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| <b>Planning Committee Date<br/>Report to<br/>Lead Officer</b> | 3 <sup>rd</sup> August 2022<br>Cambridge City Council Planning Committee<br>Joint Director of Planning and Economic<br>Development                       |
| <b>Reference</b>  | 22/01348/FUL   |
| <b>Site</b>   | Land At<br>64 Cromwell Road  |
| <b>Ward / Parish</b>  | Romsey   |
| <b>Proposal</b>   | Demolition of existing garage and creation of<br>new one bedroom dwelling including outdoor<br>amenity space and pedestrian access from<br>Cromwell Road |
| <b>Applicant</b>  | Richard Sykes-Popham   |
| <b>Presenting Officer</b>                                     | Alice Young  |
| <b>Reason Reported to<br/>Committee</b>                       | Third party representations  |
| <b>Member Site Visit Date</b>                                 | N/A  |
| <b>Key Issues</b>   | 1. Principle of development / character<br>2. Access   |
| <b>Recommendation</b>   | <b>REFUSE</b>  |

## 1.0 Executive Summary

- 1.1 The application seeks permission for the demolition of existing garage and creation of a one bedroom dwelling including outdoor amenity space and primary pedestrian access from Cromwell Road. Cycle storage would be provided adjacent to Cromwell Road.
- 1.2 The proposed dwelling would be sited in a back-land position, introducing a separate residential use in the rear of a property fronting Cromwell Road. The area is characterised by street facing properties with only incidental and ancillary outbuildings located in the rear garden. Therefore, by introducing a separate residential dwelling into the rear garden of 64 Cromwell Road, the proposal would change the nature of rear gardens of Cromwell Road functionally and visually, encroaching on the rear garden environment. In turn, the proposal would be out of character with the surrounding area.
- 1.3 Access to the proposed dwelling would be via a long narrow access in between 62 and 64 Cromwell Road. Given the length of the access, the proposal would not create a safe or inclusive access to the dwelling. Moreover, the principal access to the dwelling would be via the bedroom and the lower ground floor level where the living area is located would not be accessible for guests who may not be as mobile. The dwelling itself may meet the requirements of Part M4(2) but would not overall be accessible or inclusive.
- 1.4 While there would be benefits arising from the proposed development in terms of its contribution to housing supply, sustainability and biodiversity enhancements, officers consider that these benefits would not outweigh the harm arising from the development to the character of the area.
- 1.5 Officers recommend that the Planning Committee refuse planning permission.

## 2.0 Site Description and Context

|   |   |                         |  |
|---|---|-------------------------|--|
| None-relevant                           | x | Tree Preservation Order |  |
| Conservation Area                       |   | Local Nature Reserve    |  |
| Listed Building                         |   | Flood Zone 1, 2, 3      |  |
| Building of Local Interest              |   | Green Belt              |  |
| Historic Park and Garden                |   | Protected Open Space    |  |
| Scheduled Ancient Monument              |   | Controlled Parking Zone |  |
| Local Neighbourhood and District Centre |   | Article 4 Direction     |  |

2.1 No. 64 Cromwell Road is a two-storey semi-detached dwelling on the eastern corner of Cromwell Road. The area predominately comprises residential dwellings with a small commercial area located south of the site on the Cromwell Road-Fairfax Road roundabout. Within the site a garage is sited on the eastern (rear) boundary accessible via the shared vehicular (unadopted) road accessed via Brampton or Cromwell Road. The application site has no site constraints as it falls outside the conservation area and controlled parking zone.

### **3.0 The Proposal**

3.1 The proposal seeks planning permission for the demolition of existing garage and creation of a one-bedroom dwelling including outdoor amenity space and primary pedestrian access from Cromwell Road. Cycle storage would be provided adjacent to Cromwell Road.

### **4.0 Relevant Site History**

| <b>Reference</b> | <b>Description</b>   | <b>Outcome</b> |
|------------------|--|----------------|
| 21/01279/FUL     | Demolition of existing garage and creation of a one bedroom dwelling including outdoor amenity space and primary pedestrian access from Cromwell Road. | Withdrawn      |
| 16/1340/NMA1     | Non-material amendment on application 16/1340/FUL to allow alterations to the second floor balcony design.   | Permitted      |
| 16/1340/FUL      | Extension and subdivision of existing house to create 3 no. self-contained apartments  | Permitted      |
| 16/0555/FUL      | Extension and subdivision of existing house to create 3 no. self-contained apartments  | Refused        |

4.1 21/01279/FUL was withdrawn due to Officers raising concerns regarding the harm to the character of the area through introducing a dwelling in this back-land location, the lack of a safe and inclusive access and lastly the poor outlook and light levels received to the lower ground floor living area.

