

<b>Application Number</b>	17/2214/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	16th January 2018	<b>Officer</b>	Sav Patel
<b>Target Date</b>	17th April 2018		
<b>Ward</b>	Trumpington		
<b>Site</b>	Land At Anstey Way Cambridge		
<b>Proposal</b>	Erection of 56 no. affordable apartments, car parking and associated landscaping		
<b>Applicant</b>	CIP LLP CIP Offices Mill Road Depot Mill Road Cambridge CB1 2AZ		

**SUMMARY**                    The development accords with the Development Plan for the following reasons:

- The proposed development would make efficient and effective use of brownfield land to provide 100% affordable housing;
- The design and scale of the proposed development would be in keeping with the character of the surrounding built form and make a positive contribution to the area;
- The proposed development would not have any significant adverse impact on the residential amenity of the surrounding neighbours;

**RECOMMENDATION: APPROVAL**

## **0.0 BACKGROUND**

0.1 This planning application has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. The purpose of the partnership is to help increase the amount of affordable housing within Cambridge. The target

is to provide 500 new dwelling across the City using mainly council owned sites/assets. The City Council has received £70million support from central government as part of the Devolution Deal to help achieve this target.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site area is 0.52 hectares and located on the northern side of Anstey Way. The site is enclosed by a loop road which extends off Anstey Way. The loop road is also called Anstey Way.
- 1.2 The site has been cleared of all buildings and structure. Previously, the site consisted of 28 residential units contained within a three storey block of flats (12 flats) and 16 single storey bungalows. The three storey block of flats was located at the front of the site (south) with a green area to the rear separating the flats from the single storey bungalows. The site is currently surrounded by hoarding.
- 1.3 The site is surrounded mainly by two storey housing development to the north and east. The dwellings to the north are characterised by two storey semi-detached and detached buildings. The dwellings to the east in Paget Road are set away from the site due to the depths of the rear gardens (approx. 34 metres). Each property benefits from rear access from the eastern arm of Anstey Way. The terrace of no.s 1 to 7 Paget Road are laid out at an angle on the corner of Anstey Way and Paget Road. These dwellings are set back from the Paget Road and are located closer to the site as they have smaller rear gardens.
- 1.4 To the west of the site are two and three storey dwellings and the three storey crescent building consisting of flats on the first and second floor and commercial use on the ground floor. The crescent building faces over green space which is visible from adjacent to Trumpington High Street.
- 1.5 In terms of site constraints, the site is not located within the Trumpington Conservation Area and there are no Listed Buildings or Buildings of Local Interest within close proximity to the site. The Conservation Area boundary extends from Trumpington High Street up to the crescent building to the east of the site. Therefore whilst the site is not within the

Conservation Area the development will affect its setting.

- 1.6 There are no trees within the site and there are no trees adjacent to the site that are protected by Tree Preservation Orders. There is a playing field and community pavilion approximately 60 metres to the east of the site.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is for the redevelopment the site to create 56 new affordable homes of which 12 are specifically proposed for over 55's. The proposal also includes car parking, bin and cycle storage and landscaping. All 56 new units are proposed to be in the form of 1, 2 and 3 bed flats
- 2.2 The proposed flats are to be accommodated within 11 two and three storey apartment blocks (Blocks A, B, C, D, E, F, G, H, J, K and L) which are arranged around the perimeter of the site. The apartment blocks would enclose an internal court, which would provide two areas of communal outdoor space and two car parking courts. The over 55's units would be located at the northern end of the site in Blocks G, H and J. The communal garden for the over 55's would be separated from the rest of the site with a boundary fence. The over 55's units would be arranged in three two storey pitched blocks.
- 2.3 The proposal would provide two areas of communal outdoor space totalling 389.55sqm. Each apartment is proposed to have a balcony/terrace.
- 2.4 The proposal includes 50 car parking spaces (including 7 wheelchair accessible spaces and 14 visitor spaces). 35 of these spaces would be located within two parking courts within the site. 11 car parking spaces are proposed to be allocated for the over 55's units. These spaces would be located in front of and to the side of Block H, G and J. 4 visitor spaces are proposed at the front of the site on Anstey Way. The proposed layout includes two vehicle entrance points to the internal parking courts. One is located on the western side of the site and other on the east. The western entrance would serve apartment blocks A,E,F,K and L. The eastern entrance would serve apartment blocks B, C and D.

- 2.5 In terms of cycles and bins, the proposal includes 97 cycle parking spaces and waste storage for 3 waste streams within secure stores on the ground floor of the development.
- 2.6 The proposal would result in a net increase in residential units of 28 on the site over and above the 28 units previously on the site.
- 2.7 The following supporting information has been submitted with this planning application:
- Planning Statement;
  - Design and Access Statement;
  - Air Quality Assessment;
  - Ecology Report;
  - Flood Risk Assessment & Drainage Strategy;
  - Noise Impact Assessment;
  - Phase 1 Ground Condition Study;
  - Transport Statement; and
  - Tree Survey.
- 2.8 Following consultee comments the proposal has been amended to resolve and take on board the concerns raised by consultees. Amended plans were submitted on 22 February 2018. The amendments relate mainly to the following:
- The widening sections of the eastern and western arms of Anstey Way to 5 metres in response to highway concerns;
  - The layout of the cycle stores have been improved so they are all have Sheffield stands;
  - Provision has been made for cargo bikes;
  - Bin stores are located within 10 metres of the collection points;
  - Two entrance points have been introduced in the north

elevation of the over 55's to improve articulation, circulation and access;

- The first and second floor windows in the eastern elevation serving apartment Block C have been replaced with angled windows to mitigate overlooking into the gardens of the properties in 1 to 7 Paget Road.
- Alterations have been made to the entrance/exit points to improve visibility splays;

2.9 I have re-consulted consultees on the proposed amendments. I also re-consulted the residents in 1 to 7 Paget Road on the amendments to the windows in the east elevation.

