



<b>Planning Committee Date</b>	11 June 2024
<b>Report to</b>	Cambridge City Council Planning Committee
<b>Lead Officer</b>	Joint Director of Planning and Economic Development
<b>Reference</b>	24/00658/FUL
<b>Site</b>	36 Peverel Road Cambridge Cambridgeshire CB5 8RH
<b>Ward / Parish</b>	Abbey
<b>Proposal</b>	Erection of two dwellings and associated works
<b>Applicant</b>	Mr Powell, Cairns Didge UK Ltd
<b>Presenting Officer</b>	Melissa Reynolds
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	1.Character and appearance of the area 2.Amenity 3.Trees
<b>Recommendation</b>	<b>REFUSE</b>

## 1.0 Executive Summary

- 1.1 The application seeks planning permission for 'Erection of two dwellings and associated works'.
- 1.2 The two dwellings are proposed to be sited on garden land to the rear of 36 Peverel Road, adjacent to the dwelling at 129 Barnwell Road to the west. These are proposed to each provide two-bedrooms with ensuite shower rooms. The design includes an asymmetric roof, which would drop at the rear.
- 1.3 These dwellings would be accessed on foot via the path between Barnwell Road and Peverel Road. No vehicular access is proposed. Space for parking two bicycles and storing three 110l refuse bins are proposed in the outside amenity area to the north of each house. Outside stores for each dwelling are also shown on the plans.
- 1.4 Outside amenity areas of 26.62 sqm – accessed via a shared passage 1.17m wide are proposed.
- 1.5 Officers are concerned that the proposal will be harmful to the character and appearance of the area; impact negatively on neighbouring amenity; have poor amenity in terms of usable outside area; and may result in harm to street trees.
- 1.6 Officers recommend that the Planning Committee refuse the application.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1	X
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	

\*X indicates relevance

- 2.1 The application relates to 36 Peverel Road, Cambridge. The application site comprises the rear garden space of No. 36 Peverel Road. The site is not located within any defined Conservation Area or within the Cambridge Green Belt. The site is located within Flood Zone 1 (Low Risk).

- 2.2 The site is in a predominantly residential area. To the north of the site are the rear gardens of Nos. 2-34 Peverel Road, to the south are Nos. 131-145 Barnwell Road and Nos. 123-129 Barnwell Road are to the West. The southern boundary of the site is onto to a green pedestrian route connecting Barnwell Road to the west and Peverel Road. Two mature trees are in this green space directly south of the existing house at 36 Peverel Road.
- 2.3 36 Peverel Road is a House in Multiple Occupation (HMO).

### 3.0 The Proposal

- 3.1 The application seeks planning permission for 'Erection of two dwellings and associated works'.
- 3.2 The two dwellings are proposed to be sited on garden land to the rear of 36 Peverel Road, adjacent to the dwelling at 129 Barwell Road to the west. These are proposed to each provide a ground floor comprising open-plan lounge, kitchen, and dining and a w.c., and two-bedrooms with ensuite shower rooms at first floor. The design includes an asymmetric roof, which would drop at the rear.
- 3.3 Overall measurements are approximately would measure 6.2m (d), 8.16m (w) (16.34 m total w), 4.8m (h) eaves (south) / 4.32 (h) (north), 6.42m (h) ridge). Each house will have a footprint of circa 39.5sqm.
- 3.4 The north elevation will include four rooflights serving each upstairs ensuite shower room. These are indicated to be 1.8m high above first floor level. No windows are proposed at first in the east, west and north facing elevations. Bedrooms would be served by front first floor windows.
- 3.5 The dwellings would be accessed on foot via the path between Barnwell Road and Peverel Road. No vehicular access is proposed.
- 3.6 Space for parking two bicycles and storing three 110l refuse bins are proposed in the outside amenity area to the north of each house. Outside stores for each dwelling are also shown on the plans.
- 3.7 Outside amenity areas of 26.62 sqm, accessed via a shared passage 1.17m wide, are proposed.

### 4.0 Relevant Site History

Reference	Description	Outcome
06/0005/FUL	Proposed two storey side extension to house.	Permitted
14/1285/CL2PD	Certificate of Lawfulness under section 192 for erection of a single storey rear extension, rear	Certificate Granted

16/1475/FUL	dormer (43m <sup>3</sup> ) and velux window to front. Retrospective change of use from a dwelling (C3) to a 7 bed/person HMO (sui generis).	Withdrawn
18/1226/FUL	Internal alterations to create one studio flat, existing 7 bed HMO reduced to 6 bed HMO (sui generis)	Permitted
22/03413/FUL	Construction of a block of 4 No. flats and associated works.	Refused - Appeal Dismissed
22/03544/FUL	Erection of two dwellings and associated works	Refused

This application follows previous submissions that have been refused for 4 no. flats and, following dismissal of an appeal, a proposal for 2 no. dwellings.

