptable and does not appear to have a significant impact on neighbouring occupiers. The number of units is placing significant pressure on the provision and quality of amenity space. The existing balconies are removed leaving these units without any private amenity space. The first floor courtyard is enclosed and would be constantly in shade. A light study is requested for the new flats given their proximity to the existing building. The arrival space is narrow and not well overlooked. All cycle parking is externalised and unsecure. Concerned that part of the site, the Kwik-Fit building, is outside of the application. Query how access to the allotments would work. The revised plans give a horizontal emphasis to the frontage and the loss of the balconies removes the domestic quality of the upper floors. There are concerns about the use of timber cladding.

### *Second comment*

- 6.6 No objection: The number of units has been reduced and south facing roof terraces have been introduced. The balconies to the existing units have been reinstated. The width of the courtyard has been increased; details of the landscaping to the threshold spaces should be conditioned. The new units are now closer to the northern boundary; this results in a small increase to shading at noon on 20<sup>th</sup> March to the rear garden of 10 Perne Road but the rear of the property remains unaffected and this increase is not considered significant. The principle of cycle storage lockers is acceptable but details should be conditioned. Cycle parking should be allocated for increased security. The reinstatement of the balconies is welcome. Details of how signage is incorporated into the ground floor retail unit, stallrisers, and a signage zone should be incorporated. Details of the materials for the refurbishment of existing and the construction of the new units, including colour and junctions between materials, should be conditioned.

## **Head of Streets and Open Spaces (Sustainable Drainage Officer)**

- 6.7 No objection: The proposed development provides an opportunity to reduce surface water runoff from the site and include SuDS into the drainage design to provide water amenity, biodiversity, quality, and quantity benefits. A condition requiring surface water drainage details is requested.
- 6.8 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:

- 11 and 16 Brooklyn Court
- 336 and 340 Cherry Hinton Road
- 1 Lorris Court
- 9, 10, 12, 24 and 32 Perne Road
- Camcycle
- Resident of St Johns College

- 7.2 The representations can be summarised as follows:

- Concerned that increased number of residences will cause noise disturbance
- Supported the original proposal but the amended proposal would have a much greater impact on the amenity of surrounding occupiers.
- The new building would harm the amenity of surrounding occupiers in terms of overlooking, privacy, noise and visual impact.
- Light disturbance to surrounding gardens from new building
- Shadow plans are misleading and the impact on the houses on Perne Road, in terms of loss of light, is ignored
- Will increase traffic congestion in an already busy area
- Concerned about increased demand for on-street car parking
- The new servicing arrangement, to the front of the property, would be unsafe for pedestrians
- How will deliveries take place to the front when this space is currently taken up with car parking



- Request that deliveries do not take place before 7 am as they cause noise disturbance to local residents.
- The change to parking restrictions will be a problem for nearby residents
- Would harm aesthetic of area
- Urban design officer still has concerns
- Insufficient cycle parking
- No large-sized cycle parking
- Lack of covered cycle parking
- No cycle parking for employees of the shop
- Unclear how the residents' cycles are accessed
- The artists impression of cycle stands shows incorrect usage of Sheffield stands and would be impractical
- Concerned about loss of chemist/pharmacy; this is important to the elderly population who live in the nearby retirement blocks as other pharmacies are too far away to walk.
- The existing building can be improved without the need for a new block.

7.3 The owner/occupier of 10 Perne Road had originally written in to support the application but has now withdrawn support for the proposal. Their objection is included in the above summary of comments.

7.4 Councillor Rosy Moore has commented on the application. Her comments can be summarised as follows:

- The new design is more imposing on neighbours
- Overdevelopment of the site
- Removes all amenity space and does not provide a quality living environments for future occupiers.

