

Application Number	20/03501/FUL	Agenda Item	
Date Received	18th August 2020	Officer	Alice Young
Target Date	13th October 2020		
Ward	Abbey		
Site	Land At Barnes Close		
Proposal	Demolition of existing garages and hardstanding and the construction of 6 No. modular homes.		
Applicant	Cambridge City Council Mandela House 4 Regent Street Cambridge CB2 1BY		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal would not harm the character of the area - The proposal would provide a good quality living environment for the specific needs of future occupiers without compromising the amenity of existing occupiers. - The proposal would not result in highway safety issues or a significant increase in parking pressure.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site, land at Barnes Close, comprises 24 garages and is located at the southern end of Barnes Close, a residential street. Surrounding the site to the west, north and east are residential terraced dwellings. To the south of the site is a commercial premise and associated car park. An existing segregated cycle and pedestrian access leads to and through

the site from Barnwell Road. The application site has no site constraints as it falls outside the conservation area and controlled parking zone.

2.0 THE PROPOSAL

2.1 The proposal, as originally submitted, sought consent for 7 modular homes with associated landscaping. The plans have since been amended to address Officers' concerns, removing a unit from the scheme, to propose a total of 6 modular units, the access being widened and the area re-landscaped. The air source heat pump and associated plant were also relocated during the application process.

2.2 The amended proposal seeks planning permission for the demolition of existing garages and hardstanding and the construction of 6 No. modular homes. The proposed modular homes would be sited along the western boundary facing east with quasi private terraces, a green buffer of soft landscaping and a multi-modal access path to the east. The proposed units would have an internal floorspace of 24m² accommodating a living kitchen area, shower room and bedroom. The existing access through the site would be retained and formalised through the site. This would skirt the parameters of the site along the southern and eastern boundaries. The units would be served by an air source heat pump and associated plant room located to the south of the homes, east of the cycle parking provision (which totals 6 spaces). To the north, a car club parking space would be provided for maintenance and support services provided in association with the modular homes. A refuse store would be sited in the north-western corner of the site.

2.3 The application is accompanied by the following supporting information:

1. Planning Statement
2. Drawings
3. Traffic Management Plan
4. Dust Risk Assessment and Management Plan
5. Drainage Statement
6. Management Strategy
7. Phase 1 Contamination Assessment
8. Planting Plan

3.0 SITE HISTORY

No relevant site history.

4.0 PUBLICITY

4.1 Advertisement: No
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 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3 28, 31, 35, 36 47, 50, 51, 55, 56, 57, 59 81, 82

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

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (2020) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

	<p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 Original comments: **No objection** subject to the following conditions:
- Traffic management plan
 - Condition survey of highway
- 6.2 The proposal removes 24 potential off street car parking spaces and while the applicant states in the Planning Statement that the garages are mostly used for storage no supporting data is provided to support this assertion. As the streets in the vicinity provide uncontrolled parking, the displaced demand for car parking is likely to appear on-street in competition with existing residential uses. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.
- 6.3 In response to the submission of a traffic management plan: While accepting that the site cannot provide any off street motor vehicle parking for contractors and sub-contractors, non-empirical observations of even domestic construction projects suggests that the predicted level of contractor vehicles may be an underestimate. Therefore, the Highway Authority would seek that as part of the submitted Traffic Management Plan that a

daily register of contractor and sub-contractor vehicles that are parked on street be maintained so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

- a. The name of the driver
- b. The registration number of the vehicle
- c. Make of vehicle
- d. Arrival time
- e. Departure time

6.4 The Highway Authority would also seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

Environmental Health

6.5 Original comments: **Not possible to comment.** Given the location of the proposed ASHP and plant room (at a boundary shared with existing gardens and in close proximity to an existing sensitive facade), the applicant will need to provide an assessment of the potential acoustic impacts of the proposed plant and demonstrate that the proposed plant location is suitable given the adjoining site use.

6.6 Following submission of a Dust Risk Assessment and Management Plan: Satisfied with the detail contained within the Dust Risk Assessment and Management Plan and require no further information on demolition / construction dust management and control. Additionally, given the confirmation that piled foundations will not be required, I require no further information on piling either.

6.7 Notwithstanding the above, we still have concerns regarding the location of the proposed ASHP and plant room and currently do not have enough information demonstrating that our standard plant noise requirements can be achieved. As such, my comments provided on 24th September 2020 largely remain relevant. For ease and completeness, those previous comments are repeated below without reference to dust and piling.

- 6.8 Following the submission of a plant noise assessment and the relocation of the air source heat pump: The development is **acceptable** subject to the following conditions: construction hours, collection during construction and plant/machinery/equipment compliance.

Sustainable Drainage Engineer

- 6.9 **No Objection** subject a surface and foul water drainage scheme condition.
- 6.10 The proposals are not in accordance with policies 31 and 32 of the Cambridge Local Plan as sufficient surface water drainage details demonstrating the principle of draining the site have not been submitted to the LPA for the proposed development. Therefore, the above condition is required.

Landscape Architects

- 6.11 **No Objection** subject to a landscape maintenance and management plan.

Sustainability Officer

- 6.12 **No Objection** subject to a carbon reduction and water efficiency condition.
- 6.13 The proposals for these 7 modular homes are supported from a sustainability perspective, in terms of both their environmental and a social sustainability. The main elevation of the homes faces east and will benefit from additional green infrastructure, and as such the risk of overheating from excessive solar gain should be minimised. It is also noted that mechanical ventilation with heat recovery, with summer bypass, is proposed, which is welcomed from an indoor air quality perspective, subject to these units being appropriately maintained.
- 6.14 With regards to energy use, a communal air source heat pump is proposed, and an email from the applicant highlights that the units have been designed to deliver a 31% CO₂ reduction over current Part L. This approach, which exceeds the requirements of policy 28 of the Local Plan, is welcomed. As detailed carbon calculations have yet to be completed, a condition is

recommended to secure submission of calculations so that we can verify that the requirements of policy 28 have been met. I would also recommend that the submission of a water efficiency specification for the units be conditioned in light of the requirements of policy 28, which apply to all new residential units. It is noted that colleagues in Environmental Health have asked for further details in relation to potential noise from the heat pumps, and it may be that the heat pump may require some form of acoustic screening to satisfy these requirements.

