

<b>Application Number</b>	17/1615/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	19th September 2017	<b>Officer</b>	Mary Collins
<b>Target Date</b>	14th November 2017		
<b>Ward</b>	Queen Ediths		
<b>Site</b>	156-158 Mowbray Road Cambridge CB1 7TG		
<b>Proposal</b>	Demolition of existing dwellings and outbuildings and construction of 2X2 bed semi-detached dwellings, 5X1 bed apartments including bin and cycle store		
<b>Applicant</b>	Mr T Mendham c/o Swann Edwards Architecture		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposal provides extra housing within the city and this use is compatible with adjoining uses and would respect the amenities of occupiers of adjoining residential properties</li> <li>• The development would have a positive impact on its setting in terms of siting, massing, design and materials</li> <li>• It would create a successful place with an attractive built frontage</li> <li>• The residential units would have adequate outdoor amenity space and internal floor space.</li> <li>• The proposal provides a safe and accessible vehicular access and off street parking</li> </ul>
RECOMMENDATION	APPROVAL

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is situated on the western side of Mowbray Road which is a classified road. The site is currently occupied by a semi-detached pair of residential dwellings Nos. 156 and

158 Mowbray Road. Adjoining the application site to the south is the semi-detached pair of dwellings Nos. 152-154. To the northern side to the side is the drive and access route to a detached property to the rear of the application site at No. 160 Mowbray Road and beyond this access road are the rear gardens to the properties at Nos. 312-324 Cherry Hinton Road.

- 1.2 This part of Mowbray Road is characterised by pairs of semi-detached dwellings of the same age and style with hipped roofs.
- 1.3 The site falls within the controlled parking zone. There are no other constraints.

## **2.0 THE PROPOSAL**

- 2.1 Planning permission is sought for the construction of two, two bed semi-detached dwellings and five, one bed dwellings in two blocks following the demolition of the existing dwellings.
- 2.2 The block at the front of the application site would front the street and its footprint would be 9 metres deep by 11.5 metres wide. It would have a pitched roof, the height to the ridge would be 9.5 metres and 5.1 metres to eaves level. It would comprise two, one bedroomed flats on both ground and first floor and a one bedroomed flat at second floor. Units 1, 2 5 and 6 have an internal floor area of 36.1m<sup>2</sup> whilst Unit 7 has an internal floor area of 63.2m<sup>2</sup>.
- 2.3 The block to the rear would have a footprint of approximately 6.8 metres by 13 metres. It is two storey with a canted first floor façade and a flat roof with dormer windows to the front and rear elevations. This would comprise two, two bedroomed properties each with an internal floor area of 67.8m<sup>2</sup>.
- 2.4 The existing vehicular access would be used to serve the parking spaces to the units to the rear.
- 2.5 A detached store to the rear would provide refuse bin storage and cycle storage for the occupiers of the flats. This would have a flat green roof and brick side. Units 3 and 4 would have their own cycle stores situated within their rear private amenity space.

2.6 The existing parking area to the front would be removed and would be landscaped and enclosed behind a low wall.

2.7 The application is accompanied by the following supporting information:

1. Design Statement
2. Drawings
3. Flood Risk Assessment and Drainage Strategy

### **3.0 SITE HISTORY**

None

### **4.0 PUBLICITY**

4.1 Advertisement:	No
Adjoining Owners:	Yes
Site Notice Displayed:	No

### **5.0 POLICY**

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/10 3/11 3/12
		4/13
		8/2 8/6 8/10

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

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## 6.0 CONSULTATIONS

### Cambridgeshire County Council (Highways Development Control)

6.1 The proposal removes the facility for vehicles to turn within the site to enter and leave in forward gear.

- Mowbray Road is a busy route serving the City of Cambridge and, as such, carries high flows of traffic, including a high proportion of pedestrians and cyclists.
- Vehicles may be tempted to use the footway to turn, inconveniencing and endangering pedestrians.
- This issue is compounded by the inability of vehicles to pass each other off the public highway when accessing the two properties to the rear of the site, which may result in vehicles stopping suddenly on the public highway, or reversing back onto the highway to allow a vehicle to egress.
- Vehicles reversing across the highway would impact upon highway safety and interfere with vehicular flows.