### **5.0 Policy**

#### **5.1 National**

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 30: Energy-efficiency improvements in existing dwellings

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 35: Human health and quality of life

Policy 50: Residential space standards

Policy 51: Accessible homes

Policy 52: Protecting garden land and subdivision of dwelling plots

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

## **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

Landscape in New Developments SPD – Adopted March 2010

## **5.4 Other Guidance**

N/A

## **6.0 Consultations**

### **6.1 County Highways Development Management – No objection.**

6.2 The proposal removes the potential to park a motor vehicle off street and potentially increases demand for existing on street spaces, as the streets in the vicinity provide uncontrolled parking, and as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, this demand 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 Sustainable Drainage Officer –No objection.**

6.4 1<sup>st</sup> comment: Insufficient information submitted. The EA's extent of flooding from surface water map indicates that there are surface water flood risk issues that require more detailed analysis. A site-specific Flood Risk Assessment is required.

6.5 2<sup>nd</sup> comment: No objections subject to conditions. The applicant has submitted a Flood Risk Assessment that demonstrates that with suitable mitigation measures the proposals are acceptable. It also demonstrates that the pluvial flood risk is lower than the suggested from the EA flood maps.

6.6 Recommended conditions:

- Surface water drainage
- Foul drainage

### **6.7 Environmental Health – No objection.**

6.8 Recommended conditions/ informatives:

- Plant noise impact
- Construction hours;
- Collection during construction;
- Piling

## **7.0 Third Party Representations**

7.1 3 representations have been received.

7.2 Those in objection (2) have raised the following issues:

- Sets a precedence for similar dwellings along all the backs of Cromwell Road and Brampton Road
- Strain on infrastructure (roads, sewage, schooling, doctors surgery, shops etc)
- Additional use and damage of back road without contribution
- Lack of parking

- Overlooking to future dwellers and to surrounding existing dwellings
- Noise and disturbance
- Not sustainable or energy efficient
- Daylight to existing lower ground floor
- Surface water flooding
- Impact on hedgehogs
- Not appropriate to the context
- Will not enhance the area
- Does not relate to buildings and spaces around it
- Concerns about parking on the rear access, blocking access
- Reduces greenspace and no planting proposed
- Access along a narrow pathway

7.3 Those in support (1) have raised cited the following reasons:

- In keeping with the existing development.
- Adequate provision from Cromwell Road
- Minimal impact on surrounding properties
- Fulfils Council standards on space, natural light and ventilation

7.4 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## **8.0 Assessment**

### **8.1 Principle of Development**

8.2 Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing development that will contribute towards an identified housing need. The proposal would contribute to housing supply and thus would be compliant with policy 3.

8.3 Policy 52 requires proposals for the subdivision of existing residential curtilages to be of a form, height and layout appropriate to the surrounding pattern of development and character of the area whilst retaining sufficient garden space and balancing protecting the amenity and privacy of neighbours with creating high quality functional environments for future occupiers.

8.4 The principle of the development is unacceptable and not compliant with policy 52. This will be discussed in the relevant sections of the report.