Designing Out Crime Officer

- 6.15 **No objection.** I have viewed the documents in relation to crime, disorder and the fear of crime and have no comment or objection at this time.

Access Officer

- 6.16 Many homeless people are disabled. Units must have flat thresholds, good colour contrast door and support rails in bathrooms. One unit should be designed for a wheelchair use.

Urban Design

- 6.17 Original submission: The applicant needs to demonstrate that the current functional uses of the site, such as car access, parking and bin collection, have been considered and successfully resolved. The scheme will require a revised layout with a reduction and repositioning of Units, and to allow for the continuation of the existing cycle and pedestrian route through the site. Taking the above into account, and in the absence of information, the proposed scheme is **not supported** in Urban Design terms.
- 6.18 Amended submission: **No Objection.** Supportive subject to materials condition. The Urban Design Team have reviewed the revised submission for application 20/03501/FUL, and **our previous comments (dated 11/11/2020) have been addressed** as follows:
- As shown on the Proposed Site Layout (dwg. 109-03, date 15/12/2020) one unit has now been removed, reducing the unit numbers from 7-6. The remaining units have been moved further north, maintaining the existing building line to the west

and allowing for an open and visible route through the site. This change is acceptable in design terms and resolves our previous concerns.

- The pedestrian and cycle path (no.10, Landscape Masterplan) has been widened to 2.5m. In line with guidance on the provision of adequate 2 way cycle lanes, as set out in the Local Transport Note 1/20, the route should be for cycles only with access route (04) providing an alternative route for pedestrians. The hedge proposed to the south of the site should be shortened up to the Pod threshold boundary and the access path to the units continued through to connect up with the wider (3m+) section of the footpath/cycle link. This will allow for pedestrian use of the access path and a clear turning for cyclists at the south east corner of the site.
- How the existing site is currently used by the neighbouring houses to the west remains unclear. Currently the site is likely to be used for car access, related parking, and may be used for bin collection, as this appears to be the only vehicle access point to these dwellings. In line with Policy 57 part d, of the Cambridge Local Plan (2018), the applicant needs to demonstrate that the current functional uses of the site, such as car access, parking and bin collection, have been considered and successfully resolved.

6.19 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 **objected** to the application:

- 2 Barnes Close
- 5 Barnes Close
- 7 Barnes Close
- 8 Barnes Close
- 12 Barnes Close x 2
- 13 Barnes Close
- 125 Barnwell Road
- 163 Barnwell Road

- 169 Barnwell Road x 2
- 34 Peverel Road
- 50 Peverel Road x 2
- 138 Peverel Road x 2

7.2 The **objections** can be summarised as follows:

Impact on surrounding and future residential amenity

- The proximity of the pods to the adjacent residential properties is too close. Privacy and security for both parties are vital and this may cause feelings of resentment on both parties.
- Anti-social behaviour (noise levels, drinking, drug taking and aggressive behaviour). The police are already under pressure and this may cause ill feelings on both sides.
- The Council is discriminating against us, their tenants
- Stress, worry and anxiety
- Privacy and security of adjacent neighbours.
- Noise resulting from foot and cycle traffic funnelled through a reduced width access. The proposed boundary treatment is insufficient. If this goes ahead the boundary fencing should be erected as a priority given the impact on privacy and security.
- Loss of storage space for existing residents using the garages
- Impact on those working from home, loss of earnings.
- The site is a dead end which is very hidden and hard up against residential boundaries – is this the most suitable location for this type of development? It is not overlooked and therefore could lead to anti-social behaviour
- Limited outside space for new tenants
- The pods are unsuitable for their intended use due to their size, cramped layout and duration of stay. No adequate private amenity space to dry washing etc is provided. This is significantly (just less than two thirds) of the minimum space standards detailed in the National Space Standards and policy 50 of the Cambridge Local Plan. The calculations of the internal space standards should be on the proposed plans and in a design and access statement as per policy 50. No material consideration overrides this standard of amenity and sets a precedence for further insufficient development. Formally homeless people deserve the same standard of living others enjoy, and this proposal would not prepare residents for moving onto larger residential units.
- Natural light for future occupiers and privacy of neighbours compromised due to rear windows sited a minimal distance

from the western boundary and these windows overlooking adjacent neighbours.

- Rear alleyway behind the pods with no natural surveillance
- Noise from the air source heat pump needs to be sufficiently assessed. There are concerns that this would be unacceptable, negatively impacting the health and wellbeing of surrounding occupiers.
- Crime, fear of crime and community cohesion which should be given considerable weight (NPPF section 91).

Parking, highway safety and access

- Parking is a major issue within Barnes Close.
- Being offered parking which we would pay for out on the main road is not practical or safe and is a considerable distance from Barnes Close properties.
- Car insurance will increase
- Loss of car parking will hinder access for disabled residents and access for emergency and goods vehicles
- Half of the houses down Barnes Close do not have driveways and thus the removal of the garages will increase congestion on the streets
- The garage block is not derelict or disused, has been recently refurbished and does not attract anti-social behaviour. This is a community facility used by residents.
- The turning area for Barnes Close is double parked with cars. Removing the spaces and reducing space available for turning, while increasing the number of residents will not result in conflict between neighbours given the scarcity of parking spaces.
- The Barnwell Road car parking plans which would replace the parking lost through this development would not be an improvement to the neighbourhood.
- No suitable alternative sites for displaced parking has been offered and therefore the modular homes should not go ahead until this has been decided.
- The residents will benefit more by using this space for parking especially as the existing car parking is not ideal
- Access to no. 13 Barnes Close and other car parking spaces
- Construction access concerns given narrow nature of Barnes Close
- Vehicles should not block driveways or access to properties
- Potential risk to cyclists and pedestrians emerging from the passageway where vehicles are turning and accessing no.12's

driveway. The depth of the garages allows cyclists to see cars and slow down as they come around the corner of the garages. This is a well utilised route, used by school children.