#### 4.1 The appeal was dismissed on grounds relating to:

##### 4.1.1 Character and appearance of the area –

- Out of keeping with the prevailing pattern of built form.
- The loss of the linear garden to the rear of No 36 would disrupt the regularity of the surrounding pattern of development and would leave the host property with an uncharacteristically small garden.

##### 4.1.2 Poor design quality –

- The spacing and form of the proposed openings, including the introduction of French windows at the first-floor level would be at odds with the neighbouring dwellings.

##### 4.1.3 Living conditions – neighbouring occupants -

- Overbearing when viewed from the rear windows and garden area of No 34.
- In relation to the existing dwelling, no. 36, Overshadowing of the rear garden area and reduction in daylight reaching the habitable room windows on the rear elevation.
- Overly dominant and unduly prominent intrusion of built form when viewed from the rear windows and garden area of No 36 Peverel Road (No 36)
- Overlooking from balconies of rear gardens serving nos. 135 to 139 resulting in loss of privacy.

##### 4.1.4 Living conditions – future occupants

- Shortfall in living space.

- Outdoor amenity space would be small and would offer limited space for private activities such as sitting out, drying clothes and storage.
- The height of the proposed boundary treatment, the ground floor flats would have a high degree of enclosure whilst the proposed balconies by virtue of their location, would be directly overlooked by the opposite row.
- No evidence that the Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' to be met. Thus, I am not persuaded that the proposal as a whole would accord with Policy 51.
- Perception of fear and could in theory leave the occupiers vulnerable to crime due to a blind turn for occupiers of the ground floor flats.

4.1.5 Cycle provision – limited access via the passageway and feeling of not being safe. It would not encourage sustainable travel.

4.2 A copy of the Inspector's Decision letter in relation to the appeal is attached at appendix A.

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

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

Technical Housing Standards – Nationally Described Space Standard (2015)

Circular 11/95 (Conditions, Annex A)

### **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 5: Sustainable transport and infrastructure

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 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding

Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge

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 67: Protection of open space  
Policy 68: Open space and recreation provision through new development  
Policy 69: Protection of sites of biodiversity and geodiversity importance  
Policy 71: Trees  
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  
Trees and Development Sites SPD – Adopted January 2009

### **6.0 Consultations**

#### **6.1 County Highways Development Management – No Objection**

- 6.2 The effect of the development on the highway can be mitigated through planning conditions relating to securing a contractor's parking plan.
- 6.3 It also notes that no car parking is proposed which will put additional pressure on on-street parking which cannot be controlled. This is likely to increase competition for on-street spaces, potentially impacting residential amenity.
- 6.4 The council may wish to consider the impact of construction vehicles on the green.
- 6.5 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.
- #### **6.6 Tree Officer – Object**
- 6.7 No arboricultural report has been submitted with the application but there are trees on land adjacent to no. 36 that could be impacted by the development. It is not clear how access can be arranged for construction without damage to trees.

6.8 It is also noted that the adjacent verge is already used for unlawful parking and there are concerns that pressure for additional use of the verge in this manner will increase will additional accommodation.

6.9 As it is currently presented therefore the application is not supported.

### **6.10 Environmental Health – Neutral**

6.11 It is not possible to comment on the proposed development and the additional information set out below will be required to provide comments. Information on whether air source heat pumps are to be installed for the noise impact on neighbouring residential properties to be considered.

6.12 Standard conditions to control construction impacts are recommended including construction hours and piling foundations.

6.13 No known contamination is recorded for the site.

6.14 Consult waste strategy team re. waste / recycling matters.

### **7.0 Third Party Representations**

7.1 Five representations have been received.

7.2 Those in objection have raised the following issues:

- Principle of development
- Character, appearance, and scale
- Density and overdevelopment
- Residential amenity impact (impacts on daylight, sunlight, enclosure, privacy, noise and disturbance, light pollution)
- Construction impacts – including impact on children’s informal play, trees, and grass.
- Highway safety and emergency access
- Car parking and parking stress
- Cycle parking provision
- Loss of biodiversity
- Impact on and loss of trees
- Perception /fear of crime

7.3 A representation in support has raised cited the following reason:

- Provides affordable housing

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 acceptable and in accordance with Policy 3, however, due to concerns relating to the proposals, as covered in sections below, they are not in accordance with Policy 52.

