



Planning Committee Date	8 th January 2025
Report to Lead Officer	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference	24/02837/FUL
Site	11A Garry Drive Cambridge Cambridgeshire CB4 2PD
Ward / Parish	Kings Hedges
Proposal	Alteration, extension and conversion of existing building to a self-contained 1 bed dwelling and associated works.
Applicant	-
Presenting Officer	Alice Young
Reason Reported to Committee	Third party representations
Member Site Visit Date	N/A
Key Issues	1. Amenity
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks planning permission for the alteration and conversion of existing building to a self-contained 1 bed dwelling and associated works.
- 1.2 The application follows on from two previously refused applications for extending and converting the outbuilding into a 1-bed dwelling which were then later dismissed at appeal. The Council and Inspector have previously established that all matters, aside from the amenity for future occupiers, are acceptable. The main issue remaining to resolve therefore is whether the proposed dwelling creates an adequate living environment for future occupiers. Matters of overbearing, outlook and noise were all previously considered acceptable and no changes have been made to either policy or the design to alter this previous assessment.
- 1.3 The applicant has submitted a daylight and sunlight assessment to provide further information to the Council as to the daylight and sunlight received in the proposed dwelling. The previous concerns focused on the light levels to the living and dining room. Following thorough review of the daylight and sunlight assessment, officers consider that the evidence supplied demonstrates in accordance with BRE standards, that the living and dining room would receive sufficient light levels to prevent against this space appearing dark and gloomy. Therefore, officers consider that this harm identified in the previous applications has been overcome and the proposal would provide an acceptable living environment for future occupiers.
- 1.4 In terms of bins and bikes, these would be sited in the private amenity space to the front of the dwelling. While not all of the information has been provided for the cycle stores, officers are satisfied that an acceptable scheme can be designed to comply with policy. This can be secured via condition, if the details are not provided before planning committee. The amenity space was considered by the Inspector to not be compromised by the location of the bins or bikes, and therefore officers agree with this stance.
- 1.5 Officers recommend that the Planning Committee approve the application subject to the recommended conditions.

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	

*X indicates relevance

- 2.1 The application site, 11A Garry Drive, is a wedge-shaped site located to the north-west of Kings Hedges Road properties, accessed via Garry Drive, with the Guided Busway bordering the site to the north and north-east. To the south and south-west of the guided busway the surrounding area is primarily residential, with two storey semi-detached dwellings fronting Kings Hedges Road and Garry Drive and bungalows behind the building line in a back-land position. To the north and north-east of the guided busway are commercial units located on Cambridge Science Park Road.
- 2.2 The site is not in a Conservation Area nor is it in the controlled parking zone.

3.0 The Proposal

- 3.1 The application seeks planning permission for the alteration, extension and conversion of existing building to a self-contained 1 bed dwelling and associated works.
- 3.2 The application has been amended to provided further information on daylight and sunlight for the proposed new unit.
- 3.3 Two similar proposals have been refused by the Council and dismissed at appeal.

4.0 Relevant Site History

Application	Description	Outcome
23/01183/FUL	Conversion and extension of existing double garage to a self-contained 1bed single storey apartment resubmission of 21/05255/FUL.	Appeal dismissed

21/05255/FUL	Conversion and extension of existing double garage to a self-contained 1bed single storey apartment	Appeal dismissed
21/02632/HFUL	Erection of a garage to front.	Permitted
15/1819/FUL	New double garage/store	Permitted
C/03/1217	Conversion of existing storage building into 2No. residential units..	Refused

5.0 Policy

5.1 National

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

ODPM Circular 06/2005 – Protected Species

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 30: Energy-efficiency improvements in existing dwellings
- Policy 31: Integrated water management and the water cycle
- Policy 35: Protection of human health from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 50: Residential space standards
- Policy 52: Protecting garden land and the subdivision of existing dwelling plots
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 58: Altering and extending existing buildings

- Policy 59: Designing landscape and the public realm
- 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

6.0 Consultations

6.1 County Highways Development Management –No objection

6.2 County Council Guided Busway – No objection

6.3 Environmental Health – No objection

7.0 Third Party Representations

7.1 3 representations have been received, two from the same address.