- City Council policies on encouraging cycling would be seriously compromised as the cycleway would have to be removed.
- The cycle/pedestrian access would not be appropriate given its width and 90 degree turn, severely inhibiting cycle access, especially for those with protected characteristics under the Equality Act 2010. This would lead to conflict between users of the access and discourage cycling contrary to policy 80 of the Cambridge Local Plan and paragraph 91 of the NPPF.
- The inadequate provision of the cycleway would push cyclists onto Barnwell Road and the congested junction between Peverel road and Barnwell Road, increasing accidents.
- Alternative routes for cyclists are often flooded or dangerous

Concentration – policy 47

- The need to build this accommodation here is not necessary given the scheme on Newmarket Road
- Policy 47 (d) states that there should not be two or more of these sites on the same street or in a small area. This proposal would equate to two of these sites being in the same area (Barnes Close is at the opposite end of the Peverel Estate). This is a small area and the concentration is excessive.
- This community has already accommodated a new modular home housing development on the Newmarket Road site which is only 0.3 miles away.
- The development strategy of this type of specialist housing is piecemeal. Rather this should be integrated within larger proposed developments, meeting NPPF guidelines. The proposed pods would not adequately address the larger scale issue.
- Concentration will put pressure on surrounding facilities and result in anti-social behaviour.
- While the Newmarket Road scheme is a temporary consent, there is no requirement to remove or not replace the units after the 3 year time period has lapsed.

Overdevelopment

- Too many units in a cramped space, impacting on wellbeing
- Overdevelopment
- The area is not large enough to provide 7 pods

- Implications for COVID19 given cramped living conditions and proximity to neighbours

Sustainability

- The proposal is not sustainable. The lifetime of the pods are only 60 years far less than a typical new build, meaning that future generations would have to foot the cost and disruption of renewing or replacing these pods.
- Given the pods are exposed on all sides, this would likely lead to a substantial heat loss requiring significant energy to maintain a habitable temperature.
- While it states that the units are 31% more efficient than Part L, this is hardly surprising given that the habitable volume is more than 30% less than the NPPF and policy 50 require.
- The air source heat pump also is far away leading to significant losses.
- Unsustainable materials
- To meet present needs with little or no regard for the needs of future generations.

Miscellaneous

- I don't object to the concept but this is in the wrong location.
- There are significant positives to the provision of this type of housing but.
- Lack of support for local residents after previous bad experiences with people that have been rehomed.
- There are better suited sites for this development. The area is a family area with lots of vulnerable people of all ages, and there is a school close by.
- Limited assessment of other sites prior to this one has occurred.
- Big increase in housing density and reduction in community facilities
- Selection of the proposed residents does not appear to be rigorous. This is irresponsible and negligent of the council to put the surrounding residents at risk of crime and anti-social behaviour.
- The management strategy states that there will not be 24hr support. This is insufficient support given the complex needs
- Is residential support given on the site?
- No detailed plan has been submitted in relation to how proposed residents move on to more permanent homes.
- Surface drainage needs to be addressed so as not to drain onto the rear garden of no. 13 Barnes Close

- Rubbish could accumulate on the boundary with no. 13 Barnes Close
- Inaccuracies, errors and misrepresentations in the planning application. The application form states that no works would alter the vehicle access proposed to or from the public highway, this is untrue. Hardstanding between the existing garages which provides access to the garages and to the parking spaces outside 169 Barnwell Drive will be removed. Section 8 (relating to rights of way); Section 9 (car parking); Section 17 (non-residential floor space) are also inaccurate.
- None of the plans show the pods in the context of their surroundings, the visual impact is not clear.
- Misrepresented no. 13's boundary
- Clear conflict of interest given that the Council will profit financially from the scheme and the Council are deciding on their own scheme.

7.3 A petition against the application with 101 signatures has been submitted. The majority of concerns raised in this petition have been covered in the above objections. Yet for clarity these have been summarised below:

- Loss of 24 garages and resulting impact on parking pressure (which is considered high already) and amenity of surrounding residents who use them for car parking or storage
- Alternative parking offered is not appropriate
- Anti-social behaviour, security, safety and disruption posing a threat to the neighbourhood
- Concerns relating to the selection process for the new occupiers
- Impact on the cycle and pedestrian access from Barnwell Road
- Construction disruption
- Suggests alternative garage sites across the city

7.4 Camcycle, a volunteer-led charity, has objected to the application on two grounds.

1. The proposal would cut off the existing cycle route, which is a violation of the Council's public sector equality duty and duty to maintain public rights of way. Discrimination of those with protected characteristics as not everyone can dismount to access the through path. Policy 56 requires inclusive design that is fully accessible for all users. Policy

80 requires developers to safeguard existing cycle routes. There should be separate footway and cycleway with ample width, however 3m width shared use pathway may be sufficient for this short segment. This access should be maintained through the construction phase of development.

2. The proposed cycle parking does not comply with appendix L or policy 82 of the Cambridge Local Plan 2018. Access is compromised given insufficient widths.

7.5 The owners/occupiers of the following addresses have written in **support** of the application:

- Annexe 232 Peverel Road
- 232 Peverel Road

7.6 The representations **supporting** the development can be summarised as follows:

- The Newmarket Road site has been a reasonable success and so this should be supported elsewhere. No reports of drug misuse or any danger has been reported here and therefore, it is likely that the proposed residents at this development will also not pose a danger to surrounding residents.
- The existing site is generally useless to most and only serves as storage
- The proposal maintains the existing public footpath and adds greenery, enhancing the area
- Only criticism is the amount of hardstanding proposed and its sustainability implications in relation to embodied carbon. This could be mitigated against.
- Trust in the people organising this alongside those living in the homes.
- The redevelopment of the disused garages into housing is much better use of the space creating an environment where homeless people can feel safe and restart their lives.
- This project will change people's lives and enrich the community.
- The use of the garages for car parking is limited.