### **8.5 Design, Layout, Scale and Landscaping**

8.6 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully

contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

- 8.7 Cromwell Road properties have long rear gardens with vehicular access to the rear. As such, single storey structures, ancillary or incidental in use, are common and vary in scale and character.
- 8.8 The proposal seeks to demolish the existing garage along the eastern rear boundary, subdivide the residential garden and erect a one-bedroom dwelling in its place. The dwelling would be partially sunken, with a living area below ground level and the bedroom and the main outside space at ground level. The proposed dwelling would take visual clues from the surrounding context, with its single storey appearance, flat roof form and a similar material palette. While the proposal would be subservient in scale, sympathetic in design and have a modest footprint, Officers consider that the dwelling would appear more domestic than the surrounding outbuildings and the use would not be compatible in this backland location. The subdivision and movements to and from the dwelling in this backland location would change the nature and character of the site, as it would function and appear as a separate dwelling. This is contrary to the surrounding uses in the rear of Cromwell Road gardens, all uses here are incidental or ancillary in use, and therefore is out of character.
- 8.9 The proposed dwelling would be sited to the rear of 64 Cromwell Road with the designated access from Cromwell Road via a small long pathway to the side of no. 64 (35m from Cromwell Road). This access would be shared by two of the occupants of no. 64, who use this pathway to access their private amenity space to the rear. It would also create a long, unsafe inaccessible and contrived pedestrian entrance to the proposed dwelling. This may lead to the proposed occupiers accessing the dwelling from the rear via the small vehicular access (dirt track) which is unlit and unpaved and not segregated from motor vehicles. Consequently, this would lead to conflict between pedestrians and vehicles along the rear unadopted road. Both access arrangements would not be inclusive, safe, or in accordance with Secure by Design principles or paragraph 130 of the NPPF.
- 8.10 The proposal fails to be compatible with its surroundings or provide a safe, inclusive or accessible place and therefore, the proposal would be contrary to Cambridge Local Plan (2018) policies 55, 56, 57 and NPPF paragraph 130(f).

### **8.11 Carbon Reduction and Sustainable Design**

- 8.12 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 8.13 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon

reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

8.14 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

8.15 The Planning Statement submitted in support of the application states that the design includes an air source heat pump, a green roof and solar panels. No details have been provided as to the carbon emissions reduction or water efficiency. These details, if the proposal were acceptable, could be secured via condition.

8.16 The proposed development, subject to conditions, is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **8.17 Biodiversity**

8.18 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

8.19 Officers are satisfied that the proposal could meet biodiversity net gain on site and this would have been secured via condition if the proposed development were acceptable.

8.20 Subject to an appropriate condition, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

### **8.21 Water Management and Flood Risk**

8.22 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.



8.23 The site falls within an area of risk of surface water flooding. Upon request, a Flood Risk Assessment has been submitted in support of the application.

8.24 Since submission of a site-specific Flood Risk Assessment, the Council's Sustainable Drainage Engineer has advised that the proposal demonstrates that suitable flood mitigation measures can be adopted to manage the flood risk. Surface water drainage and foul water details, the Drainage Engineer advises can be secured via condition given its nature and based on the FRA provided.

8.25 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

### **8.26 Highway Safety and Transport Impacts**

8.27 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

8.28 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

8.29 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions and S106 mitigation. Despite raising concerns regarding parking pressure, the Highway Authority are of the opinion that the proposal would not adversely impact upon highway safety.

8.30 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

### **8.31 Cycle and Car Parking Provision**

8.32 Cycle Parking

8.33 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the

encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

8.34 Cycle storage for two cycles is proposed to the front of 64 Cromwell Road adjacent to the southern boundary. This level of provision would comply with appendix L of the Local Plan. The siting of the store is considered relatively convenient despite the separation between the dwelling and the cycle store as it is adjacent to the street. A Sheffield cycle stand is proposed with a 1.2m high timber cover. However, no detailed elevations have been submitted so a condition is required to secure further details. This condition will require the details prior to occupation of the new dwelling. The existing cycle stands for the flats within the host dwelling would be retained along the northern boundary and as such the proposed cycle storage would not compromise the existing arrangements for the flats at 64 Cromwell Road.

8.35 Car parking

8.36 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

8.37 The proposal involves the removal of the existing garage associated with no. 64 and the erection of a new dwelling in its place, resulting in a loss of one car parking space for the host dwelling. The host dwelling has been converted into three self-contained flats (one and two beds) so is not a family dwelling. The proposal would therefore remove one car parking space within the site and add an extra unit on site. Despite this, considering the existing provision for other properties along Cromwell Road, the sustainable location close to services and public transport links and the size of the dwellings, officers consider that the proposal would not result in additional parking pressure on surrounding streets.

8.38 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

### **8.39 Amenity**

8.40 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing,

overlooking or overbearing and through providing high quality internal and external spaces.

8.41 Neighbouring Properties

8.42 The proposed dwelling would be sited adjacent to 62 and 66's rear garages on the rear (eastern) boundary, located approximately 20m from the rear elevation of Cromwell Road properties. Given this surrounding context alongside the scale and massing of the proposed dwelling, the proposal would not result in harm to residential amenity in terms of overshadowing, overbearing or overlooking. While the proposal would create a new dwelling, increasing the comings and goings to the site, the noise impact arising from this movement would not be significant.

