



|                                     |  |
|-------------------------------------|--|
| <b>Planning Committee Date</b>      | 02.11.2022   |
| <b>Report to</b>                    | Cambridge City Council Planning Committee  |
| <b>Lead Officer</b>                 | Joint Director of Planning and Economic Development  |
| <b>Reference</b>                    | 22/01504/FUL   |
| <b>Site</b>                         | 196 Green End Road   |
| <b>Ward / Parish</b>                | East Chesterton  |
| <b>Proposal</b>                     | Demolition of Nos 196 and 198 Green End Road and construction of 9no. Apartments (8no 1bed flats and 1no. studio flat) along with ground floor commercial space and associated parking |
| <b>Applicant</b>                    | Mr S Dudley  |
| <b>Presenting Officer</b>           | Nick Yager   |
| <b>Reason Reported to Committee</b> | Third party representations contrary to Officer's Recommendation.  |
| <b>Member Site Visit Date</b>       | N/A  |
| <b>Key Issues</b>                   | 1. Communal Amenity Space<br>2. Design and Context<br>3. Cycle Storage   |
| <b>Recommendation</b>               | <b>REFUSE</b>  |

## 1.0 Executive Summary

- 1.1 The proposal seeks planning permission for demolition of Nos 196 and 198 Green End Road and construction of 9no. Apartments (8no 1bed flats and 1no. studio flat) along with ground floor commercial space and associated parking.
- 1.2 The application site has benefited from planning permission under reference number 20/02791/FUL. Whereby planning permission was granted for the demolition of no. 196 and No. 198 Green End Road and construction of 7no. Apartments (5no. 2bed, 1 3bed and 1no 1bed) and commercial space. The permission was granted on the 10.02.2021 and therefore currently extant.
- 1.3 The resubmitted proposal has incorporated 9 apartments (8no 1 bed flats and 1no. studio flat) rather than previously 7 apartments (5no. 2bed, 1 3bed and 1no 1bed).
- 1.4 The resubmitted proposal fails to contain a communal amenity space for the occupiers, the design of the proposal leads to harm to the character and context of the area and the proposal fails to provide adequate cycle storage. It is considered the proposal is not in accordance with the Cambridge Local Plan 2018 policies 50, 55, 56, 57, 58, 59, 80 and 82 and the NPPF.
- 1.5 This application was due to be heard at planning committee on the 05.10.2022. However, due to time constraints of the meeting the application was deferred.
- 1.6 Officers recommend that the Planning Committee refuse the application.

## 2.0 Site Description and Context

|   |   |                         |  |
|---|---|-------------------------|--|
| None-relevant                           | x | Tree Preservation Order |  |
| Conservation Area                       |   | Local Nature Reserve    |  |
| Listed Building                         |   | Flood Zone              |  |
| 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 The application site comprises of 196 and 198 Green End Road and associated land, located in the ward of East Chesterton. The site sits on the corner of Green

End Road which intersects with Scotland Road to the west. Although the surrounding area is primarily residential in character, it is located adjacent to an off-licence to the immediate northeast of the site and is opposite Chesterton Methodist Church.

- 2.2 Green End Road has limited parking, with with-flow cycle lanes on both sides of the road. The site falls within a Neighbourhood Centre. There are no other relevant site constraints

### **3.0 The Proposal**

- 3.1 The proposal seeks planning permission for demolition of Nos 196 and 198 Green End Road and construction of 9no. Apartments (8no 1bed flats and 1no. studio flat) along with ground floor commercial space and associated parking. The commercial space would have a gross internal floor space of 88.8 square meters. The proposal would have in storage and cycle storage located upon the northern rear elevation. All units contain private amenity space however, the scheme does not contain a communal amenity space. All 9 units can be accessed by a lift.
- 3.2 The scheme has been amended by minor alterations in order to address comments by the urban design officer. A re-consultation with the urban design officer then followed. A further, amended floor plan was received showing the Studio Flat to have a single bedspace.
- 3.3 The previously submitted application 20/02791/FUL was brought to Planning Committee on 3<sup>rd</sup> of February 2021. Whereby it was granted planning permission subject to conditions.