7.7 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

Background

- 8.1 As part of the Foundation 200 project by the Hill Group, Cambridge City Council have been gifted 16 modular homes for formally homeless people. The proposed modular homes will be installed by the Hill Group and gifted to and managed by a charitable organisation. The site will be leased by the City Council. The charity who manage the pods will be selected by the City Council in coordination with Hill.
- 8.2 The proposed modular homes will be used as a steppingstone away from hostel accommodation to more permanent tenancies. These units would be utilised as transitional accommodation for single homeless people with assured shorthold tenancies starting at 6 months, with the option of staying for up to 12-18 months. The Council in coordination with the chosen charity will select tenants from the housing waiting list (using the Housing First approach) who are considered to have moderate or significant needs, not complex needs. Also the mix of needs at the proposed Barnes Close site will be considered when selecting future tenants. A dedicated support worker will be on call for the occupants of the site, alongside the variety of other support services offered by the chosen charity and other organisations within the city to ensure occupants are supported throughout their tenancy to build resilience to move on to other more permanent forms of housing. As the modular homes are a gift to the chosen charity, a Deed of Gift associated with the modular homes which specifies that the modular homes can only be used for single people who are legally homeless. However, it is recommended that conditions secure single occupation and the management strategy.

Principle of development

- 8.3 Policy 3 supports residential development within the urban area of Cambridge to create strong, sustainable, cohesive and inclusive mixed-use communities, making the most of effective use of previously developed land and enabling the maximum number of people to access services and facilities locally. The application site falls within the bounds of the city, on previously developed land, and provides much needed specialist housing, in compliance with policy 3.

- 8.4 Policy 47 is applicable in this instance given the specialist nature of the housing proposed. Policy 47 supports the delivery of specialist housing provided that the development is:
- a. supported by evidence of the demonstrable need for this form of development within Cambridge;
 - b. suitable for the intended occupiers in relation to the quality and type of facilities, and the provision of support and/or care;
 - c. accessible to local shops and services, public transport and other sustainable modes of transport, and community facilities appropriate to the needs of the intended occupiers; and
 - d. in a location that avoids excessive concentration of such housing within any one street or small area
- 8.5 The principle of development is considered acceptable as the proposal adheres to the above criterion as set out below.
- 8.6 Criterion a) requires evidence of demonstrable need for this housing type. Homelessness in Cambridge, like elsewhere in the UK, is an increasing issue which urgently needs to be addressed. The most visible form of homelessness is rough sleeping. In 2016, it was estimated, from a single night survey, that over 4,000 people were sleeping rough across the UK, over a 134% increase since 2010. Despite Cambridge's wealth, the city is no exception, where a recent rough sleepers count found 26 people were sleeping rough. Yet, these figures are likely to be much higher than the recorded statistics. This was evident when in response to the COVID-19 pandemic the City Council rapidly housed 120 rough sleepers in emergency accommodation. Specialist housing which meets the specific needs of those transitioning from rough sleeping to more traditional forms of housing is required to successfully break the cycle of homelessness. It is clear that there is demonstrable need for secure housing specifically designed and catered for former homeless people to meet this urgent housing need.
- 8.7 Criterion b) and c) will be discussed in the relevant sections of this report.
- 8.8 Criterion d) protects against excessive concentration of a specialist housing type within one street or small area. Barnes Close is located within the Peverel Road Estate, enclosed by

Barnwell Road to the west, Newmarket Road to the north and The Westering to the east. Only two other specialist housing of this type have been permitted across Cambridge, on Newmarket Road to the north of the Christ the Redeemer Church, north-east of the application site and on Dundee Close in Chesterton. While the Newmarket Road scheme is within the same ward as the proposal, approximately 0.3 miles between the two sites, it is Officers' view that this would not amount to an excessive concentration of this housing type within a small area. It is considered that the distance between the two sites is sufficient so as to not amount to an excessive concentration and is proportionate to the number of existing and proposed units provided.

Context of site, design and external spaces

- 8.9 The site currently comprises 24 residential garages located on the western and eastern site boundaries. Adjacent to the south-western corner of the site is a segregated two way cycle and pedestrian access which when entering the site becomes less formalised and moves through the site north connecting to Barnes Close.
- 8.10 The proposal seeks to demolish the existing garages and erect 6 modular homes for formerly homeless people. The units which would be domestic in scale, would be sited on the western boundary facing east with the access being maintained and improved wrapping around the units to the south and east. As such, the modular homes would create a 'street'frontage visible from Barnes Close and the accessway through the site. While the units would have a modular form and Barnes Close is relatively uniform with a traditional appearance, the proposed units would not sit uncomfortably within the surrounding context, given the units' domestic frontage. Further, Officers' are satisfied that the proposed landscaping will assist in integrating the units into Barnes Close.
- 8.11 The proposed cycle path has been amended to be of sufficient width to enable cyclists to pass each other without conflict, allowing movement throughout the site. The path width is maintained throughout the site as 2.5m with the 90 degree turn curved slightly and the planting low so visibility is high and to allow ease of movement. This width is in line with the provision of adequate 2 way cycle lanes, as set out in the Local Transport

Note 1/20. Separate access for pedestrians could be achieved through the site using the existing access to the proposed modular homes and this could be secured via a landscaping condition if members thought it necessary. Camcycle and third-party representations have raised the inadequate width of the access as a concern, however, Officers are now satisfied that the amended scheme addresses Officers' earlier concerns (with the minimum width of the cycle lane increasing from 1.7m to 2.55m enlarged to 4.2m on the corner) and these representations. To ensure the cycle way is maintained throughout the development, a condition is recommended.