### 3.0 SITE HISTORY

Reference	Description	Outcome
17/1133/DEMD ET	Demolition of flats and bungalows	Permitted

### 4.0 PUBLICITY

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

### 5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Plan 2006	Local 3/1 3/4 3/7 3/8 3/11 3/12 5/1 5/5 5/9 /510 8/1 8/2 8/3 8/4 8/5 8/10 8/16

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Affordable Housing (January 2008) Planning Obligation Strategy (March 2010) Public Art (January 2010) <u>City Wide Guidance</u>
Material Considerations	Cambridge Walking and Cycling Strategy (2002) Cycle Parking Guide for New Residential Developments (2010)

### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some

weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## **6.0 CONSULTATIONS**

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

1<sup>st</sup> comments:

- 6.1 Recommends refusal. No improvement is proposed to be carriageway width on Anstey Way. The carriageway [behind the crescent building] is currently too narrow to allow vehicles to pass each other conveniently and increased traffic on the western arm will lead to increased overrunning of the footway and verge, and lead to stopping within the carriageway or reverse back onto the road to the detriment of highway safety.
- 6.2 Highway Authority no longer accepts additional streets trees as it cannot undertake the ongoing maintenance burden. If trees are required then future maintenance of these will need to be undertaken by others;
- 6.3 The car parking provision is based upon maximum standards and the surrounding streets are uncontrolled parking. This is likely to impose parking demands upon on street parking which could impact the residential amenity but unlikely to result in any significant adverse impact on highway safety;
- 6.4 Vehicular and pedestrian visibility splays on the submitted drawing are required.
- 6.5 Subject to the above, if the planning authority is minded to approve the proposal in its current form then the following

conditions and informatives are recommended:

- No unbound materials;
- Remove PD rights for gates;
- To lay the access to CCC specification prior to first use;
- Construct access with adequate drainage measures;
- 2.0m x 2.0m visibility splays
- Keep manoeuvring area free from obstruction;
- Access shall be provided as shown on the approved plans;
- Traffic management plan to be agreed prior to demolition or construction;
- Traffic management plan informative;
- Offence to carry out works to a public highway informative;
- No overhanging public highway informative;
- Public utilities informative;

2<sup>nd</sup> comments:

- 6.6 The access on the eastern side of the site will require the eastern arm of Anstey Way to be widened to 5 metres to allow vehicles pass. The widening has been requested to be highway south of the access into the parking court.

### **Transport Planning Team (County)**

1st comments:

- 6.7 Holding objection on the basis that a robust assessment of the application cannot be undertaken until the outstanding information is provided.
- 6.8 Trip generation – separate trip rates for flats and house should be applied to the respective number in the proposal. Trip

generation should be provided for the existing development, proposed development and net difference for each peak and daily trip.

2<sup>nd</sup> comments from the Transport Planning Team on revised transport statement submitted on 20<sup>th</sup> Feb:

6.9 Comments awaited. I will add any further comments on to the amendment sheet or report them orally in my presentation.

### **Environmental Health**

6.10 The proposal is acceptable subject to the following conditions:

- Construction hours;
- Collection during construction;
- Construction/demolition noise/vibration and piling;
- Dust;
- Ventilation scheme;
- Contamination – previously unidentified;
- EV charging points;
- Dust informative;
- Demolition/construction noise/vibration informative;

### **Growth Project Officer (Housing team)**

6.11 The proposed quantum, tenure and mix of housing is acceptable in this location.

### **Urban Design and Conservation Team**

6.12 Conservation team

6.13 No material conservation issues with the proposal.

6.14 Urban design comments:

## 1<sup>st</sup> comments

- The principle of redeveloping this brownfield site to make better use of the land is supported in urban design terms;
- The site is located within a sustainable location in terms of the local shops, services and well positioned in terms of access to the city centre, railway station, Addenbrookes hospital and the playing field which is less than 100 metres to the east;
- The overall approach to break up the form of development into a series of buildings (11) each with their own access core is supported;
- The location of the three storey elements along the southern boundary and two storey forms located along the northern boundary responds to the suburban character of the site;

### 6.15 Layout, movement and access:

- The overall layout and arrangement of buildings creates a structure that provides well defined edges and fronts onto adjacent streets;
- All apartments appear to meet the emerging local plan space standards;
- Majority of units are dual aspect – concerned with the potential overheating of the 3 single aspect south facing units within Block C;

### 6.16 Northern block: over 55's building:

- Need to create a legible, shared main entrance for the over 55's building from the northern frontage to create a better relationship between the units and car parking as well as improve the quality of arrival space. Explore parallel parking arrangement to better resolve green areas. Clarify parking ratio.

#### 6.17 Central interior courtyard:

- Parking is well overlooked by the adjacent apartments and tree planting is incorporated which provides the potential to enhance the quality of these spaces and mitigate the visual impact;
- A central shared landscaped area (15m x 14m) divides the two courtyards, softening the interior and supplementing the private amenity space that apartments benefits from;
- We consider that concrete block pavers should be used instead of tarmac to further reinforce the private interior and create a more domestic character and appearance. These have been used successfully in similar situations on Aura Phase 1 and 2 at Clay Farm. Permeable paving could also be employed;

#### 6.18 Cycle stores:

- We have undertaken a detailed review of each of the bike stores proposed and we are concerned that stores G, B, C are not physically large enough to accommodate the required number of bikes;
- For a scheme of this density, with a car parking provision of less than 1:1, it is essential that bike provision is of high quality and that it meets the principles and dimensions set out in the guidance to ensure it is convenient, accessible and easy to use;
- Need to undertake detailed review of each bike store applying the dimensions requirements set out in the Cycle Parking Design Guidance and amend where necessary;

#### 6.19 Scale and massing:

- The proposed scale and massing is considered appropriate to the site's context;
- The proposed heights of buildings along the main southern

frontage are similar in height to the previous building. Here the combination of stepped building lines, gabled features, pitch roofs and projecting balconies creates a vertical rhythm that compliments existing buildings;

- The remainder of the street frontage steps down to 2 storey forms and is set back to manage the transition to the more suburban scale and character to the north. Flat and pitched roof forms, building line set backs and gaps, successfully break down the length of this frontage;

#### 6.20 Elevations and materials:

- We are still of the view that full height windows need to be rationalised, so that the large windows are provided mainly for the living spaces. This will help to further refine the massing by creating an ordered hierarchy to the windows, and practically it will provide greater internal space to place furniture.
- Full height windows on the eastern façade of block C could also create overlooking issues into the rear gardens of the Paget Road properties closest to the site.
- Further work required to rationalise the number of full height windows and explore solutions to resolve any overlooking issues. Suggest the introduction of a vertical recessed shadow gaps to further break down each frontage to a scale of individual dwellings.
- We support the palette of materials outlined in the DAS, which strikes a good balance between diversity and unity.

2<sup>nd</sup> comments in response to revised plans received on 22<sup>nd</sup> Feb:

#### 6.21 Main issues/concerns raised previously have been addressed through the submission of amended plans subject to conditions.