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. Context of site, design and external spaces

3. Renewable energy and sustainability
4. Disabled access
5. Residential amenity
6. Refuse arrangements
7. Highway safety
8. Car and cycle parking
9. Third party representations
10. Planning Obligations (s106 Agreement)

### **Principle of Development**

- 8.2 Policy 5/1 of the Cambridge Local Plan (2006) states that proposals for housing development of windfall sites will be permitted, subject to the existing land use and compatibility with adjoining uses. Therefore, the development of housing is acceptable, however, considerations should be taken into account e.g. impact on neighbour amenity and visual aesthetics.
- 8.3 The proposal reconfigures the retail provision at ground floor. This would result in the loss of a number of smaller units. However, the total amount of retail floorspace would remain the same and as a result the proposal does not trigger policy 6/7. A number of representations raise concerns about the loss of the chemist/pharmacy. This use is not protected and there is no planning reason to resist its loss given that the amount of retail space on site remains unchanged.

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

- 8.4 The original proposal to alter the existing public facing façade was considered unacceptable. The balconies to the first floor were to be removed which would have resulted in the loss of the domestic appearance of the upper floors. The proposal was considered to have an unacceptable horizontal emphasis and whilst the building is in need of upgrade, the original proposal was not considered to be acceptable in design terms.
- 8.5 The proposal has been substantially revised and improved. The balconies have been reinstated. The façade is to be clad in insulated white render. Some pre-cast concrete cladding has been added to break up the render and help to add some vertical emphasis. The balconies maintain the domestic feeling of the upper floors and break up the mass of the building. The

Urban Design Officer has requested some further detail of the signage area for the retail units and the addition of a stallriser. The applicant will provide these details and an update will be provided on the amendment sheet.

- 8.6 The use of timber cladding to the rear was questioned by the Urban Design Officer. The applicant has provided a response confirming that additional measures could be taken to prevent damage to the cladding. We are satisfied that this is achievable. The proposed palette of materials is considered to be acceptable in principle. Further details are required by conditions 3 and 4.
- 8.7 The new residential block will not be prominent in any public views. The new addition replaces a storage area to the rear which looks fragmented and has no architectural merit. The proposal will improve the appearance of this space to the rear. Details of the materials to be used in the new block are required by condition to ensure it would be finished to a high standard.
- 8.8 The residential units would be accessed from Perne Road. New gates are to be provided, both car and pedestrian; details of which are requested via condition. This will create a private space to the rear for the residential units. The only access the retail units will have to this space to the rear is the shared refuse storage area. Cycle parking and car parking would be provided within this space. The residential units are all accessed at first floor level. Two stairs will be provided, and a platform lift, to bring occupiers to a shared first floor courtyard space.
- 8.9 The rear of the existing building would be re-clad in timber. The new block would have a flat roof with north facing terraces to the rear and sloped roof elements adjacent to the terraces with glazing. Timber cladding would be incorporated into the ground and first floors rising to act as balcony screens for the north facing terraces. The remainder of the block would be clad in fibre cement tiles.
- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

## **Disabled access**

- 8.11 There were concerns that as all of the residential units were on the first floor with stair access the proposal would not comply with policy 3/7 which states that development should have consideration for the needs of those with disabilities to ensure places are easily and safely accessible. A platform lift has been provided adjacent to the western stairs as part of the revisions to the scheme. The applicant has confirmed that all units will have level threshold access.
- 8.12 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

- 8.13 The revised proposal shifts the building in the rear closer to the northern boundary and as a result closer to the nearest neighbouring garden at 10 Perne Road. This results in an increase to overshadowing of the garden. The only time when there would be any significant overshadowing would be 12.00 on 20<sup>th</sup> March and the shadowing would only affect the southern side of the garden; the house itself would not be in shade. Given the overshadowing would be for a limited time and as a substantial part of the garden and the house itself remains unaffected, I am satisfied that this impact would not be significantly harmful to warrant refusal. The Urban Design Team share this view.
- 8.14 Although the residential block to the rear of the site has moved closer to the garden of 10 Perne Road, there is still a substantial distance between the block and the neighbouring site, with the rear accessway providing 5m of separation between the new block and the boundary of number 10. As a result I am satisfied that the proposal would not cause any significant enclosure to this neighbouring garden; whose main outlook is to the east.
- 8.15 There are rear terraces which face towards the gardens of these properties on Perne Road. These are shown to include a screen which is integrated with the timber cladding on the rear elevation. This would prevent any overlooking of the gardens of

the properties to the north on Perne Road. Details of all roof terrace screens are recommended to be dealt with via condition. This includes the provision of a cross-section to ensure the screens would be adequately high to prevent any overlooking. There are no windows in the end rear wall of these units. The kitchens of the units are served by high level glazing which would provide light to these rooms but prevent any overlooking. There are some bedroom windows that face toward these gardens but views from these windows would be obscured by the timber cladding.