8.43 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) policies 57.

8.44 Future Occupants

8.45 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015).

8.46 The gross internal floor space measurements for units in this application are shown in the table below:

| Unit | Number of bedrooms | Number of bed spaces (persons) | Number of storeys | Policy Size requirement (m <sup>2</sup> ) | Proposed size of unit | Difference in size |
|------|--------------------|--------------------------------|-------------------|---|-----------------------|--------------------|
| 1    | 1                  | 2                              | 2                 | 50  | 58                    | +8                 |

8.47 The proposed dwelling would have a gross internal floor area of 58m<sup>2</sup> which exceeds the requirement for a 1 bed 2 person dwelling, as stated in policy 50. The proposed habitable rooms are both west facing, with the living room at lower ground floor and bedroom at ground floor. The living area would be open plan with a depth of 10.6m and would be served by west facing bi-fold doors, a narrow roof light sited 2m into the room over the living area and a further rooflight located 9.6m into the room over the kitchen area. The principal outlook of this large habitable room would be west onto a basement patio and stairwell which would have a depth of 3.4m with stepped planting upwards to 4.9m in depth at a height of 2.6m. The stairwell balustrade would be designed to appear relatively open and non-intrusive. A green wall is proposed along the western site boundary to soften the views from lower ground floor level. Given these design features, intuitive landscaping and the depth of the lower ground floor patio, officers are satisfied that the lower ground floor living area would have an acceptable outlook.

- 8.48 With regards to light levels, officers had raised concerns on the previous application as to the light levels experienced at lower ground floor. The applicant has submitted a daylight sunlight assessment and altered the design to add a further rooflight further into the lower ground floor room alongside the alterations to the patio. The daylight sunlight assessment demonstrates that the scheme would meet the Actual Daylight Factor at lower ground floor in turn meeting the BRE guidance. While this assessment was based on the previous reiteration of the plans, officers consider that the proposed scheme, given the increased patio depth and the design features proposed, would improve the light levels to this lower ground floor level to a satisfactory level.
- 8.49 The proposed dwelling, due to its orientation and siting in a back-land position, would be at risk of being overlooked by the residential properties fronting Cromwell Road. However, the proposed dwelling with its sunken living room, primary external amenity space and boundary treatment, would mitigate against views of these habitable areas from surrounding properties. While it is likely that from the upper levels of Cromwell Road properties that there would be views of the ground floor patio and bedroom, the separation distance offsets this impact. Moreover, there are private spaces not visible from the surrounding dwellings and taking this into account, officers consider this arrangement satisfactory.
- 8.50 Garden Size
- 8.51 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers. The west facing dual level patio totals 25m<sup>2</sup> of useable space which is proportionate to the size of the dwelling, providing sufficient space for drying clothes and a table and two chairs. The ground level patio would be partially overlooked by Cromwell Road properties, yet the separation distance between the patio and the rear of Cromwell Road properties is considered to mitigate against harm. There is also an alternative patio at lower ground level. Officers consider that given the design features (such as the green wall, stepped landscaping and stairwell proposed), the lower ground floor patio would not feel enclosed and the ground floor patio provides an alternative outlook. Accordingly, officers consider that a high-quality external amenity space would be provided to the benefit of the future occupiers. If the application were acceptable, a condition would secure the provision of high quality landscaping.
- 8.52 Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible and adaptable dwellings to be met. The Design and Access Statement submitted states the proposal would comply with these standards, yet as stated in paragraph 8.9, officers consider that the access to the dwelling is not inclusive. Therefore, Officers consider that while the layout and configuration of the dwelling may enable future proofing, the access to the dwelling is poor.

### 8.53 Construction and Environmental Impacts

8.54 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

8.55 The Council's Environmental Health team have assessed the application and recommended a plant noise assessment condition to prevent adverse noise impacts to surrounding and future occupiers once built out. This condition is considered reasonable and necessary to impose.

8.56 The proposal adequately respects the amenity of its neighbours and provides a high-quality living environment for future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 50, and 52. However, as stated in paragraph 8.9, the access to the site is not inclusive or safe and therefore the proposal would be contrary to policy 51 and 57 of the Cambridge Local Plan (2018).