- Access to the over 55's units from the north elevation has been provided which resolves the previous concerns with the side accesses being the primary entrances;

- The applicant has undertaken a detailed review of the proposed bike store and amended the plans accordingly. The revised bikes stores are well integrated and the semi-vertical stand have been removed completely leaving sheffield stands;
- The proposed amended bike storage provision now meets with the requirements set out in the Cycle Parking Design Guide;
- The revised proposal also demonstrate ability to accommodate non-standard/off gauge bikes;
- We suggest the use of low stands to accommodate/park non-standard/off gauge bikes. This can be secured by condition;
- Visitor cycle parking is unclear but there is space within the site to accommodate this provision. This can be controlled by condition.
- The proposed projecting angled windows within the eastern elevation of Block C appear integrated into the overall façade and are acceptable features and solution to address the overlooking concerns;
- Detailing of the final quality of the scheme will be important and there a materials condition is recommended as well as a sample panel condition;

### **Senior Sustainability Officer (Design and Construction)**

6.22 Whilst some aspects of the proposal are supported from a sustainable design and construction perspective, further information is required such as:

- Sustainability statement and the Council's Sustainability Checklist;
- A renewable energy statement that demonstrates 10% reduction in carbon emissions through the use of renewable energy in line with policy 8/16;

2<sup>nd</sup> Comments following receipt of additional information;

6.23 The proposed development is acceptable subject to the following conditions:

- 10% Renewable energy statement;
- Water efficiency

### **Head of Streets and Open Spaces (Tree Team)**

6.24 Whilst there is no objection to the removal of the trees required to accommodate the proposed development due to their limited stature and/or poor health, it is important for any development to accommodate a reasonable level of tree cover. Therefore due to the extent of building there is limited space on site for new trees the application is not supported.

2<sup>nd</sup> comments on revised plans:

6.25 Comments awaited. I will add comments on the amendment sheet or report them orally in my presentation.

### **Head of Streets and Open Spaces (Landscape Team)**

6.26 No recommendation has been made based upon the proposal as submitted. The Landscape Officer has requested the following information and comments to be taken on board:

- The surrounding context has not been taken into account during the design process;
- A strategy for tree planting should be prepared which makes the most of the site perimeter which appear to be able to accommodate more trees than currently shown;
- Some areas defined as planted area are too deep and large to be adequately maintained;
- The planting plans are suitable to leave for condition clearance but outline strategies should be included in final information for approval.

2<sup>nd</sup> comments on revised plans:

6.27 Comments awaited. I will add comments on the amendment sheet or report them orally in my presentation.

### **Cambridgeshire County Council (Flood and Water Management)**

6.28 No objections in principle to the proposed development subject to a surface water drainage condition.

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

6.29 The proposed development is acceptable subject to the following conditions:

- Surface water drainage;
- Infiltration testing result and calculations;
- Drainage works implemented prior to occupation;

### **Head of Streets and Open Spaces (Nature Conservation Officer)**

6.30 The proposed development is acceptable subject to condition for the installation of bird boxes on the new building.

### **Planning Policy**

6.31 No comments to make.

### **Cambridge Airport**

6.32 No objection to the proposal due to maximum height of the proposed buildings. Airport has requested to be informed of any construction plan for the use of cranes.

### **Developer Contribution Monitoring Unit**

6.33 Community facilities:

Given the scale of the proposed development on this site, and in line with the funding formula set out in the Councils Planning Obligations Strategy 2010, a specific S106 contribution of £34,534 (plus indexation) is requested towards the provision of and / or Improvement of community facilities and equipment at Trumpington Pavilion, Cambridge.

6.34 Indoor Sports:

Given the scale of the proposed development on this site, and in line with the funding formula set out in the Councils Planning Obligations Strategy 2010, a specific S106 contribution of

£15,871 (plus indexation) is requested for the provision of and / or improvement and enhancement of indoor sports provision at the Trumpington Sports Centre, Lime Avenue, Cambridge, with specific provision for Inclusive Fitness Initiative (IFI) kit within the gym area.

#### 6.35 Outdoor Sports:

Given the scale of the proposed development on this site, and in line with the funding formula set out in the councils Planning Obligations Strategy 2010, a specific S106 contribution of £14,042 (plus indexation) is requested for the provision of and / or improvement of, and enhanced access to the grass sports pitch provision on King George V memorial playing fields off Antsy Way, and improvements to the existing changing facilities to support and enhance outdoor sport usage on the playing fields

#### 6.36 Informal Open Space:

Based on the funding formula set out in the councils Planning Obligations Strategy 2010, it is proposed that the council requests £14,278 (plus indexation) towards the provision and/or improvement of and/or access to Informal Open Space (including landscaping) at King George V Memorial Playing Field, Cambridge.

#### 6.37 Play provision for children and teenagers:

Based on the funding formula set out in the Council's Planning Obligations Strategy 2010, it is proposed that the council requests £15,484 (plus indexation) towards the provision and/or improvement of the children's play area at King George V Memorial Playing Field play area, Cambridge.

### **Public Art**

6.38 I would recommend that a public art condition is included on any decision notice. The developer should consider opportunities for public art to be integrated into the scheme (i.e. through detail finishes or landscaping) and how the public art can engage local communities. Definitions of public art and the types of public art that are acceptable can be found at pages 12- 14 of the Public Art Supplementary Planning Document - if a permanent feature

is not possible, there are opportunities to explore temporary installations. A critical requirement is that the commissioned work is original, of high quality, designed for the community and produced or facilitated by an artist or craftsman. The Public Art SPD also includes details of how to commission an artist.

### **Cambridgeshire Constabulary (Architectural Liaison Officer)**

6.39 The application is supported.

### **Cambridgeshire County Council (Education)**

6.40 The County Council does not require developer contributions towards the mitigation of education, libraries, lifelong learning and strategic waste.

6.41 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:

8A Anstey Way;  
1 Paget Road;  
3 Paget Road;  
5 Paget Road;  
7 Paget Road;  
9 Paget Road;  
13 Paget Road;  
15 Paget Road;  
17 Paget Road;  
19 Paget Road;  
30 Lingrey Court;  
31 Lingrey Court;  
32 Lingrey Court;  
40 Lingrey Court;  
42 Lingrey Court;  
176 Foster Road;  
Trumpington Residents' Association

7.2 The representations can be summarised as follows:

### **Design, scale layout**

Lack of positive street scene;

Lack of greenery or communal space, communal space uninspiring – lack of green space could impact site drainage;

Overdevelopment of the site – proposal is more suited to a city centre environment;

The design is varied;

Concerns with the density of development;

More breathing space should be provided for future residents;

The proposal would be closer to the road and taller than the previous and will reduce the visual appearance of the area and closes down the open spaces;

High specification pavements must be installed on both sides of the road to allow safe access for existing and future residents;

Proposed materials on Block G, H and J are out of character – black facia and black roof tiles;

### **Residential amenity**

Overlooking and loss of privacy from windows facing Paget Road;

The three storey element will cause overshadowing of rear garden;

### **Car parking/traffic/access**

Plans show pedestrian pathway along the back of Paget Road properties – this is an error/false claim;

Vehicular access to rear of Paget Road properties compromised;

Narrowness of Anstey Way – no provision made to widen Anstey Way especially to allow two cars or car and truck to pass without using the pavement – issues for emergency vehicles and refuse trucks;

Lack of car parking for the 56 properties – 48 spaces is not enough and could cause pavement parking – no provision for visitors or delivery vehicles – exacerbate current car parking problems;

Push the development back to create car parking spaces at the front; Anstey Way and Paget Road access road should be widened;

Please explain how the calculation of only 48 parking spaces has been calculated?