## **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.

### Design

- 8.7 The application proposes a pair of two-storey dwellings with a shared passage to provide access to rear amenity space. These would have side gabled roofs and the rear eaves drops below the front ones to reduce the impact on neighboring properties. This is more in keeping with neighbouring dwellings on Barnwell Road, however the roof pitch is lower and not in keeping with dwellings in neither Barnwell Road nor Peverel Road. In addition, the lower eaves at the rear will be visible in views of the side of the dwellings from public viewpoints from Peverel Road.

### Layout

- 8.8 The proposal seeks to erect a pair of two-storey semi-detached dwellings in the rear garden space of no.36 Peverel Road. The houses would front on to a footpath that runs parallel to the site and nos. 131-145 Barnwell Road.
- 8.9 Peverel Road is characterised by being a predominately residential area of which dwellings are semi-detached and two-storey in nature, with modest



rear gardens. No.36 has previously benefitted from a two-storey side extension. There are several dwellings with frontages on to the footpath parallel to the site and are considered as Barnwell Road. These dwellings are two-storey terraced dwellings with modest rear gardens. They have small front gardens, so the houses are set back slightly from the public realm. The application site would front a public footpath and would be visible from both Peverel Road and Barnwell Road. The proposal would be intrusive in the street scene due to its position forward of No. 129, the first in a terraced row of houses, and its massing which will infill a gap between the rear of no. 36 Peverel Road and the side of no. 129 Barnwell Road.

- 8.10 The proposed two-storey dwellings would abut the boundaries with nos. 236 Peverel Road and 129 Barnwell Road. They would also directly front the green route, as no front gardens are proposed. It is not clear if windows and doors would open onto this public area, outside of the application site.
- 8.11 The siting of the proposed pair of dwellings is not in keeping with the prevailing pattern of development in the area due to its position directly adjacent to the green area it fronts. The loss of the linear rear garden, as noted by the Planning Inspector previously, “*would disrupt the regularity of the surrounding pattern of development and would leave the host property with an uncharacteristically small garden.*” The layout of the site is not in accordance with Policies 52, 55, 56 and 57 of the Cambridge Local Plan (2018).

#### Scale

- 8.12 The proposals seek to overcome previous refused applications, however, due the size of the site, the proposed development would be cramped and will, for reasons set out below, result in an unacceptable scale of development and have a poor relationship to neighbouring properties and the wider area.
- 8.13 Overall, due to the scale, the proposal the proposal would be at odds with the established character of the streetscene. The proposal would cause harm to the character and appearance of the area and amenity of neighbouring properties, contrary to Section 12 of the NPPF and Policies 52, 55, 56 and 57 of the Cambridge Local Plan.
- 8.14 Overall, the proposed development is not a high-quality design that would contribute positively to its surroundings and no landscaping is proposed. The proposal is not compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

#### **8.15 Trees**

- 8.16 Policy 59 and 71 seeks to preserve, protect, and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other

vegetation to mature. Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.

- 8.17 The Council's Tree Officer has advised that the construction of the construction of the proposed dwellings is likely to impact trees on the adjacent public amenity area. It is not clear how access can be arranged for construction without damage to trees.
- 8.18 It is also noted that the adjacent verge is already used for unlawful parking and there are concerns that pressure for additional use of the verge in this manner will increase with an increase in dwelling numbers.
- 8.19 There is insufficient information provided to ascertain the full likely impacts, as no Arboricultural Impact Assessment has been submitted. The likelihood is that, given the proximity and amenity value of the area, the proposal would not accord with policies 59 and 71 of the Local Plan. It may be possible, if minded to approve, to seek an assessment prior to development commencing, however, this does not overcome concerns about use of the green area, where the trees are located, for unlawful parking, which the proposals are likely to exacerbate.

## **8.20 Carbon Reduction and Sustainable Design**

- 8.21 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.
- 8.22 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.
- 8.23 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.
- 8.24 The application is supported by a Design and Access Statement which notes that 'orientated in a manner which maximises its potential for solar gain and for passive heating, further increasing its sustainability credentials'. No further detail is provided.
- 8.25 Subject to conditions relating to carbon reduction technologies and water efficiency, the proposal would accord with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## **8.26 Biodiversity**

- 8.27 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.
- 8.28 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 could be made to be compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

## **8.29 Water Management and Flood Risk**

- 8.30 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.
- 8.31 The site is in Flood Zone 1 and is, therefore, considered at low risk of flooding.
- 8.32 Subject to surface water drainage scheme conditions, the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

## **8.33 Highway Safety and Transport Impacts**

- 8.34 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.
- 8.35 Para. 115 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.
- 8.36 Access to the site would be on foot, as no access for cycles or cars is available. Proposals do not include any mitigation.
- 8.37 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority, which raises no objection to the proposal subject to condition securing a contractor's parking plan.