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

- Increase in motorised traffic
- Safety concerns, due to lack of street lighting and pavement and narrowness of Garry Drive. Accidents are regular occurrences.

8.0 Member Representations

8.1 Not applicable

9.0 Local Interest Groups and Organisations / Petition

9.1 Not applicable

9.2 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.

10.0 Assessment

10.1 Background

10.2 The application is a resubmission of 23/01183/FUL which was dismissed at appeal. The Inspector concluded that, given the living and dining space would be served by two roof lights only, with one being northwest facing,

natural light would likely be poor creating a dark and secluded space. This would therefore have led to an unacceptable level of amenity internally for future occupiers. This application seeks to overcome this harm.

10.3 Principle of Development

- 10.4 Policy 52 requires development to be of appropriate to the surrounding pattern of development and character of the area, retain sufficient garden space surrounding the existing dwellings, protect amenity for surrounding and future occupiers, provide adequate amenity space, vehicular access and parking for existing and proposed dwellings and not to have a detrimental effect on the potential comprehensive development of the wider area.
- 10.5 The principle of development is considered to have overcome the previous concerns regarding amenity and therefore, officers consider that the proposal now complies with all aspects of policy 52. This will be elaborated in the relevant sections of the following report.
- 10.6 The principle of the development is acceptable and in accordance with Policy 52 of the Cambridge Local Plan (2018).

10.7 Design, Layout, Scale and Landscaping

- 10.8 Policies 55, 56, 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.
- 10.9 Garry Drive is a side street which runs parallel to Kings Hedges Road, meaning that properties on Garry Drive sit back-to-back with those on Kings Hedges Road. Here, there is a contrast between two storey street facing properties on Kings Hedges Road and back-land bungalows on Garry Drive which have arisen through historic subdivision of Kings Hedges Road rear gardens. This has created a unadopted vehicular access to the north-west of no. 11 Garry Drive which serves four bungalows, the north-westerly unit being the application site. All of these bungalows face north-east onto the unadopted vehicular access. The site comprises a bungalow set well into the site with a parking forecourt and a long single storey outbuilding along the south-western boundary. The site in question is part of the single storey outbuilding.
- 10.10 The proposal would convert the existing double garage into a self-contained one bed dwelling with associated patio garden, bins and bike store and parking.
- 10.11 The Inspector agreed with the Councils assessment in that the proposed extensions and the conversion would not be harmful to the character and appearance of the area, by virtue of the design. The design of the

proposed dwelling has not changed since this appeal and officers therefore maintain that the design would be appropriate to its context.

- 10.12 Given the existence of the existing garage and the scale, design and siting of the proposed extension, it is considered that the proposal would not be contrary to the pattern of development. While typically dwellings along Garry Drive front the shared access road with gardens to the rear and the converted dwelling would not conform to this character, this would not be harmful.
- 10.13 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 58 and 59 and the NPPF.

10.14 Biodiversity

- 10.15 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.
- 10.16 The development would not impact a priority habitat and would impact less than 25 square metres (5m by 5m) of on-site habitat and less than 5 metres of on-site linear habitats such as hedgerows. Therefore, the development falls under a biodiversity net gain exemption. Landscape improvements will secure a biodiversity enhancement, complying with policy 70.
- 10.17 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 enhancement. Taking the above into account, the proposal is compliant with 70 of the Cambridge Local Plan (2018).

10.18 Highway Safety and Transport Impacts

- 10.19 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.
- 10.20 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.
- 10.21 The Highway Authority Development Management Team have been consulted on the application and have no objections to the proposal.

Officers therefore consider that the proposal would not adversely affect the safe functioning of the highway. It is noted that a third party has objected stating that the proposal would increase traffic and accidents due to the narrow nature of Garry Drive and that it is not lit. Officers do not consider that the addition of a dwelling would lead to a significant increase in traffic or a significant highway safety impact here. The Inspector also did not conclude that there was any highway safety impact resulting from the development.

10.22 The proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

10.23 Cycle and Car Parking Provision

10.24 Cycle Parking

10.25 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.