No.7 bus has been cancelled – this will put pressure on car ownership;

The proposal could cause displacement parking;

Increase traffic from vehicles and pedestrians – existing roads are inadequate and could cause potential safety issue;

Poor design of junction and poor visibility will lead to unsafe access onto busy roads

No real time traffic survey conducted only desktop – decision on whether to process should be based upon evidence not assumption – traffic survey should be carried out prior to decision;

Minimum number of car parking spaces is wrong and unsuitable for this location – public access is poor due to cancellation of a number of services;

Anstey Way loop is too narrow to serve this development – should be widened to 5 metres;

There must be suitable wheelchair, pushchair and scooter etc. provision;

### **Other issues**

No community benefit;

Not enough capacity within local schools to serve proposed development;

Site clearance has led to death of the entire local hedgehog population;

The proposed development goes beyond the 34 new units were originally quoted at Housing Scrutiny Committee in 2015;

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Affordable Housing
2. Context of site, design and internal/external spaces
3. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations
11. Planning Obligations (s106 Agreement)

## **Affordable Housing**

- 8.2 The proposed development is for 100% affordable housing in the form of 56 flat including 12 over 55's flats. The 56 would be made up of 17 one bedroom flats, 37 two bedroom flats, and 2 three bedroom flats. All 56 flats will be for social rent and managed by Cambridge City Council. The tenure and housing mix is acceptable to the City Council's Housing Team as the provision is based upon the latest housing need figures.
- 8.3 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 5/5 and 10/1 and the Affordable Housing SPD (2008)

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

- 8.4 The site is located within an area that is characterised by residential development of various typologies, sizes and styles. There are examples of two, three and four storey flats and dwellings within close proximity to the site. Opposite the site (south) is a development of 3 ½ storey (rooms in the loft space) blocks of flats, which are set back from the road and accessed off Anstey Way. The blocks of flats have pitched roofs and extensive glazing and balconies within the elevations. The crescent building to the west of the site is three storey with a pitched roof and appears to be a similar age to the previous three storey building on the application site. There are also flat roofed three storey semi-detached dwellings directly behind the crescent building. In this context, the proposed development of three and two storey blocks of flats with flat and pitched roofs is, in my view, an acceptable form of development.
- 8.5 In terms of the design and scale of the proposed development, the Urban Design team has not raised any significant concern with the appearance or scale of the proposed development. They feel the proposal is appropriate to the surrounding context and the arrangement of development in a series of block helps to modulate the scale of development. In my view, the development would sit comfortably on the site and make a positive contribution to the street scene. The development would also be an improvement on the appearance of the previous buildings on the site. All the elevations have been designed to respond to their setting and context which is different on each elevation. I set out below my assessment on

the design and scale of the proposed blocks within the north, east, south and west elevations.

South elevation – Block B and C:

- 8.6 The south elevation has been designed to appear a no.2 three storey blocks across the frontage of the site. The elevation contains a series of gables, pitched roofs, flat roofs, balconies and full height windows. This variety in height and appearance of the blocks helps to break down the massing of the three storey form and gives a domestic articulation to the elevation. As the most visible elevation of the development from the public realm, it is important to ensure it contributes positively to the street scene which in my view it does.
- 8.7 The tallest element within the southern range would be the gable end of Block B which would be 13 metres to the ridge. The shortest element would be the flat roof element of Block C which would be 9.6 metres. The southern elevation would have a width of 44.4 metres end to end. The height of the blocks are similar to the surrounding apartment buildings and so would not appear dominant or overbearing from Anstey Way. The blocks would also be set back from the road and pavement by approximately 3 metre. This would provide the ground floor units with a south facing terrace and enable the front boundary to be landscaped which would soften the appearance of the development at street level.
- 8.8 The southern elevation is acceptable in terms of its design and scale and would make a positive contribution to the street scene.

East elevation - Blocks C, D, E, F and G

- 8.9 The east elevation has a finer grain compared to the southern elevation as it drops down from three storey to two storey. Similar to the southern elevation, there is variety in the height and roof form to which helps to break up the massing of the longer range of this elevation. The east elevation also contains undercrofts and set back which articulates a more domestic character to the development. Opposite are the rear gardens for the properties in Paget Road. The Paget Road properties have deep rear gardens and gated accesses onto the eastern arm of Anstey Way. The dropping down in scale is therefore important

to try and reflect the two storey character of the terrace properties.

- 8.10 The tallest element within the eastern elevation is Block C (nearest Anstey Way) which is a flat roof element measuring 9.6 metres in height. The height then drops down to another flat roof element which measures 6.6 metres in height and then up to 8.9 metres for the two storey ridge of the two gable elements in Block D. After Block D the height drops down to a single storey flat roof element that would serve the bin and cycle stores. This element would be 3 metres in height and connects to Block E which consists of another pair of two storey gable fronted blocks. After block E is another single storey element that is a cycle store which connects to Block F. Block F is a two storey single gable front element which is connected to Block G. Block F and G are connected by a two storey link that is set back and sits below the ridge of both blocks. Block G forms part of the over 55's block and has a ridge height of 10 metres. Block G bookends the eastern elevation with Block C at the south end. Overall the blocks within the eastern elevation are well articulated and respond well to the context. The variety in heights and roof forms help break down the massing of an elevation than spans 93 metres. In my view this element of the proposal is acceptable and would introduce a positive vista along the eastern arm of Anstey Way.