### **4.0 Relevant Site History**

| <b>Reference</b> | <b>Description</b>   | <b>Outcome</b> |
|------------------|--|----------------|
| 20/02791/FUL     | Demolition of no. 196 and No. 198 Green End Road and construction of 7no. Apartments (5no. 2bed, 1 3bed and 1no 1bed) and commercial space.    | Granted        |
| 19/1516/FUL      | Demolition of no. 196 and No. 198 Green End Road and construction of 7no. Apartments (4No. 1 Bedroom and 3No. 2 Bedroom) and commercial space. | Withdrawn      |
| 15/0395/FUL      | Proposed demolition of 2x flats and development of site to form 1x Cycle   | Withdrawn      |

|             |  |           |
|-------------|--|-----------|
|             | shop and 2x2 bed apartments, 3x1 bed apartments and 1x studio  |           |
| 08/0802/FUL | Change of use from one dwelling house to two flats including existing external staircase   | Withdrawn |
| 05/0728/FUL | Proposed extension and alterations to create 2 No. 1bed flats and showroom and UPVC Products   | Refused   |
| C/03/1158   | Proposed extension and alterations to create 2No.1 bedroom first floor flats and ground floor glass/mirror retail unit in association with adjacent glass manufacturing unit | Refused   |
| C/03/0704   | Erection of single storey extension to create retail unit (class A1).  | Refused   |
| C/02/0316   | Demolition of existing garage and erection of stand alone replacement garage. Erection of two storey side and rear extension and enlargement of roof                         | Refused   |

## **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)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

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 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 42: Connecting new developments to digital infrastructure

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 64: Shopfronts, signage and shop security measures

Policy 65: Visual pollution

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 71: Trees

Policy 72: Development and change of use in district, local and  
neighbourhood centres

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

## **5.3 Neighbourhood Plan**

N/A

## **5.4 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016  
Health Impact Assessment SPD – Adopted March 2011  
Landscape in New Developments SPD – Adopted March 2010  
Trees and Development Sites SPD – Adopted January 2009

### **Other Guidance**

Arboricultural Strategy (2004)  
Cambridge Landscape and Character Assessment (2003)  
Cambridge City Nature Conservation Strategy (2006)  
Cambridge City Wildlife Sites Register (2005)  
Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)  
Strategic Flood Risk Assessment (2005)  
Cambridge and Milton Surface Water Management Plan (2011)  
Cycle Parking Guide for New Residential Developments (2010)  
Air Quality in Cambridge – Developers Guide (2008)

## **6.0 Consultations**

### **Environmental Health Officer**

No objection subject to the conditions.

#### **Standard Conditions**

- Construction/ demolition hours
- Demolition/construction collections deliveries
- Piling
- Dust condition

#### **Bespoke Conditions**

- Alternative ventilation scheme
- Artificial lighting
- A1 Hours of Opening
- A1 Collections and Deliveries
- EV charging

## **6.1 Access Officer**

I am very pleased with this proposal, much better than the one it replaced.

## **6.2 County Highways Development Management**

No objection subject to conditions;

- Pedestrian visibility
- Falls and levels
- Existing vehicular access
- Contractors parking plan

### **6.3 Sustainable Drainage Officer**

The application is acceptable subject to conditions;

- Surface water drainage
- Foul drainage

### **6.4 Urban Design**

04.05.2022

The overall design in terms of elevations and materials is considered acceptable in design terms. However, we have raised some concerns/queries in relation to the functional design, including access to private amenity, natural ventilation, boundary treatment and shopfront treatment.

08.08.2022

The urban designs team have reviewed the revised drawings and the proposed resolve the previous concerns.

### **6.5 Landscape Officer**

Plans are generally acceptable, but some amendments to the landscape layout could improve the scheme. Amendments suggested on the Disabled Car Parking Space, Hard Landscape and Soft Landscape.

Conditions suggested;

- Soft Landscaping works details
- Hard landscaping
- Landscape Maintenance Plan

### **6.6 Policy Officer**

Policy 50 deals with all the private amenity areas only accessible to residents, either private to the dwelling or to the development such as a rooftop area. In this case, just because all the dwellings are flats it doesn't mean to say it shouldn't provide a communal private area available to whole development, it just means that it is unlikely to be of a form that involves children's play space, however it could be a rooftop space.

If the site is in a densely populated area, then there will already be significant pressure on local spaces and should be a consideration of the site's impact by not maximising on-site communal spaces.

## **7.0 Third Party Representations**

7.1 Support representations have been received from the following addresses;

- 202 Green End Road
- 200 Green End Road
- 141 Scotland Road
- 204 Green End Road
  
- Support of the proposal which does not have the large roof terrace. Removal of the roof terrace is a bonus as removes any chance of noise nuisance.
  
- A space designed for hosing communal activities (i.e parties) is surely going to level a great level of nuisance and antisocial behaviour.
  