### 8.57 Third Party Representations

8.58 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

| <b>Third Party Comment</b>   | <b>Officer Response</b>   |
|--|---|
| Increase pressure on local services such as schools, nurseries and doctors | The addition of one dwelling would not cause a significant impact on local services.  |
| Overlooking to neighbouring properties.                                    | As stated in the residential amenity section of this report, the proposed dwelling is single storey and enclosed by boundary fencing, and therefore would not give rise to overlooking to surrounding neighbours.   |
| Setting a precedent for further development.                               | Every application is assessed on its merits. This application is considered unacceptable for the reasons discussed above.   |
| Concerns about parking on the rear access, blocking access                 | There is no car parking space proposed to the rear of the proposed dwelling, so this area should not be used for parking. Moreover, as there is not door on the proposed dwelling fronting the rear access behind Cromwell Road, it would not be convenient for the occupier to park in this space. So it should be unlikely that this would occur. |
| Reduces greenspace and no planting proposed                                | The proposal does remove garden land which is predominately grass and low-level planting and erect a dwelling which has limited areas of  |

|   |   |
|---|---|
|   | planting in comparison. However, officers note that garden land can be paved over without the need for planning permission and that the proposal would not result in the loss of public greenspace or flooding issues and biodiversity enhancement can be achieved on site. |
| Additional use and damage of back road without contribution | Given that there is no access via the back road, officers consider the use of the back road would not be frequent by the future occupier. A contribution would not be warranted.  |

### **8.59 Other Matters**

#### 8.60 Bins

8.61 Policy 57 requires refuse and recycling to be successfully integrated into proposals.

8.62 The proposed bin area is located to the west of 64 Cromwell Road. No details of the proposed bin store have been provided aside from the location. However, there is sufficient space on site to accommodate a low-rise store for bins on site. A condition would be recommended requiring details of the bin store prior to occupation of the new house, if the proposed development were acceptable.

### **8.63 Planning Balance**

8.64 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

#### 8.65 Summary of harm

8.66 The proposed development would be back-land and introduce a separate residential use in the rear of a property fronting Cromwell Road. The area is characterised by street facing properties with only incidental and ancillary outbuildings located in the rear garden. By introducing a separate residential dwelling into the rear garden of 64 Cromwell Road, the proposal would change the nature of rear gardens of Cromwell Road, encroaching on the rear garden environment. While visually the dwelling itself would be a comparable scale and form to a garage, the residential use brings with it the subdivision of the plot, a separate boundary treatment, its own hard and soft landscaping and changes in the pattern of use. These impacts would not be compatible with the surrounding rear garden environment and would create harm.

8.67 The access to the proposed dwelling would be via a long and narrow walkway down the side of 64 Cromwell Road. Given the length of the access, the proposal would not create a safe or inclusive access to the dwelling. Moreover, the principal access to the dwelling would be via the bedroom and

the lower ground floor level where the living area is located would not be accessible for guests who may not be as mobile.

8.68 Summary of benefits

8.69 The proposed development would provide a good quality house in a sustainable location which would contribute to housing supply. The weight given to this is limited given the proposal is for one dwelling and the Council comfortably has a 5-year housing supply. There are sustainability and biodiversity benefits of the proposed development given the alignment with policy requirements.

Overall

8.70 Taking the harm and benefits into account, officers consider that the harm outweighs the benefits in this instance. Dwellings should, as stated in policy, be appropriate to the surrounding pattern of development, contextually responsive, have a positive impact on their setting in terms of location and be safe and accessible for all. The proposed dwelling falls short of meeting these policy requirements which is given greater weight than the benefits the development brings.

8.71 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for refusal as the harm here outweighs the benefits of the development. The proposal will be refused on the reasons below.

**8.72 Recommendation**

8.73 **Refuse** for the following reasons:

1. The proposed development, by virtue of its use and back-land location, would not be compatible with the surrounding area which is characterised by ancillary and incidental buildings, not separate dwellings. By introducing a separate unit of accommodation in this back-land position, the proposal would change the nature of rear gardens of Cromwell Road, encroaching on the rear garden environment. By failing to respond to the surrounding context, the proposal would be contrary to policies 52 and 55 of the Cambridge Local Plan (2018).
2. The proposed dwelling, by virtue of its main long narrow access from Cromwell Road, would not create a safe or inclusive access to the proposed dwelling, posing a safety risk for future occupiers. By failing to provide a safe, inclusive or accessible place, the proposal would be contrary to Cambridge Local Plan (2018) policies 55, 56, 57, Secured by Design principles and NPPF paragraph 130.