North elevation - Blocks G, H and J (Over 55's)

- 8.11 The northern elevation has been designed to read as a terrace of two storey pitched roof houses set back from the road with car parking in front. Block H is set back from block G and J to create a break in the overall length and height of the northern elevation. The setting back of Block H mirrors the layout of the houses opposite. Amendments have been made to this elevation to ensure it contained the main entrances. Previously the main entrances were from the side of Block G and J. Whilst these entrances have been maintained they now serve as secondary entrances. Three main entrances have been introduced into the north elevation which not only improves the articulation of the elevation but also makes it legible from the car parking spaces in front. The elevation would be set back from the pavement by 6.4 metres. This set back allows for the car parking at the front and landscaping to help soften the appearance of the development and how it relates to the

housing opposite. The north elevation in terms of its scale, layout and appearance is acceptable and would not appear out of character in this location. Concerns have been raised about the proposed type of materials. I have recommended a materials condition so that sample of the proposed material are provided for consideration to ensure they are appropriate to this location. However, there are examples of dark cladding on dwelling nearby.

West elevation - Blocks J, K, L, A and B

8.12 The western elevation contains most of the three storey flat roof forms within the overall development. Opposite is a mixture of residential typologies consisting of two and three storey dwellings and three storey block of flats. Blocks A, B and L are the main three storey elements within the elevation. Block A and B face the rear elevation of the three storey crescent building and Block L, which is a part two and part three storey block, reflects the three storey timber clad dwellings opposite. Blocks L (two storey element) J and K transition from three storey to two storey with varied roofscape to respond to the domestic two storey context opposite. The elevational treatment of this range of blocks is consistent in terms of articulation of windows and doors which gives interests and symmetry to each block. In this context the east elevation is acceptable and would not appear out of character.

8.13 In terms of the Conservation Area, proposed development would be viewed in context with the existing crescent building and three storey apartment blocks opposite the site. The Trumpington Conservation Area Appraisal (2010) makes reference to the crescent building as “bulky” and introduces a different character to this part of the village. The Appraisal also makes reference to the positive contribution the open space in front of the crescent building adds to the area. The Conservation Officer does not consider the proposal would have a material impact on the Conservation Area. Overall therefore the proposed development has been design to a high standard such that it responds sensitively and positively to the surrounding context.

Layout and internal/external space

- 8.14 The proposed development has been laid out so that the blocks are located on the perimeter of the site but sufficiently set back to provide future occupiers with front thresholds/terraces, and car parking spaces for the over 55s blocks. The over 55's blocks are further set back from the road providing opportunities for enhance landscaping to reflect the suburban context of the housing development opposite. I have recommended a hard and soft landscaping condition to ensure that all external areas are well landscaped. This will be important to help ground the development and soften its edges and elevations at street level. Concerns have been raised by the Landscape Officer and comments are awaited on the additional landscape information but I am satisfied the concerns can be addressed by condition. The proposed development has been designed with good levels of circulation and permeability without compromising the security of the cycle stores. The east and west elevations contains the main bin stores which provide direct access for refuse collection and several circulation cores that provide convenient access from within the site to the street.
- 8.15 Each flat (including the over 55's block) would be provided with a balcony/terrace, which would be a minimum of 4.5sqm, and have access to a communal garden. A typical one bed flat would be 50sqm; two bed flat would be 62sqm and three bed flat would be 86sqm. The future occupiers would also have access to a large public open space approx. 60 metres from the site, which contains sports facilities and a pavilion.
- 8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

### **Public Art**

- 8.17 No information has been provided about public art provision. However, the applicant is committed to provide some on site provision. I have therefore recommended a condition to require submission of a Public Art Strategy.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

## **Renewable energy and sustainability**

- 8.19 The proposal seeks to reduce energy consumption through installation of improved thermal performance within the fabric of the buildings, efficient gas boilers, low energy light fitting and water efficient fittings and appliances. In terms of meeting the 10% renewable energy the applicant is proposing to use photovoltaic panels on the rooftops.
- 8.20 The sustainability officer welcomes the proposed strategy for reducing energy and the principle of the 10% renewable energy provision being met by PV panels. However, the officer has requested an energy statement and water efficiency condition. I have recommended both conditions.
- 8.21 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

## **Disabled access**

- 8.22 The primary and secondary entrances to each block is proposed to be provided with level access thresholds and be lit. The communal and private entrance doors are proposed to be a minimum of 850mm wide. All entrance doors are also proposed to be secure with audio intercoms. All flats are proposed to be designed to comply with Building Regulations Approved Document M - Category 2 and 3. Category 2 and 3 are dwellings that are accessible and adaptable and wheelchair user accessible. All circulation areas are wide enough to allow wheelchair access. Blocks B and C are proposed to contain lifts to the upper floors. In terms of external features, 3 designated wheelchair accessible parking spaces are proposed to be rear of block B and C. Another 3 wheelchair accessible spaces are proposed in the north but these are not dedicated. The over 55's have 1 wheelchair accessible space.
- 8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7, 3/12 and 5/9.

## **Residential Amenity**

Impact on amenity of neighbouring occupiers

8.24 Concerns have been raised from local residents regarding the dominance and potential overlooking/loss of privacy impact from the proposed development. I set out below my assessment of the impact from the proposed development on the residential amenity of surrounding neighbours.

#### Relationship with adjacent dwellings

8.25 The site has a north-south orientation and the proposed development arranged to respond to the surrounding built context. The previous three storey block of flats was located at the southern end of the site and behind this separated by an area of green space were the single storey pitched roof bungalows. Whilst these buildings have been demolished consideration of the previous scale and location of buildings is still important.

8.26 The dwellings closest to the site are located to the north, north-west, southeast and southwest. These mainly consist of two storey dwellings and most of these face the site with their front elevations. The only dwellings that do not face the site are the dwellings in Paget Road and the flats in the crescent building. It should also be noted that no.30 Lingrey Court (north) has its side elevation facing the site.

8.27 Therefore in view of the surrounding context, it is important to understand the levels of separation to gauge the potential impact from the proposed development. The proposed development would be located approximately 34 metres from the main rear elevations of the dwellings in Paget Road which are to the east. However, no.s 1 to 7 Paget Road, due to their angled layout, are located closer to the development. No.1 is the closest dwelling in Paget Road to the site at a distance of 15 metres. The dwellings to the north consist of no.s 30, 31, 32 and 33 Lingrey Court which are all two storey. No.30 is located side onto the road with its gable end facing the site. No.30 is the closest of these dwellings at 15 metres to the side elevation. The rest are between 19 and 21 metres away from the development. To the west, the dwellings consist of no.s 41, 42, 44 and 45 Lingrey Court. No.s 41 and 42 are two storey dwellings. No.s 44 and 45 are relatively recent three storey dwellings. The closest dwelling is no.42 which is 15.5 metres away from the proposed development and rest are between

16.5 (no.43) and 21 metres away. To the south of these dwellings is the rear elevation of the three storey crescent building. The building at its closest point would be 12.5 metres away before the crescent building starts to curve away. The rear elevation contains mainly bathroom and kitchen windows. To the south, the apartment blocks are located approximately 28 metres from the proposed development.