8.38 Subject to conditions, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

### **8.39 Cycle and Car Parking Provision**

#### Cycle Parking

8.40 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 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.

8.41 Each dwelling proposed would have two cycle parking spaces in the rear amenity area. These are not proposed to be in secure shelters. Appendix L, paragraph L.24 states that cycle parking for new residential development should '*only be located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision*'. It considered that the proposed passageway, measuring approximately 1.16m wide, is not likely to be sufficient to meet 'The Cycle Parking Guide for New Residential Development 2010' (CPG) requirement for an overall aperture of 1.2 metres for access to a bike store and awkward to manoeuvre through angle of the gated access point to the rear amenity space. Lastly, the provision of a cycle store will further reduce the already small amenity area to serve the two dwellings, impacting on the usability of the areas.

8.42 The Inspector previously flagged concerns over fear of crime and not being able to see the stores from the passageway. As this application is for two dwellings with a shared access, it is considered reasonable to require the passageway to be gated to ensure that the rear gardens are not accessed by others.

#### Car parking

8.43 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.

8.44 No car parking has been proposed. In considering whether the site is suitable for car-free development, the policy is considered:

8.44.1 Is it within an easily walkable and cyclable distance to a District Centre or the City Centre?  
Barnwell Road Local Centre (0.3km) however the nearest district centre is Mill Road East (1.5km). There are adequate cycle routes to the city centre and district centres.

8.44.2 Does it have high public transport accessibility?  
It is a short walk to bus routes with regular services, and train stations and coach services provide services onwards.

8.44.3 Can the car-free status be realistically enforced by planning obligations and/or on-street controls?  
The site is not in a Controlled Parking Zone so car-free status cannot be controlled.

The proposal is not entirely compliant with Cambridge Local Plan (2018) policy 82 regarding Car Parking. While car travel is not essential, the site is not in a location likely to be well suited to car-free development. Consequently, it is realistic to expect residents to have access to cars and the associated knock-on impact on the wider amenity of the area due to additional pressure for on-street or unlawful parking, as noted by the Local Highway Authority, is of concern.

8.45 The proposal is considered to not accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

#### **8.46 Amenity**

8.47 Policies 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.

##### Neighbouring Properties

8.48 The site is in a residential area and is surrounded by neighbouring dwellings. The impact on neighbour amenity is assessed below in terms of overbearing, overshadowing / daylight, privacy, overlooking, outlook, noise, and disturbance.

##### Impact on No. 34 Peverel Road

8.49 The proposal would be located close to the boundary with No.34 Peverel Road. The proposed dwellings would result in two-storey development

which would encompass almost the entire shared boundary with this neighbouring property. At present there is no built form in this location. Due to the substantial increase of excessive built form close to the boundary, the proposal would result in an unacceptable overbearing impact to this adjacent neighbour. Furthermore, due to the scale of the proposal, the relationship with the neighbouring property and its orientation with the sun, the proposal would also result in significant overshadowing to the rear garden space of No.34 which would cause harm to the amenity and living conditions of its occupants.

Impact on No. 36 Peverel Road.

- 8.50 The side of the proposed dwellings would be approximately 6.1m from the rear of no. 36. This would result in an oppressively overbearing effect on the garden area to the large HMO and loss of evening sunlight to its rear amenity space. In addition, there is a likelihood that the effect will also impact habitable rooms within the HMO that face towards the site. The retained garden area to serve no. 36 will be inadequate for the large HMO it serves, providing poor amenity to its occupiers.

Impact on Nos. 139 and 139 Barnwell Road (opposite)

- 8.51 The houses opposite the site would be between approximately 11-13 m from the first floor of the proposed dwellings. The close proximity may enable to window-to-window overlooking between ground and first front windows, leading to a loss or perception of loss of privacy.
- 8.52 These dwellings are south of the application site, so no loss of light will result from the proposals.

Impact on No. 129 Barnwell Road

- 8.53 The front of 129 Barnwell Road is approximately 3.4m from the proposed dwellings, which would project forward of its front wall. The outlook from its front window would be at an angle of approximately 51 degrees from its front window to front corner of the proposed house, which projects 4.87m past its front wall. The presence of two-storey development in close proximity to the main habitable room's window will be visually overbearing in the outlook from this room.
- 8.54 In addition, the presence of a two-storey development in close proximity to the east of the living room window is likely to result in a loss of morning daylight and sunlight to the window.

Future Occupants

- 8.55 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).