- 8.16 The existing residential units are already enclosed by the existing storage area and the access to these units is poor and fragmented. The revised arrangement will create two coherent access points to the residential units, which currently are accessed from two unconnected stairs from the rear with no through way. The first floor courtyard has been widened and would now be a more welcoming space. The amenity spaces to the new units would be adjacent to a number of bedroom windows to the existing units. However I am satisfied that a screen could be provided to these terraces to ensure there would be no overlooking issues. A condition is recommended requiring approval of these details.
- 8.17 The proposal will result in an increase in the number of residents using the rear of the site. However, the revised servicing arrangement would significantly reduce the amount of vehicular movements to the rear and as a result I am satisfied that the proposal would be an improvement in terms of noise and disturbance to the surrounding occupiers to the rear of the site. The inclusion of a secure access point will ensure that the space to the rear is mainly accessed by the occupiers of the residential flats and will improve the security of the rear of the site.
- 8.18 The Environmental Health Officer has requested conditions regarding plant noise insulation and traffic noise insulation to the new units. Other conditions are requested to protect amenity during construction. A condition is also requested to control the hours of deliveries to the retail units. These are all considered to be acceptable and are included as conditions no's 8 – 13.

8.19 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

8.20 The reduction in the number of units proposed and the shifting of the building to the north has allowed an increase to the width of the first floor courtyard. This area would no longer appear cramped and although it is enclosed by buildings, the revised arrangement would be adequately wide and would now be able to get some light so would become a more usable space. The courtyard includes some shared and other private area with planting. This will be 6.6m wide. Some planting would be provided to demarcate the boundaries. The reintroduction of balconies to the existing residential units means that these occupiers will no longer rely on the courtyard as their only amenity spaces.

8.21 The revised design of the new block reduces the number and size of the units meaning there is more space and less pressure for space from additional users. The provision of a south facing terrace to these occupiers' means there would be an attractive outdoor amenity space for these units which are sufficiently large to accommodate a family (approx. 18.6 sqm). Occupiers of these units also have some semi-private space to the front of the units by the courtyard and a small enclosed north facing terrace (6.76 sqm) which allows a space for storage, drying clothes, etc.

8.22 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**

8.23 A shared bin storage facility for the residential units is to be provided on the ground floor adjacent to the retail bin storage area. This area is within close proximity to the western stairs and is relatively easily accessible to all of the units. I am satisfied that this arrangement would be acceptable. The only

access the retail occupiers would have to the rear is for bin storage. A condition is recommended to ensure that this is the case and another condition to ensure that all storage is provided internally within the allocated retail spaces and not within the private residential area surrounding the car parking to the rear.

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

### **Highway Safety**

8.25 The Highway Authority has stated that a Traffic Regulation Order (TRO) is required for the amendment to the car parking arrangement to the frontage. This process is subject to consultation. I understand from the applicant that they have submitted the relevant information to the County Council but as an objection was received, the application needs to be heard at a committee. The revised servicing arrangement is essential to the acceptability of the proposal and the additional block to the rear would not be feasible if servicing was to also remain to the rear of the unit as it would cause noise disturbance and potential safety issues for occupiers. A Grampian condition is recommended requiring that the TRO is in place prior to commencement of any works.