- The current site in a state of disrepair for a while and a new scheme will make the area more attractive.
  
- The redesigns elevations present a much more compatible and subtle look than the previously approved scheme, which was bulk and heavy in appearance. New design is refined and will sit well in street since.
  
- Better scheme for the site.
  
- Matters relating to anti-social behaviour in the area.

## **8.0 Member Representations**

No member representations

8.1 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.

## **9.0 Assessment**

### **9.1 Principle of Development**

9.2 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.

- 9.3 Policy 72 aims to promote and retain an appropriate mix and balance of uses for the day-to-day needs of local people. The application site is within a defined neighbourhood centre and proposes commercial shop usage on ground floor level. Policy 72 sets out acceptable ground floor level uses for development within designated Neighbourhood Centres, which includes shops (A1 use). Therefore, the principle of A1 (now class E) use at ground floor level is considered to be acceptable.

The principle of the development is acceptable and in accordance with policies 3 and 72 of the Cambridge Local Plan (2018).

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

- 9.5 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.
- 9.6 The proposal would sit on the corner of a primarily residential area and in a prominent position. It would have a curved form facing the corner of Green End Road extending out to the close to the corner of the bend in the road. The application incorporates a number of balconies and a recessed upper floor. The surrounding residential dwelling generally are two stories in height, of a semi-detached or detached nature with pitched roof forms.
- 9.7 The proposal is a maximum of 3 storeys (approximately 9m) at the corner of Green End Road and then scale down to 2 storeys (approximately 6.2m) adjacent to the No.200 Green End Road. The upper floor is set back, and due to a flat roof form means that the overall height is lower than the adjacent ridge height of the Nisa Local Shop. The Urban Design Officer confirmed that they considered the scale and massing of the proposal to be configured appropriately and the overall curved cornered and articulated form further reduced the perceived scale and massing of the proposal. The building line to the north-west picks up on that of the Nisa Local Shop at 192 Green End Road. The building line for the lower 2 storey section to the south-west steps in to be consistent with No.200 Green End Road

- 9.8 The Urban Designs Officer then asked for some concerns/queries in relation to the functional design, including access to private amenity natural, ventilation boundary treatment and shopfront treat. Amended plans were provided by the applicant in order to address these matter and then urban designs officer was re-consulted. The Urban Designs confirmed that the amended plans adequately addressed these concerns.
- 9.9 The proposed materials palette, as shown on the drawing elevations and within the DAS (pg.25) are considered acceptable in design terms and can be approved by way of a Materials Condition if the application was recommended for an approval.
- 9.10 Although Urban Designs have commented in support of the scheme. Planning Officers have raised concerns with regards to the upper storey. This application site is located on the corner of highly visibly plot, and the proposal is asking a lot from the site as the size of the site is within a reasonably tight area. The previous application accommodated a parapet wall which helped to reduce the visual upper floor prominence of the proposal in the wider context and street scene. The resubmitted scheme does not contain this element. The third upper storey therefore appears as an overly dominating and prominent addition when viewed within the street scene. The third storey appears as elongated and prominent to a scale that is harmful. Although the third upper storey is set back this is only at 0.9 meters along the corner and 2.0 metres in the areas of the balconies. The increase of the parapet wall in order to conceal the upper floor could help to improve the design and context however, in this instance this has not been provided.
- 9.11 Third party comments have been received that the redesigned elevations present much more compatible and subtle look that the previous approved scheme. However, it is considered by officer's that the upper floor presents a dominant form that is not acceptable within its surrounding context.
- 9.12 It is therefore considered by officers that the upper third storey would lead to an overly dominating roof form within the design and context. The proposal would therefore not lead to a high-quality design that would not contribute positively to the surroundings. The proposal is not considered to be compliant with Cambridge Local Plan (2018) policies, 55, 56, 57, 58 and 59 and the NPPF.

### **9.13 Carbon Reduction and Sustainable Design**

- 9.14 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.

- 9.15 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.
- 9.16 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.
- 9.17 If the application was being recommended for approval, conditions regarding water efficiency and renewable would have been required. The proposal therefore complies with Cambridge Local Plan 2018 policy 28 and 29.

#### **9.18 Biodiversity**

- 9.19 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.
- 9.20 Noting the nature of the site it is not considered the proposal would lead to harm upon the biodiversity of the area. The application does not contain any biodiversity information. Conditions would be applied to the proposal to secure green roofs of the flats and biodiversity net gain if the proposal was recommended for approval.
- 9.21 Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

#### **9.22 Water Management and Flood Risk**

- 9.23 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.
- 9.24 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.