Highway Authority recommends that this proposal be **REFUSED** planning permission.

#### Revised plans

6.2 *Additional comment*

The proposed parking spaces and layout of parking now allows the vehicles entering and leaving the site to turn to do so in forward gear.

Recommend conditions and informatives if permission granted.

### Environmental Health

6.3 The impacts of noise are a material consideration for any new build property. The habitable rooms facing onto Mowbray Road may be significantly impacted by traffic noise by day and night. As such, we will require a standard traffic noise assessment which will then guide the design of the glazing and ventilation system serving the new building.

Standard noise insulation condition is recommended.

### **Drainage - Suds**

- 6.4 The surface water flood risk is not adequately considered in the email from Geoff Beel Consultancy dated 26/10/2017. According to the Environment Agency's available mapping, the site is identified at risk of surface water to depths of 900 mm. The assessment needs to consider the effect of the surface water flooding on the proposed dwellings and the flood risk elsewhere as a result of the proposed development. The footprints of the existing and proposed buildings should be compared to ensure that the surface water flood risk will not be increased elsewhere as a result of water being displaced off site by the proposed development.

Awaiting comments on revised Flood Risk Assessment and Drainage Strategy.

### **Urban Design team**

- 6.5 The overall approach of creating a development that appears as a domestic 2 storey semi-detached form along the frontage and to the rear introduces 1.5 storey building that is much more subordinate is supported in urban design terms. The proposed car parking along the frontage appears tight and is creating an inadequate depth for a meaningful landscape privacy strip/buffer area for bedroom of the ground floor units. The proposed scale and massing is considered appropriate to the site's context. The two storey pitch roof form along the frontage reflects the domestic scale and character of the Mowbray Road and to the rear of the site, the scale appropriately reduces to subordinate 1.5 storeys. The materials indicated on the elevations are considered acceptable and should be conditioned to ensure good detailing.

### **Revised plans**

- 6.6 The dormer windows on Units 3 and 4 have been amended by increasing the cheeks to minimise potential overlooking into No. 154 Mowbray Road.

The cycle and refuse store has been further reduced to accommodate cycle for the units in the front block. This has improved the entrance quality for Unit 4. Perforated bricks have been removed from the side of the cycle/refuse store to minimise disturbance to the units.

- 6.7 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:

- 160 Mowbray Road
- 306 Cherry Hinton Road
- 308 Cherry Hinton Road
- 314 Cherry Hinton Road
- 316 Cherry Hinton Road
- 318 Cherry Hinton Road
- 320 Cherry Hinton Road
- 322 Cherry Hinton Road
- 324 Cherry Hinton Road
- 222 Queen Ediths Way
- 2B Cavendish Avenue

- 7.2 The representations can be summarised as follows:

Request that the building is set back slightly further from the road. The parking spaces at the front do not look particularly generous, with the probable result being that vehicles will overhang the pavement.

Unnecessary over-development of the available space. We feel that this will negatively impact the character of the neighbourhood, since it shifts the focus away from family housing. The existing family houses seem perfectly fine, in keeping with the character of the area, and do not need to be knocked down. The proposed replacement units look small and cramped by comparison.

- The parking shown on the proposed plans is clearly inadequate - there are only 5 parking spaces for 7 units, and there is no on-street parking available along Mowbray Road. Shortfall will lead to residents parking along the driveway adjacent to the north side of the plot, which serves as the only route of access both to 160 Mowbray Road (in daily use), and to the garages at the rear of 312-324 Cherry Hinton Road.
- In any case, during and after any building period, full access would need to be maintained along the drive leading to 160 Mowbray Road at all times, and should building work result in any damage to the drive (which the owners of 160 Mowbray paid to have improved), full repairs would have to be made.
- Unit 7 is at a higher level than any currently occupied room on the plot, and its rear-facing windows potentially provide a line of sight into the kitchen/dining and utility areas of 160 Mowbray Road, impacting privacy. This is even more of an issue for the rear windows on units 3 and 4.