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

### **Car and Cycle Parking**

8.27 The original cycle parking arrangement was uncovered and unsecure. As the residential units are on the upper floors there was also no surveillance of the cycle parking. This was considered unacceptable and has been amended. The revised arrangement involves locker cycle store. This would provide a more secure arrangement and is considered acceptable in principle but details are required via condition. Some additional cycle parking stands are also to be provided to the front of the retail unit as there is currently a lack of cycle parking to serve the retail units.

8.28 A total of 12 car parking spaces are provided to the rear. This provision would serve the residential flats and is considered acceptable given the sustainable location of the site.

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

### Third Party Representations

8.30 I have addressed the majority of the issues raised by the third party representations within the body of my report but I will deal with any outstanding matters in the below table.

<b>Representation</b>	<b>Response</b>
Concerned that increased number of residences will cause noise disturbance	See paragraph 8.17
Supported the original proposal but the amended proposal would have a much greater impact on the amenity of surrounding occupiers.	The impact on the amenity of surrounding occupiers is assessed in paragraphs 8.11-8.17
The new building would harm the amenity of surrounding occupiers in terms of overlooking, privacy, noise and visual impact.	See paragraphs 8.13-8.19
Light disturbance to surrounding gardens from new building	I do not consider there would be any significant light disturbance given the limited amount of glazing to the rear
Shadow plans are misleading and the impact on the houses on Perne Road, in terms of loss of light, is ignored	I am satisfied that the shadow plans are accurate. The impact on no.10 in terms of overshadowing is assessed at paragraph 8.13
Will increase traffic congestion in an already busy area	I do not consider that the 3 additional units and revisions to the retail units would have any significant impact on traffic congestion.



Concerned about increased demand for on-street car parking	I am satisfied that the proposed car parking arrangement would be adequate
The new servicing arrangement, to the front of the property, would be unsafe for pedestrians	Details of the TRO required to change the parking to the frontage will be dealt with by the Highway Authority. The Highway Engineer has not raised any concerns.
How will deliveries take place to the front when this space is currently taken up with car parking	This is subject to a TRO to amend on street car parking. See paragraph 8.25
Request that deliveries do not take place before 7 am as they cause noise disturbance to local residents.	No deliveries are permitted before 07:00 as the revised servicing arrangement will result in large vehicles and unloading taking place in close proximity to residential windows. See recommended condition 13.
The change to parking restrictions will be a problem for nearby residents	I have no concerns regarding the change to car parking subject to the TRO being approved by the Highway Authority.
Would harm aesthetic of area	The proposed design is considered acceptable.
Urban design officer still has concerns	See paragraph 8.5. An update will be provided on the amendment sheet
Insufficient cycle parking	I am satisfied that the revised cycle parking arrangement is acceptable.
No large-sized cycle parking	There is no policy requirement for larger cycles.
Lack of covered cycle parking	Covered and secure cycle parking has now been provided
No cycle parking for employees of the shop	Some additional stands have been provided to the front of the retail unit.
Unclear how the residents' cycles are accessed	The resident's cycle would be accessed from the rear. Details are to be provided via condition.

The artists impression of cycle stands shows incorrect usage of Sheffield stands and would be impractical	This plan has been superseded. Cycle lockers are now to be provided. Details are recommended to be dealt with by condition.
Concerned about loss of chemist/pharmacy; this is important to the elderly population who live in the nearby retirement blocks as other pharmacies are too far away to walk.	See paragraph 8.3
The existing building can be improved without the need for a new block	I can only assess the application on the basis of what has been applied for.
The new design is more imposing on neighbours	See paragraph 8.13
Overdevelopment of the site	The proposal is considered acceptable in terms of design and is not considered to have any significant adverse impact on surrounding occupiers.
Removes all amenity space and does not provide a quality living environments for future occupiers.	The revised proposal provides more amenity space for future occupiers and reduces the number of additional occupiers of the site.

### **Planning Obligations (s106 Agreement)**

- 8.31 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.
- 8.32 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, with an uplift of three units, and as such no tariff style planning obligation is considered necessary.