10.26 Two stands are proposed within the amenity space of the proposed dwelling. These stands appear to be stands that secure the bike via the wheel which are not supported as they can damage bikes. The spaces would also dominate the amenity space and there are no details on whether the cycle parking is covered. Therefore, a condition is required to secure further details of cycle parking to ensure the provision is secure, covered and convenient to encourage sustainable travel to and from the site.

10.27 Car parking

10.28 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. The site falls outside of the controlled parking zone and appendix L states that the minimum standard for a place of worship is 1 space for every 8 seats including disabled car parking.

10.29 The proposal includes a 2.5 by 5m car parking space designated for the dwelling to the north of the amenity space. This is considered appropriate given the location of the dwelling. Existing parking for 11A Garry Drive would not be compromised.

10.30 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan.

10.31 Amenity

10.32 Policy 35 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.

10.33 No. 17 shares its north-western boundary with the application site. The proposal converts the existing garage and extends north-east, adjacent to the flank wall of no. 17. This flank wall contains no windows. For these reasons, officers conclude that the proposal would not impact upon no. 17's residential amenity in terms of overbearing, or overshadowing. The insertion of a window on the south-eastern elevation would not give rise to overlooking to no. 17's rear garden given the existing boundary fence. Officers consider that the increased activity and its consequent noise impact would be limited given the extent of development. Given the separation distance between the proposed dwelling and no. 11A, and no. 162 Kings Hedges Road, the proposal would not significantly impact upon these neighbours.

10.34 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.

10.35 The Environmental Health Officer is satisfied that the proposal would not harm the amenity of surrounding occupiers. Officers do consider it is reasonable and necessary to restrict construction and delivery hours given the proximity of the site to neighbours. Accordingly, officers consider the proposal would not give rise to significant noise, vibration or dust, and the proposal is in accordance with Cambridge Local Plan (2018) policies 35 and 36.

Amenity of future occupiers

10.36 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 ²)	Proposed size of unit	Difference in size
1	1	1	1	37	38	+1

- 10.37 Size of external amenity space: 2.2m x 4.2, 9.25 sqm
- 10.38 The converted dwelling would exceed the minimum standard for a one bed one person unit and would provide external amenity space. The Inspector considered that the previous proposal provided an adequate external amenity space and outlook. This has not changed and therefore Officers consider that these aspects are now acceptable. It is noted that there is a study and a bedroom within the unit, however, the bedroom does not meet the minimum standard for a bedroom, but the study does. Therefore, officers have assessed the study as the main bedroom and room listed as the bedroom on the plans as a study. Officers remind members that the Inspector was happy with this approach.
- 10.39 A condition will secure a boundary treatments plan to ensure the amenity space is private from first occupation and all other surrounding neighbours amenity is preserved.
- 10.40 The Inspector did uphold the Council's previous reason for refusal and dismissed the appeal as the living and dining space would receive poor natural light creating a dark and secluded space. This was because the habitable room was served by two roof lights only, one being northwest facing, the other being southeast facing, meaning the room was ultimately dependent on the southeastern rooflight for most daylight and all sunlight.
- 10.41 The Inspector did not find harm to daylight and sunlight to the other rooms within the unit.
- 10.42 Since this appeal decision, the design has not changed. However, a daylight sunlight assessment has been submitted. As the Inspector did not identify daylight and sunlight harm to the kitchen, this was not covered in the submitted daylight and sunlight assessment.
- 10.43 BRE Daylight Sunlight Guidance states for assessing the internal light levels for a proposed converted dwelling the British Standard Daylight in Buildings (BS EN 17037) standard is used. This standard sets out the minimum interior daylight levels as well as medium and high levels and there are two methods for measuring interior daylighting of proposed homes; the illuminance method and daylight factor method. The illuminance method has been chosen by the applicant.
- 10.44 This method uses climatic data for the location of the site (via the use of an appropriate, typical or average year, weather file within the software) to calculate the illuminance from daylight at each point on an assessment grid on the reference plane at an at least hourly interval for a typical year. The target illuminance (ET) should be achieved across at least half of the reference plane in a daylit space for at least half of the daylight hours.