9.25 The Council's Sustainable Drainage Engineer has advised that the application is acceptable subject to conditions of surface water drainage and foul drainage conditions.

9.26 It is considered subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

### **9.27 Highway Safety and Transport Impacts**

9.28 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.

9.29 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.

9.30 The Highway Authority was consulted on as part of the application and does not consider there would be any adverse impact upon highway safety subject to the suggested conditions of pedestrian visibility, falls and levels, existing vehicular access, and contractors parking plan. The proposal would therefore be compliant with policies 81 and 82 of the Cambridge Local Plan (2018) and the NPPF's advice.

### **9.31 Refuse Arrangements**

9.32 Two covered bin storage areas have been integrated into the building footprint and accessed from Green End Road serving both residential and commercial units. The storage areas appear to be segregated between residential and commercial. A condition requiring details of waste collection arrangements would be required if the application was recommended for approval.

9.33 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

### **9.34 Cycle and Car Parking Provision**

#### **9.35 *Cycle Parking***

9.36 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.

9.37 The application proposes 8no. visitor stands which are located upon the front entrance near the Commercial Shop Space. The application also proposes a cycle storage area located to the rear side of the application site. The application proposes 12. No cycle parking spaces for residents and 4 cycle parking spaces for the commercial unit. The application site meets the required cycled space standards set under Appendix L. The cycle storage would be accessed by a form of roller shutters with a locking mechanism which officers are concerned would be impractical for day-to-day use. The cycle storage does meet the required cycle dimension standards set within the Cycle Parking Guide for New Residential Developments (2010). However, concerns are raised by Officer's on the nature of the storage. The cycle storage could potentially be broken into and this part of the site is not well-overlooked. The roller shutter doors face upon the footpath that could be accessed by non-residents. The previous extant scheme contained an internal cycle storage area accessed via an entrance door. This scheme has a roller shutter roller spanning a proportion of the rear elevation. It is therefore considered the current proposal does not contain a level of cycle storage that is considered appropriate. Further, concerns are raised that the cycle storage nature could be of a cramped nature. Lastly, the previous scheme contained a fold down bike maintenance work top for repairs which this application does not.

9.38 The application therefore raises concerns with regards to cycle storage and therefore not in accordance with policy 80 and 82 of the Cambridges Local Plan 2018.

9.39 *Car parking*

9.40 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.

- 9.41 The application site does not fall within the Controlled Parking Zone. The development would provide two car parking spaces for the shop as well as three spaces for residents at the southwest corner of the site, which are adequate dimensions. The proposal has one disabled car parking space to the northeast of the site.
- 9.42 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point for each dwelling with allocated parking, one slow charge point for every two dwellings with communal parking (at least half of all non-allocated parking spaces) and passive provision for all the remaining car parking spaces to provide capability for increasing provision in the future. Conditions would be applied on EV charging if the application was recommended for approval.
- 9.43 The proposal would be in accordance with Cambridge Local Plan 2018 policy 82.

#### **9.44 Amenity**

- 9.45 Policy 35, 50, 52 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.

#### **9.46 Neighbouring Properties**

#### **9.47 200 Green End Road**

- 9.48 To the southeast of the site is 200 Green End Road, which would be the property most affected by the proposal. The building line of the proposal would be set back from the common boundary with no.200 by approx. 1.01 and the existing side of elevation of no.200 is set back approximately 3.16m from the common boundary. 198 Green End Road as existing meets the common boundary with No.200. The proposal at second floor which is nearest the shared boundary would not exceed the height of No.200. Is it therefore considered that the proposal would not lead to significant overbearing impacts to the occupiers of No. 200. Further, the application is of a similar scale and size to the previous application. The previous application contained shadow studies which confirmed that there would be limited overshadowing to No. 200 as a result. There are no windows proposed on the south elevation. The proposed rear fenestration is located away from the boundary of No.200 so that it would lead to significant overlooking impacts of the amenity area of this property.

#### 9.49 *Wider Area*

The front and northern side elevation faces upon Green End Road due to separation by distance there will be no harm to the neighbouring amenity. The rear elevation faces upon the Nisa shop, outbuilding and yard area. By virtue of the nature of the area it is not considered the proposal would lead to significant harm by overlooking.

9.50 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

#### 9.51 *Future Occupants*

9.52 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).