- 8.28 There are varying degrees of separation to the surrounding dwellings. Most of the nearest dwellings face the development site, particularly the dwellings to the north and west expect for the crescent building. However, the impact on these dwellings is unlikely to be significant as the proposal drops down to two storey in those locations with sufficient separation distances. The dwellings in Paget Road to the east, except for no.s 1 to 7 Paget Road, and existing flats to the south of the site are separated a sufficient distance from the site so as not be adversely impacted by the proposal. No.s 1 to 7 Paget Road are the dwellings that are, in my view, the most sensitive to the development due to their proximity to the site and need to be carefully assessed. The impact on the residential amenity of the surrounding occupiers has been assessed in the below section.

#### Overshadowing/loss of light

- 8.29 To determine the overshadowing impact from the proposed development on the surrounding environment, the applicant has produced a shadow study. The study assesses the impact of the proposed development during the equinox (21<sup>st</sup> March) and summer (21<sup>st</sup> June) and winter (21<sup>st</sup> December) solstice at 9am, noon, 3pm and 6pm (4pm for winter solstice). The study demonstrates that the proposed development would have limited impact during these times of the year on the surrounding area. The proposed development would begin to cause some overshadowing of the rear gardens of Paget Road properties during 21<sup>st</sup> March at 3pm onwards and 6pm during 21<sup>st</sup> June. However, the shadowing would be mostly caused over parts of the rear and side garden areas during these times. The area that would be shaded most of the time would be the car parking to the rear of Block B and C. The central core would be in shade most of the time during the winter solstice (21<sup>st</sup> December). However the proposed units in the east, west and north elevations are all dual aspect and so this would compensate for any aspects that is in shade. Therefore, I am satisfied that the

proposed development would not cause significant adverse levels of overshadowing or loss of light on the surrounding area.

#### Overlooking/loss of privacy

- 8.30 In this location, where the site is surrounded on all sides by housing and located within an urban area, it is difficult to protect against overlooking or loss of privacy, particularly as there is already a mutual sense of overlooking between neighbours. However, mitigating against unreasonable levels of direct overlooking is important.
- 8.31 The private gardens of some of the surrounding dwellings (those in the north and north-west) would not be impacted by the proposed development. Whilst the proposal would introduce a closer window to window distances/relationship, I do not consider it to be reasonable to argue this would have a detrimental overlooking or loss of privacy impact such that it would warrant refusal. The impact would be similar to any residential street scene context where houses are located on either side of the road.
- 8.32 The dwellings in Paget Road which run parallel with the proposed development are located far enough away not to be impacted by overlooking from the proposed development.
- 8.33 The dwellings in no.1 to 7 Paget Road are located within close proximity to the proposed development such that the 1st and 2nd floor windows could cause unreasonable levels of overlooking. The applicant was advised to revise the window arrangement in the east elevation to mitigate the potential overlooking impact. The applicant agreed and replaced the main 1st and 2nd floor windows in Block C with angled windows to divert views away from the adjacent rear gardens without adversely affecting the outlook for future occupiers. The angled windows would have a clear panel to allow views out and an obscure glazed panel to restrict views but still allow light through. The introduction of these windows into the east elevation combined would overcome the overlooking impact on no.1 to 7 Paget Road. The angled windows would also introduce an interesting feature into the elevation from a design perspective.

## Enclosure/loss of outlook

- 8.34 I do not consider there to be any part of the proposed development that would cause significant enclosure issues on the neighbouring occupiers such that it would have a detrimental impact on residential amenity. The proposed development has been designed and arranged to respond to its particularly site constraint and context. Two blocks have been positioned adjacent to two storey dwellings and three storey adjacent to three storey. Most of the height of the development is located to the south and west. This approach would mitigate the overbearing impact of the proposed development.
- 8.35 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.

## Amenity for future occupiers of the site

- 8.36 The proposed development would provide future occupiers with good quality living accommodation and access to outdoor space. The proposal also includes secure cycle and bin storage.
- 8.37 The apartments would range from 50sqm for a 1bed to 85sqm for a 3bed. Each apartment would benefit from a balcony or terrace and most are dual aspect. All occupiers will have access to a communal outdoor space. Three apartments (1x2bed and 2x1bed) would be single aspect and located in the southern elevation. However, the applicant has proposed to introduce mechanical ventilation into these units to give future occupiers the ability to control the internal temperature.
- 8.38 The proposal would provide 389.55 sqm of communal amenity space in two main areas. The proposed development would create approximately 165 future occupiers. This means the proposed development would provide 2.3 sqm of communal space per future occupier. This does not include the private balconies and terraces. The majority of the balconies within the development are proposed to be approximately 1.6 metres in depth and 3.4 metres wide which equates to 5.44 sqm. The proposed external terraces also vary in size but are generally larger. The future occupiers would also have access to the open space 100 metres to the east of the site. I am therefore satisfied

that the proposed development would provide sufficient outdoor space to serve the future occupiers.

- 8.39 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**

- 8.40 The proposal includes secure bin storage provision within the footprint of the proposed development. Each block would contain a bin store, which would contain provision for three waste streams (general, recycling and compost). The bins stores would be accessible from the road and within travel distance (20 metres) for collection as set out in the RECAP Waste Design Guide.
- 8.41 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Highway Safety**

- 8.42 To address highway concerns with the narrowness of the eastern and western arms of Anstey Way and the potential vehicle and pedestrian conflict this would create, the applicant has agreed to make alterations to both. The applicant has agreed to widen the section of road between the crescent building and the site to 5 metres. On the eastern arm, the applicant has agreed to widen the section of road between the vehicle access and bell mount onto Anstey Way. The applicant has also provided vehicular and pedestrian visibility splay details from these entrance points into the parking courts and removed any proposed trees that would conflict with the splays lines.
- 8.43 The highway engineer is now satisfied with the proposed amendments subject to conditions. I have recommended a condition that requires the highway improvement works to be carried out prior to occupation.
- 8.44 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

## **Car and Cycle Parking**

### Car parking

- 8.45 The proposal includes 50 car parking spaces and 94 cycle parking spaces. It should be noted that the previous development on the site did not make any dedicated provision for off street parking or cycle storage.
- 8.46 Furthermore, the Local Plan (2006) does allow for a reduction in car parking in locations that have good links to public transport and close to shops and services. I understand the no.7 Citi bus has been redirected so no longer stops off adjacent to Anstey Way. However, there are alternative bus services that can be taken to get into the city centre. The Trumpington Park and Ride is a 10 minute walk or 4 minute cycle ride away, which provides regular services into the city centre via Addenbrookes, the railway station and other destination points.
- 8.47 Aside from the public transport links, the site is within walking distance of local shops and services. There are a range of shops on the ground floor of crescent building, opposite this is a petrol station with chemist adjacent to it, and south of the petrol station is a Waitrose supermarket. The site also located within a short walk to two local public houses and there is a large area of public open space with sport provision within 100 metres of the site. The site is also located close to a dedicated cycle route into the city centre.
- 8.48 Therefore, combined with the proposed car parking and cycle provision, I am satisfied that the site is located within reasonable walking and cycling distance to public transport links to the city centre and local shops and service to justify reduced car parking. I therefore do not consider the amount of car parking to be insufficient such that it would have a significant detrimental impact on the residential amenity of local residents.