10.45 The UK National Annex gives specific minimum recommendations for habitable rooms in dwellings in the United Kingdom with the minimum level of illuminance for a bedroom being 100 lux and a living room 150 lux. These are the median illuminances, to be exceeded over at least 50% of the assessment points in the room for at least half of the daylight hours.

Room Use	Room Area	Effective Area	Median Lux	Area Meeting Req Lux	% of Area Meeting Req Lux	Req Lux	Req % of Space	Req % of Hours	Daylight hours	Test
Living Room	12.40	8.21	692	8.21	100%	150	50%	50%	4380	YES
Bedroom	6.07	3.47	670	3.47	100%	100	50%	50%	4380	YES
Study	10.35	6.34	490	6.34	100%	150	50%	50%	4380	YES

10.46 As shown above, the living room, bedroom and study would exceed the minimum required lux level for over 50% of the room for over 50% of daylight hours. This is shown again below on an illuminance plan.



10.47 In terms of sunlight, BRE Daylight Sunlight Guidance states that the target is that a living room would achieve at least 1.5 hours of direct sunlight on 21 March. All of the habitable rooms would meet this minimum standard.

Building Ref	Floor Ref	Room Ref	Room Use	Proposed SE (Hours)	Compliance
Flat 1	Ground	R1	LKD	9.4	YES
Flat 1	Ground	R2	Bedroom	9.4	YES
Flat 1	Ground	R1	Study	4.6	YES

10.48 Officers consider that, while the design has not changed, the additional information provided shows that the proposed living and dining room would receive adequate daylight and sunlight in accordance with the BRE guidance.

10.49 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, and 58.

10.50 Third Party Representations

10.51 The third-party representations have been addressed in the transport section of this report.

10.52 Other Matters

10.53 Bins

10.54 Policy 58 requires extensions to existing buildings to retain bin storage. Refuse would be located to the front of the dwelling in a convenient and easily accessible location. Bin store details will be secured via condition.

10.55 Sustainability

10.56 Given the limited nature of the works proposed, officers consider it would be unreasonable to impose a condition requiring a sustainability statement to be submitted and approved by the LPA. However, given the acute water stress Cambridge is currently experiencing, officers do consider it reasonable to impose a water efficiency condition on the consent.

10.57 Planning Balance

10.58 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).

10.59 Summary of harm

10.60 No harm has been identified.

10.61 Summary of benefits

10.62 The proposal would contribute, albeit in a limited way, to the city's housing supply and the new dwelling would be in a sustainable location that has good access to public transport and facilities required to meet day to day needs. The proposal would make efficient use of land and lead to an adequate standard of amenity for the future occupiers, all without harm to surrounding residents, the character of the area or highway safety.

10.63 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 approval subject to the recommended conditions.

11.0 Recommendation

11.1 **Approve** subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

12.0 Planning Conditions

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2 The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3 No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2018; Policies 55, 52 and 59)

4 The development shall not be occupied or the permitted use commenced, until details of facilities for the covered, secure parking of cycles and the refuse details for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store. A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a

sub-base being no less than 80 millimetres thick. The cycle store, green roof and bin storage as appropriate shall be provided and planted in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles and refuse, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

- 5 No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

- 6 There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

- 7 For the dwelling hereby approved, notwithstanding the provisions of Schedule 2, Part 1, Classes B and C of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification): any roof additions or alterations shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of neighbouring occupiers (Cambridge Local Plan 2018 policies 52 and 58)

- 8 No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

- 9 The boundary treatments and the external ‘seating area’ as referenced on plan KW04 A for the development hereby approved shall be completed before first occupation of the dwelling in accordance with the approved details and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of biodiversity, visual amenity and privacy and to ensure the private amenity space is delivered and retained to ensure a good amenity for future occupiers for the lifetime of the development (Cambridge Local Plan 2018 policies 52, 55, 58, 59 and 70).

- 10 The rooflights shown on the approved plans shall be installed prior to first occupation of the development hereby approved.

Reason: To protect the amenity of the future occupiers. (Cambridge Local Plan 2018 policy 52 and 58).

- 11 Water efficiency measures for the scheme shall be implemented in accordance with the optional requirement as set out in Part G of the Building Regulations, which requires all dwellings to achieve a design standards of water use of no more than 110 litres/person/day.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

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