9.53 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 (m <sup>2</sup> ) | Difference in size(m <sup>2</sup> ) |
|------|--------------------|--------------------------------|-------------------|---|---|-------------------------------------|
| 1    | 1                  | 2                              | 1                 | 50  | 51.8                                    | 1.8                                 |
| 2    | 1                  | 2                              | 1                 | 50  | 50.1                                    | 0.1                                 |
| 3    | 1                  | 2                              | 1                 | 50  | 50.1                                    | 0.1                                 |
| 4    | 1                  | 2                              | 1                 | 50  | 50.1                                    | 0.1                                 |
| 5    | 1                  | 2                              | 1                 | 50  | 51.4                                    | 1.4                                 |
| 6    | 1                  | 2                              | 1                 | 50  | 50.1                                    | 0.1                                 |
| 7    | 1                  | 2                              | 1                 | 50  | 63.6                                    | 13.6                                |
| 8    | 1                  | 2                              | 1                 | 50  | 53.2                                    | 3.2                                 |
| 9    | 1                  | 1                              | 1                 | 37  | 37.1                                    | 0.1                                 |

9.52 All of the proposed units comply with the size requirements for internal space standards under Policy 50 of the Local Plan.

#### 9.54 *Amenity Space*

9.55 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.

- 9.56 All of the proposed flat units have a direct access to an area of private amenity space located upon the southern and northern side of the proposal. The private amenity space appears to be of sufficient space to accommodate table and chairs. The application does not contain a communal outdoor amenity space. The previous application 20/02791/FUL contained a second-floor shared roof terrace communal amenity space. This was requested by officer's due to the small size of the proposed private amenity spaces for the future occupiers.
- 9.57 Para 6.35 of the Local Plan states; 'One-bedroom dwellings would not be expected to provide space for children to play, due to the lower likelihood of children occupying these units. Dwellings with more than one bedroom would need to take space for children to play into account. In addition to private amenity space, developments with flats will need to provide high-quality shared amenity areas on site to meet the needs of residents, including play space for children'.
- 9.58 The Policy Officer was consulted on the application and stated Policy 50 deals with all the private amenity areas only accessible to residents, either private to the dwelling or to the development such as a rooftop area. In this case, just because all the dwellings are flats it doesn't mean to say it shouldn't provide a communal private area available to whole development, it just means that it is unlikely to be of a form that involves children's play space however it could a rooftop space. If the site is in a densely populated area, then there will already be significant pressure on local spaces and should be a consideration of the site's impact by not maximising on-site communal spaces.
- 9.59 The application site will lead to a form of densely populated arrangement with the potential of 9 flats and the potential of up to 17 occupiers. This could create significant pressure on the local public spaces within the area by the application site not maximising its on-site communal spaces.
- 9.60 It is acknowledged that there are two public amenity areas located at approx. 200 and 277 metres of the application site along Scotland Road and Green End Road. However, it is considered that the application should still provide sufficient outdoor amenity space of high quality that future occupiers could easily and readily enjoy, and this would take local pressure off the public amenity spaces which in any event provide a type of open space that is not at all private or primarily for the benefits of the future residents. In this respect the application before members is a 'poor cousin' of its predecessor on the site. The private amenity balcony areas are of a small scale and relatively exposed to the relatively busy road upon which the site sits. A terraced communal amenity area, set above and partially behind the facade would help to significantly improve the amenity of future occupiers and the site has the capacity to provide this. The flat roofed area could accommodate a green roof. However, in this instance, the need to provide the occupiers with sufficient outdoor amenity outweighs this.



Further, the top roof above the second floor could still contain a green roof which would ensure biodiversity net gain is achieved. The proposal therefore fails to provide a high quality and sufficient shared amenity space that policy 50 requires.

- 9.61 Third party comments have been received in relation to the scheme as neighbouring residents prefer this scheme without the roof top terrace communal area. This is acknowledged; however, the application site does not contain any overlooking impacts. The last application contained obscured glazing condition upon this terraced area to ensure this. Further, previously a parapet wall on the upper floor level was constructed at 1.1m high with an 0.7 strip of the obscure glazing, giving a height of 1.8 to ensure overlooking would not occur. It is also further, noted that the applicant site has benefited from an extant permission whereby the roof terrace has been approved. Comments regarding the noise and disturbance of the roof terrace are noted to neighbouring residents particularly no 200. However, the site is located on a busy corner and the hard-standing belonging to 196 Green End Road is often use for car parking and other associated activities. Further, a condition of obscure glazing would help to mitigate this if the application was recommended for approval.
- 9.62 The need for sufficient communal outdoor space is considered necessary in this instance. The application site does not maximise its potential on site and this therefore is a reason for refusal. The application is therefore not in accordance with Policy 50 of the Cambridge City Local Plan 2018.
- 9.63 *Accessible homes*
- 9.64 Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2). The Access Officer was consulted on the application and stated that the proposal was acceptable and was better than the previous it replaced in terms of access. The proposal is therefore considered to comply with the requirements of Part M4 (2) of the Buildings Regulations and Policy 51.
- 9.65 *Construction and Environmental Impacts*
- 9.66 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.