### Cycling parking

- 8.49 The cycle parking arrangements have been amended following concerns raised by the Urban Design Officer. The original cycle parking provision which included 97 spaces, was not considered acceptable due to issues with circulation, access within the stores and the type of stands proposed. The original cycle

parking included space saving semi-vertical stands which were not considered to be inclusive or user friendly. However, following extensive consultation and input from with the Urban Design Officer, amended plans were submitted for the cycle parking and bin store arrangements. This included better circulation arrangements.

8.50 The Urban Design Officer considers the cycle parking/storage provision to be well integrated and located for the units they are intended to serve. 100% Sheffield stands are now proposed. Provision has also been made within the stores to accommodate some of the non-standard/off gauge bikes and some external space has still been provided within the courtyard for such bikes. The Urban Design Officer is satisfied with the proposed amended cycle storage arrangements subject to conditions.

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

### **Third Party Representations**

8.52 I set out below my response to the representation received.

#### **Design, scale layout**

Lack of positive street scene;

#### **Response**

The proposed development would introduce variety and a scale of development that would sit comfortably within the site and make positive contribution to the street scene.

Lack of greenery or communal space, communal space uninspiring – lack of green space could impact site drainage;

The site contains two external communal areas of open space and the hardstanding within the site proposed to be permeable. Each occupier would have benefit to the communal space and their own private balconies or terrace.

Overdevelopment of the site – proposal is more suited to a city centre environment;

The proposed development would make efficient use of the space and would be akin the urban extension sites nearby.

The design is varied;

Noted.

Concerns with the density of

The density is not always an

development;

indicator of overdevelopment. Officers have worked hard to ensure the site works hard to provide the necessary amenities such as open space, cycle parking, bin store within the site without compromising the quality of the development.

More breathing space should be provided for future residents;

The site contains two external communal areas. The site is also located within 100 metres of a large area of public open space.

The proposal would be closer to the road and taller than the previous and will reduce the visual appearance of the area and closes down the open spaces;

The proposed south elevation would be located 2 metres nearer to Anstey Way. However, I do not consider the proposal would appear intrusive or close down the openness of the street.

High specification pavements must be installed on both sides of the road to allow safe access for existing and future residents;

I have recommended a soft and hard landscaping condition.

Proposed materials on Block G, H and J are out of character – black facia and black roof tiles;

There are examples of dark timber cladding on existing dwellings and so the proposal in responding to these features. However, I have recommended a materials condition.

### **Residential amenity**

Overlooking and loss of privacy from windows facing Paget Road;

A selection of the 1<sup>st</sup> and 2<sup>nd</sup> floor windows in the east elevation have been replaced with angled windows to mitigate overlooking into the rear gardens/dwellings of the Paget Road properties nearest the site. The other Paget Road dwellings are located over 30 metres from the site which is considered to be acceptable distance.

The three storey element will cause overshadowing of rear garden;

The shadow study has demonstrated that the proposed development would not cause unacceptable levels of

### **Car parking/traffic/access**

Plans show pedestrian pathway along the back of Paget Road properties – this is an error/false claim;

Vehicular access to rear of Paget Road properties compromised;

Narrowness of Anstey Way – no provision made to widen Anstey Way especially to allow two cars or car and truck to pass without using the pavement – issues for emergency vehicles and refuse trucks;

Lack of car parking for the 56 properties – 48 spaces is not enough and could cause pavement parking – no provision for visitors or delivery vehicles – exacerbate current car parking problems;

Push the development back to create car parking spaces at the front;

Anstey Way and Paget Road access road should be widened;

Please explain how the calculation of only 48 parking spaces has been calculated?

No.7 bus has been cancelled – this will put pressure on car ownership;

The proposal could cause

overshadowing.

There has been a complete misunderstanding about this. The plans are correct as the line shown is not a path or new pavement. It is the existing grass verge to the rear of the Paget Road dwellings.

The proposal will not make any alterations to the existing rear accesses.

A section of the western arm of Anstey Way has been widened to 5 metre to overcome the highway authority's concerns with vehicular movements.

The proposed development provisions sufficient car parking within the site. See para 8.44 to 8.47.

It was more important to try and maintain a distinct building line without having car parking at the front that would need to reverse onto Anstey Way.

The County Highway Authority has not requested any road widening other than to the western arm of Anstey Way.

The council's car parking standards are maximum levels.

This has been noted by officer but does not materially impact my view on access to and from the site via non-car modes.

The proposal introduces car

displacement parking;

parking onto the site. The previous 28 dwellings did not benefit from any dedicated off street car parking. The proposal therefore makes suitable provision in my view.

Increase traffic from vehicles and pedestrians – existing roads are inadequate and could cause potential safety issue;

The Highway Authority have not raised any concerns in regards to highway safety.

Poor design of junction and poor visibility will lead to unsafe access onto busy roads

Amendments have been made to improve visibility and accessibility along the western arm of Anstey Way.

No real time traffic survey conducted only desktop – decision on whether to process should be based upon evidence not assumption – traffic survey should be carried out prior to decision;

The traffic survey in the Transport Assessment uses a standard approach to estimating the potential impact from traffic generation on the site and area.

Minimum number of car parking spaces is wrong and unsuitable for this location – public access is poor due to cancellation of a number of services;

The current car parking standards and policy 8/6 of the Local Plan (2006) is based upon maximum standards.

Anstey Way loop is too narrow to serve this development – should be widened to 5 metres;

The Anstey Way spur roads have been amended to enable vehicles to pass side by side to the agreement of the highway authority.

There must be suitable wheelchair, pushchair and scooter etc. provision;

See para 8.22

### **Other issues**

No community benefit;

The proposed development includes obligations towards improvement to open space.