- 8.12 While the application site is located outside the city centre, it is Officers' view that this is a sustainable location. The site is within walking distance to several bus stops which provide easy access to the city centre and the wider area. Services and amenities sited on Barnwell road are within a short walking distance allowing future residents to meet their needs in a sustainable way. The proposal also includes provision of cycle storage facilities for future occupiers and it is officers' understanding that cycles would be provided to residents as part of the scheme. Altogether, it is considered that the proposal would be appropriately sited within the city to provide adequate access to services, amenities and transport links for future site occupiers.
- 8.13 The proposal would be appropriate within its context and provides good access to services and transport links and therefore, the proposal would be compliant in terms with Cambridge Local Plan (2018) policies 47, 55, 56, 57, 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

No. 169

- 8.14 No. 169 Barnes Close is sited directly west of the application site. Currently the garages are sited directly adjacent to the built form of no. 169 on the common boundary and span beyond the length of no. 169's rear garden. The proposed units whilst 3.1m in height would be sited away from this common boundary and by virtue of the existing situation, it is Officers' view that the proposal would not result in significant overbearing to no. 169's

rear garden or habitable rooms. Whilst the units would be directly east of no. 169's rear garden, given the proposed scale, massing and proximity to no. 169's rear garden, alongside the existing massing of the garages, the proposal would not result in a significant overshadowing impact to no. 169. The built form would project marginally beyond the building line of no. 169 as would the proposed cycle store. However, the resultant impact of this mass on no. 169's front habitable rooms would be minimal. Boundary fencing would enclose the site along the western boundary and thus despite the units containing windows on the western elevation, these windows would not give rise to overlooking to no. 169.

No. 12

- 8.15 No. 12 is located east of the application site and has a single storey garage sited on the shared boundary. By virtue of the scale, massing and siting of the proposed modular homes in relation to no. 12 and existing garages, the proposal would not create an undue overbearing or overshadowing impact to no. 12. A boundary treatment condition is recommended to preserve the amenity of no. 12.

No. 13

- 8.16 No. 13 is situated north of the application site. Vehicular access to the rear garden of no. 13 is located on the common site boundary. The proposal would not restrict access to this vehicular access given the turning space provided. The proposed bin store would be located on the northern boundary of the site, adjacent to the rear garden of no. 13. However, given its proposed scale, this would not adversely impact the amenity of no. 13.

Noise and disturbance

- 8.17 The proposed units are well-insulated and each unit would be occupied by a single person. The proposed units have acoustic insulation exceeding the standard set out by Part E of the Building Regulations, minimizing noise and disturbance to neighbours. Given the residential nature of the proposal, insulation proposed and the robust management strategy proposed, the proposal would not create significant noise and disturbance to surrounding residents arising through comings

and goings. It is important to note that the Environmental Health Officer has no objection to the proposal on amenity grounds.

- 8.18 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and in this respect, it is considered compliant with Cambridge Local Plan (2018) policy 57.

Amenity for future occupiers

- 8.19 The proposed units would have an internal floorspace of 24m². Whilst this would be below the internal space standards detailed in policy 50 which stipulates a minimum requirement of 37m², it is officers' view that there is sound justification for the units being below the minimum standard and that the units would still provide a good quality living environment for those intended to occupy the units. Due to the internal arrangement alongside the high internal ceiling height (above 2 metres) and large windows on the front elevation, it is considered that the proposed unit would not create a cramped internal environment, rather a compact and pleasant space. The intended occupants of the proposed units would be single individuals as per the Housing First model with only moderate and significant support levels, not complex. The selection process would be managed and safeguarded by the Council and the selected charity, to ensure tenants are the right fit for the accommodation. Given the intended occupants, the internal footprint proposed would limit the amount of up-keep and the potential of overnight guests whilst still providing a sufficient amount of internal space, and to a good quality, for a single person. Moreover, there is a critical and urgent need for this particular type of housing which provides supported yet independent accommodation away from the hostel environment or emergency housing which are often not appropriate for the intended occupiers. Whilst the access to the units would be level, the units themselves would not fully comply with part M4(2) compliant. However, given policy 51 is intended to provide Lifetime Homes and these units would be used as move on housing and not permanent dwellings, it is considered that it would not be appropriate to apply the policy 51 criteria to this application.

- 8.20 As the proposed units do not comply with certain policies (such as accessibility/space standards) that would normally be applied to conventional housing, it is essential that any

permission be subject to controls to ensure the units are used for the specific specialist purpose proposed (namely occupied by homeless people in accordance with the Housing First Initiative Criteria, with associated warden-controlled accommodation). Conditions are proposed to control this.

Highway Safety

- 8.21 Despite raising concerns regarding the amenity impact resulting from displaced vehicles, the Highway Authority are of the opinion that the proposal would not adversely impact upon highway safety. A sufficient turning area to the north of the proposed modular homes has been provided to accommodate vehicles entering and exiting the neighbour to the north of the application site.
- 8.22 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car parking

- 8.23 The proposal involves the removal of 24 existing garages and the erection of 6 modular homes which would be attributed a car parking space, designated as a car club space. This would result in a net loss of 23 car parking spaces. A survey has been provided which shows that only two garages are currently used by properties in Barnes Close, 5 in Barnwell Road and 3 additional in the wider 100m area. The remaining garages (14) are used by properties across the Abbey district. It is also important to note that the garages are mainly used for storage given that the scale of garages is not large enough to accommodate a standard sized vehicle. The agent has confirmed that the garages measure internally 4.9m by 2.33m, with a door width of 2.14m. This is, according to appendix L of the Local Plan, to be insufficient to accommodate a standard sized vehicle internally and to gain access. It is noted that potentially some of these garages are used as car parking spaces for smaller vehicles, and therefore it is likely to lead to a degree of displacement onto Barnes Close and the surrounding streets which are uncontrolled. However, taking the above into account, it is considered that the proposal would not result in harm that would be significant enough to warrant refusing the

application. Providing one car club parking space on site is considered appropriate given the specialist nature of the modular units proposed and the sites sustainable location.