9.67 The Council's Environmental Health team have assessed the application and recommended and confirmed the application is acceptable subject to construction/ demolition hours, demolition construction collection deliveries, piling and dust. Further, the Environmental Health also suggested conditions of alternative ventilation scheme, artificial lighting, A1 hours of opening, A1 collections and deliveries and EV charging. The application is therefore considered to be in accordance with 35 of the Local Plan.

#### 9.68 **Landscaping**

9.69 The landscaping officer was consulted on the application and stated that the proposal is acceptable but suggested some amendments. The Landscape Officer suggested amendments to the Disabled Car Parking Space stating the access should be from Green End Road from the north-east rather than the using the adjacent track. This is not considered to be reasonable noting the previous extant approval has a similar arrangement to this proposal. The Landscape Officer suggested the conditions of Soft Landscaping, Hard Landscaping and Landscape Maintenance Plan, which would be applied reasonable if the application was recommended for approval.

#### 9.70 **Third Party Representations**

9.71 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>   |
|--|---|
| The site is current state of disrepair for a while and a new scheme will make the area more attractive | This is noted by officers. However, for the concerns raised above due to the design, lack of communal space for the occupiers and cycle storage. It is noted the proposed will redevelopment previously development brownfield land. However, in this instance this does not overcome the material harm to amenity and the conflict with Local Plan policy as previous explained above. |
| Comments received in relation to the scheme presents a better scheme for the site                      | Officers have concerns raised in relation to the proposal. Therefore, on balance it is not considered to be suitable application and therefore recommended for refusal.   |

|                                    |  |
|------------------------------------|--|
| Anti- Social Behaviour of the Area | Matters relating to anti-social behaviour of the area are matters for the police and outside of the planning system. |
|------------------------------------|--|

## **9.72 Planning Balance**

- 9.73 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).
- 9.74 The development proposal has been considered against the relevant Local Plan Policies the objectives of the National Planning Policy Framework and the government's agenda for growth.
- 9.75 The proposal would make a small contribution to the local economy including the provision of construction jobs and some additional local spend. Further, the proposal would contribute to a higher density of accommodation within the area and development of a previously developed and partially brownfield site. Whilst these are benefits of the scheme, they are not considered to outweigh the harm as identified above. The development will lead to material harm to the amenity of the future occupiers by failing to provide appropriate amenity space for future residents and conflicts with the local plan.
- 9.76 It also raises concerns with regard to its design and its impact on the character and context of the area and does not provide appropriate cycle storage. The proposal is contrary to policies 50, 55, 56, 57, 58, 59, 80 and 82 and the NPPF.
- 9.77 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.

## **9.78 Recommendation**

- 9.79 **Refuse** for the following reasons:

1. The proposal fails to provide appropriate communal amenity space, does not maximise its potential for on-site communal space and as such future occupiers would have a poor level of on-site amenity space in what is a densely populated part of the City. The application is therefore not in accordance with Policy 50 of the Cambridge City Local Plan 2018.

2. The proposal would create an upper third storey that would have an overly dominating appearance and roof form within the surrounding character and context of the area. The proposal would therefore not lead to a high-quality design that would not contribute positively to the surroundings. The proposal is not considered to be compliant with Cambridge Local Plan (2018) policies, 55, 56, 57, 58 and 59 and the NPPF.
3. The proposal fails to provide adequate cycle storage to a sufficient standard. The roller shutter doors face upon a footpath that could be accessed by non-residents. This scheme has a roller shutter roller spanning a proportion of the rear elevation which is likely to be impractical for use and could lead to theft given that this part of the site is poorly surveyed. It is therefore considered the current proposal does not contain cycle storage that is considered appropriate. The application is therefore not in accordance with the requirement of appendix L of the Cambridge Local Plan 2018 and policy 82 of the Cambridge Local Plan.