Not enough capacity within local schools to serve proposed development;

The County Council have not requested any developer contributions towards education.

Site clearance has led to death of the entire local hedgehog

The ecology survey conducted for the demolition application did not

population;

raise any issue with the presents of hedgehogs

The proposed development goes beyond the 34 new units were originally quoted at Housing Scrutiny Committee in 2015;

The figure quoted at the committee was not definitive.

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

8.53 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

8.54 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements.

8.55 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

#### City Council Infrastructure (Open spaces and Community facilities)

8.56 The Developer Contribution Monitoring team has recommended that contributions be made to the following projects:

8.57 I agree with the reasoning set out in paragraphs 6.32 to 6.36 (DCMU comments paragraph) above that contributions towards these projects meet the requirements of the CIL regulations. However, as the proposed development is to provide 100% affordable housing which are to be managed by Cambridge City

Council as the Registered Social Landlord, the community facilities provision has been removed. This is because RSLs are exempt from making this contribution where the proposal is to 100% affordable housing. All other planning obligations as set out in paragraph 6.33 to 6.36 apply. Therefore, subject to the completion of a S106 planning obligation to secure these infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/8, 5/14 and 10/1 and the Planning Obligation Strategy 2010.

### Affordable Housing

8.58 The development is required to make provision for affordable housing and I have assessed the proposals for affordable housing in paragraphs 8.2 to 8.3 above. The detail of the Affordable Housing Scheme can be secured through a Section 106 Agreement.

8.59 Subject to the completion of a S106 planning obligation to secure the requirements of the Affordable Housing SPD (2008), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 5/5 and 10/1 and the Affordable Housing SPD (2008).

### Planning Obligations Conclusion

8.60 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

## **9.0 CONCLUSION**

9.1 The proposed development is for the redevelopment of a previously developed site to provide 56 flats including 12 over 55's flats. The proposed development will be for 100% affordable housing and managed by the City Council. The proposal also includes dedicated car parking, external communal space and cycle and bin storage.

9.2 The proposed development has had extensive pre-application discussions to address concerns with design, scale and layout. These issues were not finalised within the final submission and

so further alterations were made which have now overcome all the main concerns with the proposal that were raised at pre-application stage.

- 9.3 All 56 flats would be contained within 11 two and three storey blocks that centre around main car parking courts and external communal areas for the future occupiers. The design and scale of the proposed blocks have been assembled to respond to their context which is materially different on each side of the site. The scale of development is appropriate for this site which previously accommodated a three storey block of flats and there are other three storey buildings nearby. The two storey blocks respond to the storey domestic form of the private houses that are also nearby. The proposed development is considered to be in keeping with the character of the area and would make a positive contribution to the site and surrounding context.
- 9.4 The proposed development has been carefully arranged to mitigate the impact on the residential amenity of the surrounding residents. A development of this scale is likely to have a degree of impact on the existing surrounding occupiers, however, the impact is not considered to be significant enough to warrant refusal. The proposal would not cause any adverse levels of overshadowing or appear overbearing due to the varied scale and layout of the block and concerns with overlooking have been addressed through the introducing of angled windows in the east elevation facing the rear gardens of the Paget Road dwellings.
- 9.5 The proposed development would provide much needed affordable housing provision by make efficient and effective use of previously developed land without having a significant adverse impact on the surrounding context.

## **10.0 RECOMMENDATION**

**APPROVE** subject to completion of the s106 Agreement and 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. 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)

5. Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. 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 nearby properties (Cambridge Local Plan 2006 policy 4/13)

6. 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

7. Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms on the south and west façades (as highlighted on provided site plan) to negate / replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall achieve at least 2 air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system.

The scheme shall be installed before the use hereby permitted is commenced and shall be fully retained thereafter.

8. If previously unidentified contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and an appropriate remediation and validation/reporting scheme agreed with the LPA. Remedial actions shall then be implemented in line with the agreed remediation scheme and a validation report will be provided to the LPA for consideration.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

9. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

10. Prior to the first occupation of the development hereby approved, the highway works associated with the S278 highways work shall be carried out fully in accordance with the approved details.

Reason: In the interests of highway safety.

11. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: for the safe and effective operation of the highway in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

12. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

Reason: In the interests of highway safety.

13. The manoeuvring areas shall be provided as shown on the drawings and retained free of obstruction.

Reason: In the interests of highway safety.

14. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2006 Policy 8/2).

15. 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)

16. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

17. 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)

18. Prior to first occupation for the use hereby permitted, renewable energy technologies shall be installed in accordance with a Renewable Energy Statement which shall be submitted to and approved in writing by the local planning authority prior to installation. This shall demonstrate that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources and shall include the following details:
- a) The total predicted energy requirements of the development, set out in Kg/CO<sub>2</sub>/annum.
  - b) A schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, location and design and a maintenance programme.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16).

19. Prior to the occupation of the first dwelling, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2006 policy 3/1 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

20. Prior to the commencement of development (or in accordance with an alternative timetable otherwise agreed in writing by the local planning authority), with the exception of any works of demolition or below ground works, a Public Art Delivery Plan (PADP) shall be submitted to and approved in writing by the local planning authority and shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 3/4 and 3/7 of the Cambridge Local Plan (2006).

21. No development shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird boxes on the new buildings. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reason: to provide ecological enhancements for protected species on the site.

22. Prior to the commencement of development a scheme for surface water drainage works shall be submitted to and approved in writing by the local planning authority. The details shall include an assessment 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 the National Planning Policy 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 + an allowance for climate change. The submitted details shall include the following:

1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16)

23. No building works hereby permitted shall be commenced until infiltration testing results and calculations in accordance with BRE Digest 365 have been undertaken and submitted in writing to the local planning authority.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16)

24. No building hereby permitted shall be occupied until drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan for the lifetime of the development.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16)

25. Development shall not commence until a construction management strategy for the demolition and construction phases has been submitted to and approved in writing by the Local Planning Authority. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting). The approved strategy shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

26. Prior to the first occupation of the development hereby approved, the highway works associated with the S278 highways work shall be carried out fully in accordance with the approved details.

Reason: for the safe and effective operation of the highway in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

27. No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed street trees within the development have been submitted to and approved in writing by the Local Planning Authority. The street trees shall thereafter be maintained in accordance with the approved management and maintenance details unless local planning authority gives written consent to any variation.

Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/11)

**INFORMATIVE:** Traffic Management Plan informative: 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.

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.

**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:** Demolition/Construction noise/vibration report

The noise and vibration report should include:

a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.

b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.