- 8.24 Officer's note the substantial objections from third parties regarding the impact of the loss of the garages, including that they are in relatively good condition and that there is existing parking stress on pavements and streets locally. This is, however, an existing problem and whilst an approval of the scheme may marginally increase parking stress locally, this would not be significant and the limited harm caused would be more than outweighed by the social benefits arising from the nature of the scheme.

Cycle parking

- 8.25 Cycle storage is proposed to the south of the units accessible via the access path which adjoins the shared cycle and footpath through the site and Barnes Close to the north. The siting of the store is considered appropriate given its convenient location and the site constraints. The communal cycle store would have the capacity to accommodate six cycles, which conforms to the minimum cycle parking standards of one space per bedroom up to 3 bedrooms. The cycle store would be covered and secure with the access providing sufficient width to turn the cycle to exit if desired. The Landscape Masterplan suggests the external appearance would be finished in timber batten clad, which is considered acceptable. A condition is recommended to secure the cycle store prior to occupation and ensure the details are as proposed.
- 8.26 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Refuse arrangements

- 8.27 The proposed refuse arrangements comprise a shared bin store along the northern boundary, conveniently sited and easily accessible for future occupiers. Officers are satisfied that the store can accommodate the required number and size of bins to adequately provide for the proposed units. How the waste is being managed is unclear, so Officers' recommend a waste management condition to the functional needs of the occupiers are met.

8.28 The proposal is compliant with Cambridge Local Plan (2018) policy 57 and the RECAP Waste Guide.

Third Party Representations

8.29 Third party representations have been addressed in the below table.

<p><u>Impact on surrounding and future residential amenity:</u></p> <ul style="list-style-type: none">• Privacy• Noise and disturbance• Loss of storage• Poor quality for future occupiers, cramped, limited outside space for new tenants, contrary to policy 50. Formally homeless people deserve the same standard of living others enjoy, and this proposal would not prepare residents for moving onto larger residential units.• Poor natural light. • Crime, fear of crime and community cohesion which should be given considerable weight (NPPF section 91).	<ul style="list-style-type: none">• The majority of points raised have been addressed in the residential amenity section of this report.• Loss of storage would result from the development, given that some of the residents use the garages currently as a storage space. However, this is not considered significant harm to surrounding residents when weighed against the public benefit of providing such housing.• Officers' disagree, light and overall amenity for future occupants would be acceptable.• Crime and the fear of crime effect community cohesion and have been taken into account when assessing this application. The Designing Out Crime Officer has no objection to the application and therefore it is considered that crime or the fear of crime resulting from the development would not be significant.
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Parking, highway safety and access

- Parking is a major issue within Barnes Close.
 - Loss of car parking will hinder access for disabled residents and access for emergency and goods vehicles.
 - Half of the houses down Barnes Close do not have driveways and thus the removal of the garages will increase congestion on the streets
 - The turning area for Barnes Close is double parked with cars. Removing the spaces and reducing space available for turning, while increasing the number of residents will not result in conflict between neighbours given the scarcity of parking spaces.
 - The Barnwell Road car parking plans which would replace the parking lost through this development would not be an improvement to the neighbourhood.
 - No suitable alternative sites for displaced parking has been offered and therefore the modular homes should not go ahead until this has been decided.
 - Potential risk to cyclists and pedestrians
- Concerns regarding the loss of car parking and increase in parking pressure have been addressed in the relevant section of this report.
 - The turning area north of the site for Barnes Close is considered sufficient to accommodate a vehicle turning within this space. The Highway Authority have not objected to the application and thus, no significant impact to highway safety is likely to arise.
 - The agent carried out a site selection process and found this to be the most appropriate for the proposed use.
 - Conflict between users has been assessed in the highway safety section of this report.

<p>emerging from the passageway where vehicles are turning and accessing no.12's driveway. The depth of the garages allows cyclists to see cars and slow down as they come around the corner of the garages. This is a well utilised route, used by school children.</p> <ul style="list-style-type: none"> • The cycle/pedestrian access would not be appropriate given its width and 90 degree turn, severely inhibiting cycle access, especially for those with protected characteristics under the Equality Act 2010. This would lead to conflict between users of the access and discourage cycling contrary to policy 80 of the Cambridge Local Plan and paragraph 91 of the NPPF. 	
<p><u>Concentration – policy 47</u></p> <ul style="list-style-type: none"> • The need to build this accommodation here is not necessary given the scheme on Newmarket Road • Policy 47 (d) states that there should not be two or more of these sites on the same street or in a small area. This proposal would equate to two of these sites being in the same area (Barnes Close 	<ul style="list-style-type: none"> • Assessment of the proposal against policy 47 is set out in the principle of development section of this report. It was considered that the principle of this specialist housing in this location would not lead to an excessive concentration within the area.