## **9.0 CONCLUSION**

- 9.1 The proposal is considered to provide an improvement to the streetscene by upgrading the run-down façade. The proposal requires a Traffic Regulation Order to permit works to the highway which would allow a revised servicing arrangement. This is required as a pre-commencement condition to ensure that the revised servicing arrangement is achievable. The proposal would cause some overshadowing of part of the garden of 10 Perne Road but this is not considered significantly harmful to warrant refusal of permission.

## **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 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. Full details of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing are to be submitted to and approved in writing by the Local Planning Authority. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

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

5. Prior to the occupation of the residential units, large scale plans of the cycle parking for the residential units shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be installed in accordance with the approved details prior to the occupation of the residential units and shall be retained thereafter.

Reason: To ensure adequate cycle parking is provided to the residential units (Cambridge Local Plan 2006 policies 3/4 and 8/6)

6. Prior to the commencement of development, the amendment to the Traffic Regulation Order, controlling on street parking which is required to facilitate the revised servicing arrangement, must be approved and in place.

Reason: To ensure the revised servicing arrangement can be achieved and to protect the amenity of future occupiers (Cambridge Local Plan 2006 policies 3/4 and 8/2)

7. Following the approval of the Traffic Regulation Order and prior to the occupation of the residential units, all servicing of the retail units to the rear (other than the collection of refuse) shall cease. All servicing shall be carried out to the front of the retail units in accordance with the Traffic Regulation Order.

Reason: To Protect the amenity of future occupiers of the residential units (Cambridge Local Plan 2006 policies 3/4, 3/7 and 4/12)

8. 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)

9. 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)

10. 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

11. 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)

12. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings. The scheme as approved shall be fully implemented before the first occupation of the building and thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area (Cambridge Local Plan 2006 policies 3/4, 3/7 and 4/13)

13. Deliveries to the commercial units shall only take place between the following hours:

Monday to Saturday: 07:00 - 21:00

Sundays and Bank Holidays: 09:00-19:00

Reason: To protect the amenity of the existing occupiers of the site (Cambridge Local Plan 2006 policies 3/4 and 4/13)

14. No building hereby permitted shall be occupied until details of surface water drainage works have been submitted to and agreed in writing by the Local Planning Authority. Surface water drainage will be implemented in accordance with these agreed details.

Reason: To ensure the development will not increase flood risk in the area in accordance with the National Planning Policy Framework (2012)

15. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

16. Notwithstanding the approved plans, prior to commencement of development, details of screens to the north facing first floor roof terraces and the south facing second floor roof terraces shall be submitted to and approved in writing by the Local Planning Authority. Details shall include cross-sections to show the height of the screens.

Reason: To protect the amenity of surrounding occupiers (Cambridge Local Plan 2006 policy 3/4 and 3/12)

17. The balconies to the front of the building shall be implemented in full prior to the occupation of the residential units.

Reason: To ensure there is adequate amenity space for future occupiers (Cambridge Local Plan 2006 policies 3/7 and 3/12)

18. The platform lift shall be installed prior to the occupation of the residential units.

Reason: To ensure the residential units are accessible to wheelchair users (Cambridge Local Plan 2006 policies 3/7 and 3/12)

19. All storage for the retail units shall be internal and within the allocated retail space. No storage shall take place in the external space surrounding the residential car parking to the rear.

Reason: To protect the amenity of future occupiers of the residential flats (Cambridge Local Plan 2006 policies 3/7, 3/12 and 4/13)

20. Prior to the occupation of the residential units, details of the proposed gates and associated access arrangements from Perne Road, and details of low level lighting to the path, shall be submitted to and approved in writing by the Local Planning Authority. The gates and lighting shall be installed in accordance with the approved details prior to the occupation of the residential units and shall be retained thereafter.

Reason: To ensure the space to the rear is secure (Cambridge Local Plan 2006 policies 3/7 and 3/12)

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

**INFORMATIVE:** To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

**INFORMATIVE:** Before drainage 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:

- a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site to achieve a 20% reduction in peak flows and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
- b. provide a management and maintenance plan for the lifetime of the development.
- c. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.

**INFORMATIVE:** This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.