In addition to line of sight, the extra height of units 3 and 4 compared to the existing outbuildings would reduce sunlight reaching 160 Mowbray Road, especially in winter. Since this is a passivhaus building, it is vital that as much sunlight as possible continues to enter through the windows so that the house can be heated via solar gain

If it is at all possible, planning officers should request that the building is set back slightly further from the road. The parking spaces at the front do not look particularly generous, with the probable result being that vehicles will overhang the pavement.

### Revised plans

#### 160 Mowbray Road

- 7.3 No change has been made to the window to the rear of units 3 and 4 and this will be in direct line of sight. There now only seem to be 2 parking spaces for 7 units, where are residents supposed to park

Would be easier to remove units 3 and 4 from the plan and provide sufficient parking instead.



- 7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

- 8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

- Principle of development
- Context of site, design and external spaces
- Residential amenity
- Highway safety
- Drainage
- Third Party Representations

### **Principle of development**

- 8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan (2006) policy 5/1 points out, proposals for housing development on windfall sites will be permitted, subject to the existing land use and compatibility with adjoining uses. In this instance the application site is situated within a residential area and is compatible.

### **Context of site, design and external spaces**

- 8.3 The overall appearance of the front block is as a domestic two storey semi-detached form along the frontage. To the rear the proposal introduces 1.5 storey building that is much more subordinate and this is supported in urban design terms. The front unit has a similar width to the adjacent semi-detached pair of dwellings and a pitched roof. It reflects the design of the front elevation of the adjacent pair of dwellings with a central two storey gable feature.
- 8.4 The proposed front block would be built in line with the front elevation of the adjacent pair of dwellings and maintains the strong building line seen on this side of Mowbray Road. The building would have a pitched roof and its ridge would be aligned with the ridges of other albeit hipped roofs to the semi-

detached pairs of dwellings. The proposed scale and massing is considered appropriate to the site's context.

- 8.5 The building would be higher than the adjacent residential development however the development would occupy the last plot on this section of Mowbray Road and its marginal higher form would not be detrimental to the existing pattern of development or street scene.
- 8.6 The original planning submission showed car parking to the front of the application site. In my opinion there was inadequate depth for these parking spaces to be provided so cars could park clear of the pavement and to provide an adequate buffer to ground floor windows without moving the proposed building back and out of line with the established building line. There is also a mature lime tree in the grass verge to the front of the application site which is an important tree with high amenity value and I had concerns that cars driving over the grass verge to access their parking spaces would detrimentally impact on the roots of this tree.
- 8.7 Amended plans were received removing all car parking from the front of the building and showing the proposed building maintained in line with the established building line and set behind a landscaped front garden with a low brick boundary wall. This treatment would allow the front elevation of the building to be appreciated and in conjunction with the street tree would result in an attractive frontage to the street.
- 8.8 I will address the issue of car parking later in this report.
- 8.9 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

## **Residential Amenity**

Impact on amenity of neighbouring occupiers

### 160 Mowbray Road

- 8.10 Adjoining the application site to the west is the detached property at No. 160 Mowbray Road which is a passivhaus building which requires as much sunlight as possible so that the house can be heated via solar gain.

- 8.11 There is currently an outbuilding in the rear garden of the application site with a pitched roof close to the boundary with this property which is approximately 3-4 metres high to ridge height. The proposed pair of dwellings although marginally taller than the existing outbuilding would be inset further away from the boundary by approximately 3.7 metres at closest point, eaves height 3 metres.
- 8.12 The depth of the rear gardens has been increased and this has increased the separation between this property and the proposed pair of dwellings (Units 3 and 4). I am of the opinion that the proposal would not be overbearing on the boundary or create detrimental overshadowing and result in a detrimental loss of day or sunlight reaching this property.
- 8.13 There are windows in the rear roofslope however these would serve bathrooms and would be fitted with obscure glazing and restricted in their opening to provide ventilation only. A condition is recommended to ensure that there would not a detrimental loss of privacy to this property through overlooking.
- 8.14 With regard to overlooking into this property from Unit 7, it is considered that due to the intervening proposed building at Unit 3 and 4 that there would not be a line of sight into the kitchen/dining and utility areas of No. 160 Mowbray Road from this unit and in any case the distance separating the two buildings is considered to be sufficient to ensure that a detrimental loss of privacy would not arise as a result of the development.

#### 154 Mowbray Road

- 8.15 This property lies to the south of the application site. The proposed block (Units 1, 2, 5, 6 and 7) would be constructed in line with the front elevation of this property and would marginally project beyond its rear elevation. However due to the separation between the front block and the boundary by at least 3 metres - the width of the driveway and the inset of this property by approximately 2 metres from the boundary, it is considered that a detrimental loss of light, overshadowing or overbearing would not occur as a result of the application.

- 8.16 As regards privacy, there are windows in the side elevation facing the side elevation of this property. A window to serve a shower room would be provided on both the ground floor and the first floor. Again, these would be fitted with obscure glazing and restricted in their opening to provide ventilation only. A condition to ensure that there would not be a detrimental loss of privacy to this property through overlooking is recommended.
- 8.17 The balcony areas in this block are inset in from the edge of the building and would have 1.7 metre high privacy screens to either side which would direct views rearwards rather than sideways and deflect them away from the adjoining garden. As such I am of the opinion that there would not be a detrimental loss of privacy through overlooking into this adjoining garden.
- 8.18 With regard to the impact of Units 3 and 4, bedrooms windows in the front elevation would face the rear elevation of this property. There would be no direct inter-looking between windows and there is considered to be adequate distance between the properties. However, to prevent a loss of privacy through overlooking into the bottom section of the garden, the cheeks of the dormers have been increased to tunnel views forwards.
- 8.19 The movements of two cars along the side of the property to access the parking spaces is not considered to create additional nuisance up and beyond that which could arise in the current situation on site.

#### Properties at Nos. 312 – 324 Cherry Hinton Road

- 8.20 With regard to potential overlooking into neighbouring gardens and loss of privacy, there is sufficient distance between the rear private amenity areas to these properties and the proposed block of flats. Owing to the relationship of the proposed windows and balconies to the rear gardens at 90 degrees to each other and with the 1.7 metre high privacy screens to either side directing views rearwards rather than sideways, views would be deflected away from the adjoining gardens. Any views from the balcony into the gardens would be screened by outbuildings in the rear gardens of these properties. To ensure that the screens to the balconies are retained in perpetuity, a condition is recommended.

- 8.21 To ensure that the amenity of neighbouring properties is protected, I recommend that permitted development rights are removed in respect of alterations and extensions and extension to the roofs of the pair of semi-detached dwellings.
- 8.22 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 4/13.

Amenity of future occupants

- 8.23 Outdoor amenity space is provided to the rear of Units 1 and 2 and this would be fully enclosed with defensive planting to the rear to separate it from the parking area beyond. The outdoor space is
- 8.24 The units in the two and a half storey block have balcony areas to the rear. The balcony areas are approximately 2 metres deep by 3 metres wide and are considered adequate for outdoor amenity space. The flat on the second floor would have two balcony areas each 1 metre deep by 2 metres wide.
- 8.25 Units 3 and 4 would have private amenity space to the rear. Gardens would be approximately 5 metres deep by 8 metres wide and would face west. The gardens are considered to provide adequate outdoor space.
- 8.26 I am of the opinion that adequate outdoor amenity space is provided and in my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.
- 8.27 To ensure that this level of outdoor amenity space is retained, I recommend a condition restricting the erection of outbuildings (removal of permitted development rights Class E) without the specific grant of planning permission.
- 8.28 The Council has no adopted internal space standards; however using the national Technical Housing Standards (2015) as a material consideration and guideline to assess the quality of the internal living accommodation, in my opinion the units provide good standard of accommodation.
- 8.29 The proposed semi-detached dwellings have an internal floorspace of 67.8m<sup>2</sup>. For a two storey, two bedroom property,

as proposed here, the Technical Housing Standard ranges from 70m<sup>2</sup> if occupied by three people to 79m<sup>2</sup> with 4 occupants. I consider that the amount of internal space is broadly consistent with the levels quoted in the standards and emerging Local Plan Policy, and that the scheme would provide an acceptable quality of internal living space for further occupiers.

- 8.30 The proposed one bed flats (Units 1, 2, 5 and 6) have an internal floorspace of 36.1m<sup>2</sup>. If occupied by one person and if these units have a shower room, the Technical Housing Standard for these is for a minimum internal floor area of 37m<sup>2</sup>. Again I consider this is broadly consistent with the levels quoted in the standards and emerging Local Plan Policy.
- 8.31 These bedrooms meet the standards to provide one bedspace for a single person as it has a floor area of at least 7.5m<sup>2</sup> and is at least 2.15m wide. The proposed bedroom would be 2.5 metres wide with a floor area of 8.75m<sup>2</sup>. In order to provide two bedspaces, a double (or twin bedroom) should have a floor area of at least 11.5m<sup>2</sup>.
- 8.32 I am therefore of the opinion that the proposed bedrooms in Units 1, 2, 5 and 6) are sufficient for single occupancy only. The proposed one bed flat on the second floor (Unit 7) would have 65.2m<sup>2</sup> and meets the standards.

### **Car and Cycle Parking**

- 8.33 The original planning submission showed car parking to the front of the application site and parking to the rear. In my opinion there was inadequate space to the front of the property to provide each property in the front block with a parking space and there was inadequate depth available to provide the 3 parking spaces shown without overhanging the public footpath.
- 8.34 As such I was of the opinion that car parking on the application site could be reduced to only provide for the two, two bedroom properties at one car parking space per dwelling. Car parking standards are maximum and I am of the opinion that in this instance due to the proximity to public transport that this would be acceptable. The Highways Officer is content with the removal of these spaces as this would improve highway safety.

- 8.35 Cycle parking has been provided in a secure and lockable store for the occupiers of the flats and with individual storage for each house.
- 8.36 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

### **Highway Safety**

- 8.37 The proposal would remove the existing car parking spaces used at the front of the property and this would improve highway safety in this part of Mowbray Road as there would no longer be cars reversing out on to this busy road near to the traffic lights and junction with Cherry Hinton Road.
- 8.38 With regard to the single car width of the access to the parking spaces to the rear with only one car able to use the drive at one time, a passing space has been provided to the front of the application site to allow a car to pull into this area if it meets another car. This would mean cars would be less likely to have to reverse on to the highway to allow a vehicle to egress. To ensure that the passing place is available and maintained and kept free of obstruction in the future, a condition would be attached to ensure it is provided before occupation and retained as such thereafter.
- 8.39 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

### **Drainage**

- 8.40 The application site is within Flood Zone 1 and does not exceed a hectare in area however the proposed development is identified at risk of surface water flooding in the Environment Agency's Surface Water Flood Map. The applicant has provided an updated Flood Risk Assessment and Drainage Strategy and has requested that a condition is imposed which would ensure that the development is carried out in accordance with these documents. Comments on the updated information are awaited from the Council's Drainage Officer and will be reported to the planning committee through the committee amendment sheet.

## **Third Party Representations**

- 8.41 Concern has been raised that the access road to the property at No. 160 Mowbray Road which also serves the garages to the rear of properties in Cherry Hinton Road would be used for the parking of vehicles in the construction period and would be used as overspill parking for the proposed development. As this is a private access road there would be restrictions that the owners of this access road could apply to prevent this and as such this would be outside the scope of this planning application. All other comments raised have been addressed in the main body of the report.

## **9.0 CONCLUSION**

- 9.1 The proposal would provide additional units on the site. The design responds to the site constraints, in terms of providing a well-designed residential frontage onto Mowbray Road and a development which reflects the existing pattern of development. It would provide a safer vehicular access and respects the amenity of adjoining residential properties. It would provide a good level of amenity for the future occupants. For these reasons, in my opinion the proposal would be acceptable and the recommendation is for approval.

## **10.0 RECOMMENDATION**

**APPROVE**, subject to the following conditions:

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

Reason: In accordance with the requirements of section 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 shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

4. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

5. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

6. The landscaped area to the front of the development hereby permitted shown on drawing no. 12 revision B including the front boundary wall shall be retained as a landscaped garden area and shall at no time be used for the parking of motor vehicles.

Reason: To ensure that the amenity of ground floor occupants is protected and in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/13)

7. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

8. 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.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

9. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

10. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties.  
(Cambridge Local Plan 2006 policy 4/13)

11. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area. (Cambridge Local Plan 2006 policy 4/13)

12. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety. (Cambridge Local Plan 2006 policy 8/2)

13. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway.

Reason: To prevent surface water discharging to the highway. (Cambridge Local Plan 2006 policy 8/2)

14. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety. (Cambridge Local Plan 2006 policy 8/2)

15. The manoeuvring area shall be provided as shown on the drawings prior to the first occupation of the dwellings hereby permitted and shall be retained free of obstruction at all times.

Reason: In the interests of highway safety. (Cambridge Local Plan 2006 policy 8/2)

16. The access shall be provided as shown on the approved drawings and a width of access of 5 metres provided for a minimum distance of ten metres from the highway boundary and retained free of obstruction in perpetuity.

Reason: In the interests of highway safety. (Cambridge Local Plan 2006 policy 8/2)

17. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved vehicular access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety. (Cambridge Local Plan 2006 policy 8/2)

18. Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the dwellinghouse(s) shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties. (Cambridge Local Plan 2006 policies 3/4, 3/10 and 3/12)

19. Notwithstanding the provisions of Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties. (Cambridge Local Plan 2006 policies 3/4, 3/10 and 3/12)

20. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the provision within the curtilage of the dwellinghouse(s) of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties. (Cambridge Local Plan 2006 policies 3/4, 3/10 and 3/12)

21. The windows on the west elevation at first floor level to Units 3 and 4 hereby permitted shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of use and shall be fixed and non-openable. No further windows or openings shall be inserted on the west elevation without the specific grant of planning permission.

Reason: In the interests of residential amenity. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

22. The windows on the side elevations of the building shown on drawing 10 revision C (Units 1, 2, 5, 6 and 7) shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of use and shall be fixed and non-openable. No further windows or openings shall be inserted on the side elevations without the specific grant of planning permission.

Reason: In the interests of residential amenity. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

23. Prior to occupation of the development hereby permitted, the covered, secured parking of bicycles and bin storage for use in connection with the development hereby permitted shall be provided in accordance with the approved details and shall be retained thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

24. The 1.7 metre high timber screens to the balconies to the rear elevation of Units 1, 2, 5, 6 and 7 at first floor level shall be constructed in accordance with the approved plans prior to the first occupation of the development and shall be retained thereafter.

Reason: In the interests of residential amenity. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

**INFORMATIVE:** Accompanying informative to Traffic Management Plan condition.

The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

**INFORMATIVE:** It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

**INFORMATIVE:** No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

**INFORMATIVE:** Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)