<p>is at the opposite end of the Peverel Estate). This is a small area and the concentration is excessive.</p> <ul style="list-style-type: none"> • Concentration will put pressure on surrounding facilities and result in anti-social behaviour. • While the Newmarket Road scheme is a temporary consent, there is no requirement to remove or not replace the units after the 3 year time period has lapsed. 	
<p><u>Overdevelopment</u></p> <ul style="list-style-type: none"> • Too many units in a cramped space, impacting on wellbeing • Overdevelopment • The area is not large enough to provide 7 pods • Implications for COVID19 given cramped living conditions and proximity to neighbours 	<ul style="list-style-type: none"> • The proposal has been amended to reduce the number of units on site to 6, in response to Officers' concerns. The proposal is not considered to constitute overdevelopment, given the single storey nature and built footprint.
<p><u>Sustainability</u></p> <ul style="list-style-type: none"> • The proposal is not sustainable. The lifetime of the pods are only 60 years far less than a typical new build, meaning that future generations would have to foot the cost and disruption of renewing or replacing these pods. • Given the pods are exposed on all sides, this 	<ul style="list-style-type: none"> • Sustainable development is socially, environmentally and economically sustainable with longevity. The proposal seeks to erect 6 modular homes to meet the urgent housing need and break the cycle of homelessness. Therefore, this scheme aims to enhance the

<p>would likely lead to a substantial heat loss requiring significant energy to maintain a habitable temperature.</p> <ul style="list-style-type: none"> • While it states that the units are 31% more efficient than Part L, this is hardly surprising given that the habitable volume is more than 30% less than the NPPF and policy 50 require. • The air source heat pump also is far away leading to significant losses. • Unsustainable materials • To meet present needs with little or no regard for the needs of future generations. 	<p>social sustainability of the city by providing these much needed homes. These homes aim to quickly plug the gap in the system where there is not enough emergency housing for those who fall into homelessness. These units are seen as a temporary fix to a wider issue of limited move on accommodation within the city. Further, the units meet the environmental sustainability requirements set out within our Sustainable Design and Construction SPD and Local Plan policies. The modular homes are gifted to the chosen charity and thus pose as an economic opportunity to aid those out of homelessness. Taking the above into account, the proposal is considered to be acceptable in terms of sustainability.</p>
<p><u>Miscellaneous</u></p>	
<ul style="list-style-type: none"> • There are better suited sites for this development. The area is a family area with lots of vulnerable people of all ages, and there is a school close-by. • Limited assessment of other sites prior to this one has occurred. 	<ul style="list-style-type: none"> • The site suitability has been assessed and found to be acceptable. The area is predominately residential with commercial services providing for everyday needs located on Barnwell Road. The site

	<p>is easily accessible and therefore poses as a sustainable location of this type of development, given the reliance on foot and cycle.</p> <ul style="list-style-type: none"> • Other sites were considered prior to this site, however this was seen to be the most viable. The application has been assessed on its merits and has been found to be acceptable.
<ul style="list-style-type: none"> • Selection of the proposed residents does not appear to be rigorous. This is irresponsible and negligent of the council to put the surrounding residents at risk of crime and anti-social behaviour. • The management strategy states that there will not be 24hr support. This is insufficient support given the complex needs • Is residential support given on the site? • No detailed plan has been submitted in relation to how proposed residents move on to more permanent homes. 	<ul style="list-style-type: none"> • The selection of tenants is detailed in the management strategy submitted and states that they will be jointly selected by the Council and the chosen charity (which would likely have a pre-existing relationship with the tenant). They are best placed to select tenants who are the best fit of this housing type. The management strategy states that no tenant will have complex needs whereby they need more intensive support. Tenants that are selected will either have moderate or significant needs and will be supported by additional services. This is a model that has been found to be acceptable in other instances and no information has been

	<p>provided to result in a departure from this view.</p> <ul style="list-style-type: none"> The management plan details that proposed residents will move on when they are ready to sustain a more permanent form of housing. This will be reviewed by the Council in connection with the chosen charity and tenant after the initial 6 month assured tenancy. Typical tenancies will last up to 12-18 months.
<ul style="list-style-type: none"> Big increase in housing density and reduction in community facilities 	<ul style="list-style-type: none"> The proposal would only result in an increase of 6 individual people and therefore in comparison to the density of the surrounding development would not pose as a big increase in housing density. While the proposal would result in the loss of storage and car parking for surrounding residents, this is not designated as a community facility in planning policy.
<ul style="list-style-type: none"> Surface drainage needs to be addressed so as not to drain onto the rear garden of no. 13 Barnes Close 	<ul style="list-style-type: none"> The Sustainable Drainage Officer has no objections to the application subject to a condition relating to surface and foul water. This information will therefore be secured via condition. A consent cannot be carried out

	<p>unless these details are agreed in writing by the LPA and carried out in accordance with the approved details.</p>
<ul style="list-style-type: none"> • Rubbish could accumulate on the boundary with no. 13 Barnes Close 	<ul style="list-style-type: none"> • A waste management plan will be conditioned to prevent against the accumulation of rubbish.
<ul style="list-style-type: none"> • Inaccuracies, errors and misrepresentations in the planning application. The application form states that no works would alter the vehicle access proposed to or from the public highway, this is untrue. Hardstanding between the existing garages which provides access to the garages and to the parking spaces outside 169 Barnwell Drive will be removed. Section 8 (relating to rights of way); Section 9 (car parking); Section 17 (non-residential floor space) are also inaccurate. • None of the plans show the pods in the context of their surroundings, the visual impact is not clear. • Misrepresented no. 13's boundary 	<ul style="list-style-type: none"> • A site visit has been carried out by several Planning Officers and the site in actuality alongside the proposed plans have been assessed. • Whilst there may be a discrepancy on the application form, the plans are clear and accurate and officers do not consider that this has prejudiced any third parties from making representations. Disputes over rights of access and boundary locations are civil matters.
<ul style="list-style-type: none"> • Clear conflict of interest given that the Council will profit financially from the scheme and the Council are deciding on their own 	<ul style="list-style-type: none"> • This application is a Regulation 3 application under the Town and Country Planning General Regulations

scheme.	1992 (as amended) due to the land being owned by Cambridge City Council and Cambridge City Council also being the applicant for the proposals. For clarity, the applicant is not the Cambridge Investment Partnership (CIP). CIP has only acted in the capacity as an agent on this application. The application has been assessed on its merits against national and local policy which have both been subject to robust assessment by independent reviewers.
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9.0 CONCLUSION

9.1 In conclusion, it is considered that the proposal would not harm the prevailing character of the area whilst providing a good quality environment for the future occupiers. Officers are mindful of the substantial objections and concerns raised by third parties in relation to the scheme and have borne these in mind in reaching a balanced conclusion on the merits of the scheme. Clearly, the management of the scheme will be integral to the successful integration of the units into the wider community. A management strategy has been conditioned to ensure such management will be carried out appropriately and the Council will retain part control over the units with the chosen charity. Officers consider that the proposal would not give rise to any significant impact on residential amenity for existing occupiers in the vicinity, including impacts related to the loss of the existing garages. As such the recommendation is one of approval subject to conditions.

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 91 of the Town and Country Planning Act 1990 (as amended by 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 demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

This should include a daily register of contractor and sub-contractor vehicles that are parked on street be maintained so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:

- a. The name of the driver
- b. The registration number of the vehicle
- c. Make of vehicle
- d. Arrival time
- e. Departure time

Reason: In the interests of highway safety (Cambridge Local Plan 2018 Policy 81)

4. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

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 2018; Policies 55, 57 and 59)

5. 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 2018 policy 35)

6. There shall 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 2018 policy 35)

7. The development, hereby permitted, shall not be used or occupied until the approved approach to meeting a 19% reduction in carbon emissions compared to Part L 2013 has been fully implemented. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised approach to meeting a 19% reduction in carbon emissions shall be submitted to and approved in writing by the local planning authority. The approved revised approach shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

8. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by 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 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 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

9. No development hereby permitted shall be commenced until a foul and surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council Local Plan policies, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented with the hydraulic model;

c) Detailed drawings of the entire proposed foul and surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;

d) A plan of the drained site area and which part of the proposed drainage system these will drain to;

e) Full details of the proposed attenuation and flow control measures;

f) Site investigation and test results to confirm infiltration rates;

g) Full details of the maintenance/adoption of the surface water drainage system;

h) Measures taken to prevent pollution of the receiving groundwater and/or surface water;

i) Formal agreement from third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF and NPPG.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

10. No person shall occupy any of the 4no. homeless accommodation units hereby permitted unless such person meets the qualifying homeless resident status in accordance with the Cambridge City Council's First Tenant Selection Criteria as defined within the Housing First for Cambridge Proposals for Expansion and Development dated January 2019 (as amended) and shall have been approved in accordance with the details provided within the approved 'Foundation 200 Modular Homes - Barnes Close: Management Strategy - Allocation and Support'.

Reason: To ensure the modular units hereby approved are only used and occupied in accordance with Cambridge Local Plan 2018 Policy 47 as specialist housing and not as permanent residential accommodation of any other description or use.

11. Any of the modular units hereby approved shall only be occupied by a single occupant of qualifying status (pursuant to condition 10 hereof) for a maximum aggregate period of eighteen months in any two calendar years unless otherwise agreed in writing with the Local Planning Authority.

Details of all licences tenancies or other forms of writing creating a right to occupy a modular unit shall be maintained for a period of ten years and made available for inspection at the request of the local planning authority.

Reason: To ensure the modular units hereby approved (1) are used and occupied in accordance with Cambridge Local Plan 2018 Policy 47 as specialist housing and not as permanent residential accommodation of any other description or use; and (2) to protect the amenity of the occupiers consequential that the modular units do not meet the internal space standards as set out in Policy 50 of the Cambridge Local Plan 2018 .

12. For the avoidance of any doubt, the modular homes hereby permitted, notwithstanding the provisions of Schedule 2, Part 1, Classes A, B and E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification): the enlargement, improvement or other alteration, the insertion of new windows and the provision within the curtilage of any building or enclosure, shall not be allowed without the granting of specific planning permission.

Reason: To ensure sufficient amenity space is retained for future occupiers of the dwelling, to protect the character of the area and to protect the amenity of neighbouring occupiers (Cambridge Local Plan 2018 policies 50, 55, 61 and 71)

13. No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include non-masonry walling systems; windows; doors and entrances; roof cladding; external metal work, rainwater goods, edge junctions and coping details; colours and surface finishes. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

14. The cycle path hereby permitted shall be laid out in accordance with drawing 109-03 dated 15.12.2020 with minimal disruption to the existing cycle route.

Reason: To ensure the cycle route is maintained available for public use throughout the development (Cambridge Local Plan 2018 policy 80 and 81).

15. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59)

16. The cycle store hereby permitted, in accordance with drawing 109-3 dated 15.12.2020, shall be erected prior to first occupation or the bringing into use of the development and retained as such thereafter.

Reason: To ensure the amenity for future occupiers (Cambridge Local Plan 2018 policy 56, 57 and 82).

17. Prior to the occupation of the development, hereby permitted, or the commencement of the use, the arrangements for the disposal of waste detailed on the approved plans shall be provided and information shall be provided on the management arrangements for the receptacles to facilitate their collection from a kerbside collection point. The approved arrangements shall be implemented prior to the occupation of the development or the commencement of the use and retained thereafter.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2018 policies 35, 36 and 57)

18. No demolition or construction works shall commence on site until a condition survey of the adopted public highway from the junction of Barnes Close with Peverel Road to the site, be carried out in conjunction with a representative of the Highway Authority to record the condition of the adopted public highway, so that any subsequent damage caused by the development can be noted and repaired at no expense to the Highway Authority.

Reason: For the safe and efficient operation of the Highway.

19. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The 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); 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.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

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 2018 policies 55, 57 and 59)

20. Should the use of the modular homes for specialist housing for homeless persons and associated cycle parking and stores hereby permitted cease to be occupied in accordance with the agreed management strategy under condition 15, the approved development shall be removed from the site within 3 months of the cessation of use and the land restored in accordance with a detailed scheme to be submitted and approved in writing by the Local Planning Authority.

Reason: to ensure the modular units hereby approved are only used and occupied in accordance with Cambridge Local Plan 2018 Policy 47 as specialist housing and not as permanent residential accommodation of any other description or use and to protect the visual amenity of the local area in accordance with Policy 55 of the Local Planning Authority.