8.56 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	2	4	2	79	84	+5
2	2	4	2	79	84	+5

8.57 The proposals will meet the overall space standards and bedrooms exceed room size requirements.

8.58 Garden Size(s)

8.59 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.

8.60 The proposed rear gardens are 3.2m deep by 8.2m wide providing an overall area of 26 sqm. The plans indicate that this can accommodate a store, bin storage area, and two bike hoops. Given the orientation and proximity to proposed dwellings and houses to the east and west it is likely this space will be overshadowed and feel confined due to the presence of these and any boundary treatment to the north. The spaces are not adequate in size for day-to-day living arrangements, which might for example include a young family.

#### Accessibility

8.61 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 with 5% of affordable housing in developments of 20 or more self-contained affordable homes meeting Building Regulations requirement part M4(3) wheelchair user dwellings. The Design and Access Statement submitted does not state the proposal would comply with these standards and therefore, Officers are unable to confirm that the layout and configuration enables inclusive access and future proofing. However, as the previously scheme related to flats rather than dwellinghouse, this can be resolved through the inclusion of a planning condition if approved.

8.62 Construction and Environmental Impacts

8.63 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.

8.64 The Council's Environmental Health Team has assessed the application and concluded that there is not sufficient information be able to assess the impact of the proposals due to a lack of information relating to air source heat pumps. Permitted development rights exist for residential properties to install air source heat pumps under Part 14, Class G of the General Permitted Development Order (2015) (as amended). Further restrictions are not considered necessary at this stage and an informative can be added.

8.65 Planning conditions can be applied to overcome construction impacts.

8.66 Summary

8.67 The proposal does not adequately respect the amenity of its neighbours and of future occupants and is considered that it fails to accord with Cambridge Local Plan (2018) policies 35, 50, 51, 52, 53, 57 and 58.

#### **8.68 Other Matters**

Bins

8.69 Policy 57 requires refuse and recycling to be successfully integrated into proposals. There is adequate space to store bins to the rear.

#### **8.70 Planning Balance**

8.71 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).

Summary of harm

8.72 The proposals are harmful to the character of the area by way of the siting and mass.

8.73 In addition, no car parking has been provided, and it has not been demonstrated that the location of the is suited to be car-free. It is noted that there is pressure locally for on-street parking, with illegal parking being resorted to consequently. This is to the detriment of the character of the local area.

8.74 Possible impacts on trees and the amenity of the green area have not been addressed, with potential for harm to trees in the public realm adjacent to the site and wider character and appearance of the area consequently.



- 8.75 Harm to neighbouring residential amenities and the future amenities of occupiers has been set out, including loss of light, loss of privacy, and overbearing impacts. In addition, the proposed amenity space to serve the dwellings proposed is of insufficient depth to enable a usable sitting out space as it will be largely in shadow.
- 8.76 Summary of benefits
- 8.77 The proposals will provide two dwellings in the city in a reasonably sustainable location.
- 8.78 Having considered 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.

## **9.0 Recommendation**

### **9.1 Refuse** for the following reasons:

1. The harmful effect of the proposal on the character and appearance of the area due to its siting, mass, design; exacerbating on-street parking pressure leading to illegal parking and potential impact on amenity trees adjacent to the site is such that it does not accord with Section 12 of the NPPF and Policies 52, 55, 56 and 57 of the Cambridge Local Plan (2018).
2. The effect of the proposal on the living conditions of the occupants of Nos. 34 and 36 Peverel Road and Nos. 129, 133 to 139 Barnwell Road regarding cramped retained amenity space, outlook, overshadowing and privacy is considered to result in unacceptable level of harm, contrary to the requirements of Section 12 of the NPPF and Policies 52, 55, 56 and 57 of the Cambridge Local Plan (2018).
3. The proposal would not provide suitable living conditions for the occupants of the development regarding external amenity space and accessibility and, as such, fails to meet the requirements of Policies 50 and 52 of the Cambridge Local Plan (2018).
4. The proposed cycle parking should be located to the front of the dwellings garden in secure, covered shelters to encourage sustainable travel. The passageway to access the cycle parking proposed will be awkward to use as it is the below 1.2m wide and leads to an access point to the rear amenity areas that will be at an awkward to manoeuvre through, which will be exacerbated if gated to ensure security. Furthermore, the provision of a cycle store will further reduce the already small amenity area to serve the two dwellings, impacting on the usability of the areas. Appendix L, paragraph L.24 of the Cambridge Local Plan (2018).

5. Insufficient information has been provided to enable the long-term impact on trees in the area to be assessed. The proposal fails to meet the requirements of Policy 71 of the Cambridge Local Plan (2018) and the Trees and Development Sites SPD – Adopted January 2009.

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Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs