

Application Number	18/0905/FUL	Agenda Item	
Date Received	11th June 2018	Officer	Mr David Spring
Target Date	6th August 2018		
Ward	West Chesterton		
Site	Land To The Rear Of 113 Chesterton Road Cambridge CB4 3AR		
Proposal	Erection of a new building adjoining 113 Chesterton Road containing three 1 x bed flats, along with associated landscaping and car and cycle parking.		
Applicant	Mr Edward Walker Fords Farm Winston Stowmarket IP14 6BD Suffolk		

SUMMARY	The development accords with the Development Plan, and the Cambridge Local Plan 2018: for the following reasons: - The design and scale of the proposed development is of high quality which responds to its context without appearing out of character, and - The development would not have any significant detrimental impact on the amenity of neighbouring residents.
RECOMMENDATION	APPROVE

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site comprises the rear of No. 113 Chesterton Road with a side vehicular access from Croft Holme Lane. No. 113 is a three-storey mid-terrace property which has been sub-divided into one and two bed flats. There is an existing area of amenity space at the rear of the property and a parking area which is informally laid out. There is some soft landscaping along the walled boundaries.

1.2 To the west is No. 111 which has a two-storey outrigger and a single storey rear extension, with a rear garden which extends alongside the application site. To the east is No. 115 and the

two-storey property that was recently constructed at the rear fronting Croft Holme Lane. To the north is No. 2 Croft Holme Lane which is an end-of-terrace property with a small rear garden.

- 1.3 The site falls within the Central Cambridge Conservation Area and is assessed by the Castle and Victoria Road Conservation Area Appraisal (2012). The site is within the controlled parking zone and within the air quality management area. There are no other relevant site constraints.

2.0 THE PROPOSAL

- 2.1 The proposal is for the erection of a new building forming an extension to No. 113 Chesterton Road, containing three 1 x bed flats, along with associated landscaping and car and cycle parking.
- 2.2 The building would be orientated along the western boundary and be part two storey and part single storey. The two storey element would measure 7.3m long and have a pitched roof. This roof would have a ridge and eaves height of 6.2m and 4.9m respectively and would be set back from the garden wall with No 111 by 0.6m. On the single storey element a short mono-pitch corrugated roof section is proposed, 2.8m from the 3m high boundary wall with No. 111. This mono-pitched roof would have an eaves height of 3.2m, nearest the boundary wall, and a ridge height of 4.4m at its furthest point from the boundary. The single storey flat roofed element would be 300mm lower than the 3m high western boundary wall. This single storey element would measure 7.9m in width. The materials would be Cambridge stock brickwork and vertical & horizontal stained timber cladding.
- 2.3 In comparison to the previous scheme, which was refused and dismissed at appeal, the two-storey element has been reduced in depth from 12.1m, whilst the majority of the development proposed along the western boundary is now single storey and below the boundary wall height.
- 2.4 The proposed is to be constructed of stock brickwork with a slate roof. Parking spaces would be informally laid out and bin storage would be against the northern site boundary close to the existing vehicular access. The indicative landscaping

scheme shows soft landscaping in front of the northern elevation.

2.5 The application has been amended since submission to:

- Widen the access and recess the gates
- Provide private external amenity space for the ground floor flats
- Ensure the ground floor flats would be Policy 51 compliant and, in lieu of providing an accessible unit on the upper floor, converting the existing attached flat on the south side to be accessible and compliant with art M4(2) of the Building Regulations.

2.6 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Planning Statement
3. Shadow Study

3.0 SITE HISTORY

16/0684/FUL for Erection of a new building containing three flats, comprising two 2xbed units and one 1xbed unit along with a linkage to the existing rear elevation of 113 Chesterton Road to provide additional accommodation in the form of bedrooms to Flats F2 and F4 – Withdrawn

16/2235/FUL for Erection of a new building adjoining 113 Chesterton Road containing three 1 x bed flats and the introduction of a terrace to one of the existing flats within 113, along with associated landscaping and car and cycle parking – Refused for the following reason:

“The proposal, by virtue of the length and height of the extension and its proximity to the western and northern boundaries, as well as the proposed zinc cladding, would have an unacceptable overbearing and enclosing impact on the rear gardens of No. 111 Chesterton Road and No. 2 Croft Holme Lane, which would have a significant adverse impact on the residential amenity of the occupants of these properties...”.”

This application was subsequently dismissed at appeal, with the Inspector stating the development would create a significant sense of enclosure to the majority of the rear garden of No.111 and harm the outlook from that property. He also considered that the width and height of the extension, together with its location 6.6m from the rear boundary would dominate No.2 Croft Holme Lane's outdoor space.

4.0 PUBLICITY

4.1 Advertisement: Yes
 Adjoining Owners: Yes
 Site Notice Displayed: Yes

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3 22 31 32 35 50 51 52 55 56 57 58 59 61 71 81 82

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework February 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
<p>Supplementary Planning Guidance</p>	<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>
<p>Material Considerations</p>	<p>Castle and Victoria Road Conservation Area Appraisal (2012)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The Highways Officer objects to the proposal in regards to the width of the entrance and the location of the gate, both of which would be detrimental to highway safety. Amended plans were received to widen this entrance and change the position of the gate so that it would be able to accommodate 2 cars side by side and allow vehicles to pull in off the highway. The Highway Authority has confirmed that this resolves its objection. Any consent should be subject to conditions requiring no unbound material, removal of permitted development rights for gates,

access provision before occupation, access drainage, provision of manoeuvring area, and traffic management plan.

Environmental Health

- 6.2 Environmental Health has no objections to the proposal subject to conditions regarding construction/delivery hours, piling, and details of an alternative ventilation scheme.

Refuse and Recycling

- 6.3 The Waste Officer has no objections to the proposal.

Urban Design and Conservation team

- 6.4 The Conservation Officer has no objections to the proposal, advising that the scale and mass of the building is appropriate for this constrained site, and that the proposed materials are a contemporary reflection on the colours and textures of the surrounding brick and slate palette.

Drainage

- 6.5 No objections to the proposal subject to a surface water drainage condition.

Landscape

Comments on original plans

- 6.6 The revisions requested by Highways could have implications on the arrangement of space designated for car movements. It is considered that a more efficient layout for cars, bins, bikes and amenity could be achieved, wherein some space could be given over to private or communal amenity on site.

Comments on amended scheme

- 6.7 The proposal is acceptable subject to landscaping and boundary treatment conditions.

Access Officer

- 6.8 Pleased to see that the ground floor flats would be accessible. To comply with M4(2), the layout should be capable of being converted to provide a ground floor wet room.
- 6.9 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 to the proposal:

- 2 Croft Holme Lane (objection)
- 115 Chesterton Road (neutral)
- Hookham House, Croft Holme Lane (neutral)
- Camcycle (support)

7.2 The representations can be summarised as follows:

- The distance indicated between the proposal and 2 Croft Holme Lane is deceptive as the proposed is at an angle to this neighbours property. Therefore in reality the proposed building will be much closer to the boundary with No. 2.
- The proposed will be visible from the garden of No. 2
- The roof of the single storey element should be lowered so that it doesn't overshadow No. 2 in the winter months.
- A shadow projection should be provided for the winter months.
- The location of the proposed bin storage is problematic as bins will be only 2m from No. 2's windows.
- The increased number of tenants will surely lead to even more anti-social behaviour.
- Windows facing towards No.'s 113 & 115 should be opaque.
- The climbing plants soften the wall facing No. 115 and should be maintained by condition.
- Any planting close to the border with Hookham Close should avoid damage to the integrity of this neighbours basement & waterproofing systems.

7.3 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

Principle of Development

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

- Principle of Development
- Context of site, design and external spaces, including impact on the Conservation Area
- Residential Amenity
- Refuse Arrangements
- Highway safety
- Car and cycle parking

Principle of Development

8.2 Policy 3 of the Cambridge Local Plan (2018) generally supports the provision of new housing within the city.

8.3 Policy 52 of the 2018 Local Plan relates to development on garden land and the subdivision of plots. This states that such proposals will only be permitted where a) the form/height/layout respects the surrounding character, b) there is sufficient space retained for the existing dwelling and any worthy trees are retained, c) adequate amenity and privacy to neighbours is protected, d) adequate amenity space, vehicular access and car parking for proposed and existing properties is provided and, e) the proposal does not compromise development of the wider area. Criterion e) is not relevant. The remaining criteria are assessed below in the body of the report.

Context of site, design and external spaces

8.4 No. 113 is a substantial mid-terrace property which has a two storey original (or early) element at the rear. The property is characteristic of this part of the Conservation Area. There have been recent developments within the immediate vicinity, namely

at the rear of Nos. 109 and 115. The building would be partially visible from Croft Holme Lane through the access.

- 8.5 The extension would consist of a two storey & single storey element and would extend to the rear of No. 113's existing rear element. The revised scheme would have a ridge and eaves that would be lower than the existing rear element, so in my opinion, the extension would appear as a subservient element. The Conservation Team is satisfied that this scale and form of development would continue a similar pattern of subservient linear extensions at the rear of these properties, which would not harm the character of the Conservation Area.
- 8.6 The proposed would have a pitched roof for the 2 storey element and a flat roof for the remainder, apart from a small section set back from the western boundary with a mono pitched roof. Proposed materials would be Cambridge stock brickwork and vertical & horizontal stained timber cladding. A slate roof to match the existing is proposed for the 2 storey element. The mono pitched roof would have a corrugated painted metal roof. The Conservation Team has commented that the materials would be a contemporary reflection on the colours and textures of the surrounding brick and slate palette. In my opinion, in design and conservation terms, the proposal would be a high quality addition to the Conservation Area.
- 8.7 The site is currently laid out with an informal gravel parking area, with some soft landscaping along the boundaries. The indicative landscaping scheme shows soft planting in the western corner of the site and at the front of the proposed single and two storey elements. The northern & western part of the site would be retained for car parking, which is similar to the existing site. I would recommend a condition for a detailed hard and soft landscaping scheme, planting scheme and maintenance plan to be submitted for approval.
- 8.8 For these reasons, subject to the recommended conditions, in my opinion, the proposal would not harm the character and appearance of the Conservation Area and is compliant with Cambridge Local Plan 2018 Policies 1, 52, 55, 56, 57, 58 and 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.9 The nearest residential properties are No. 111 to the west, No. 115 to the east, the property at the rear of No. 115 fronting Croft Holme Lane, and No. 2 Croft Holme Lane to the north. The impact on the existing units within No. 113 is considered in the following section.

No. 111 Chesterton Road

- 8.10 No. 111 is a mid-terrace property which is currently used as a single dwelling. The property has a two storey outrigger and a single storey extension along the eastern boundary with the application site. The property has a long rear garden which runs alongside the application site.
- 8.11 The eastern boundary is formed of a 3m high brick wall, as shown on the proposed plans. There is a relatively open outlook from the garden to the east across the application site and to the rear of the Croft Holme Lane properties. By contrast, the outlook from the garden towards the west is enclosed to some extent by the two storey building at the rear of No. 109 known as 'Hookham House'. This means that the outlook towards the application site makes an important contribution to the environmental quality of the garden and to the residential amenity of the occupants of No. 111.
- 8.12 The proposed building would extend approximately 16.1m from the existing rear elevation of No. 113 along the boundary with No. 111. The two storey element would be 7.3m long (a reduction of 4.8m from the previous proposal that was refused and dismissed at appeal). The ridge and eaves height of the two storey element would be 6.2m and 4.9m respectively. Approximately 5.1m of this upper floor would be seen from this neighbours perspective. This upper floor would consist of Cambridge stock brickwork and a slate roof. None of the single storey element would be seen from No. 111 apart from the small section of the mono pitched roof set back from the common boundary.
- 8.13 Although the 2 storey element would have an impact on the open outlook from the garden towards the east, in my opinion

the much reduced scale of this 2 storey element and design of the remaining single storey element reduce this impact to an acceptable level. The proposal would not result in a significant level of enclosing and overbearing on the garden or significantly harm the amenity of No. 111. No windows are proposed for this western elevation and therefore no overlooking would occur.

- 8.14 Due to the orientation of the proposed extension to the north east of No. 111, I am satisfied that the proposal would not have an unacceptable overshadowing impact.

No. 2 Croft Holme Lane

- 8.15 No. 2 is an end-of-terrace property which is currently used as a single dwelling. The property has ground and first floor windows on the side and rear elevations. It has a small rear garden and the area to the side of the house is used as a narrow courtyard garden. The garden is enclosed by brick walls, and has a relatively open outlook to the south towards the application site and the rear of the Chesterton Road properties.
- 8.16 The northern elevation of the proposed single storey element would be approximately 5.4m, at its closest, from the southern boundary of this neighbour's garden. The flat roof single storey element would be 2.7m high. The mono pitched roof element would be 7.4m from this boundary and have a max height of 4.4m. The orientation of this mono pitched element and its distance from the northern boundary is such that it will not result in overlooking or loss of privacy for this neighbouring dwelling. Neither will it have an enclosing or overbearing impact on the garden which will continue to have a relatively open outlook towards the south.
- 8.17 The orientation of the two storey element would be immediately to the south-east of the garden of No. 2 and approx. 14m from it, at its nearest point. I am satisfied that the applicant's shadow study demonstrates the proposal would not have an unacceptable overshadowing impact on the rear garden or windows compared to the existing situation. Third parties have commented that the shadow study does not include the winter solstice, however in my opinion, it is likely that the garden is already overshadowed by the existing boundary wall and the proposal is unlikely to have a significant additional adverse impact. I also consider that the two-storey element, which has

been set significantly further away from the northern boundary of the site, would no longer have an unduly overbearing and enclosing impact on No.2's small outdoor amenity space and would therefore address this element of the reason behind the appeal being dismissed.

- 8.18 The proposed staircase leading to the 1st floor area would be screened on its northern side by a perforated brick screen. There would be one first floor window on the northern elevation. The distance between this window and No. 2 and the mono pitched roof between them would not allow significant overlooking to take place from this window towards No. 2.
- 8.19 There would be oblique views from the first floor window of the mono pitched roof element but as this window is high above floor level and at such an angle it would not result in overlooking of No. 2. The ground floor windows on the northern and western elevation will also not result in overlooking of No. 2. The two windows of this single storey closest to No.2 would serve a bedroom and bathroom, and would face the boundary wall with No. 2.
- 8.20 Third parties have raised concern about the location of the bin store against the boundary with No. 2 in terms of odour and flies impacting on residential amenity. Currently, separate bins for each unit within No. 113 are stored against the boundary. The proposal would replace this with communal bins closer to the front of the site. I have recommended a condition for the bin store to be installed prior to first occupation of the development.

No. 115 Chesterton Road and property at the rear

- 8.21 No. 115 is a two storey property at the end of the terrace. It is understood to be occupied as a single dwelling. The property has a small rear garden following development at the rear, and has ground and first floor windows on the rear elevation. The property at the rear is two storeys. On the western elevation there is a fixed louvre at first floor and a dormer window and 2 roof lights at second floor. These three windows serve a bathroom, stairwell and bedroom.
- 8.22 Due to the orientation and siting of the extension on the western side of the site, in my opinion, the proposal would not have an overbearing or overshadowing impact on these properties. A 1st

floor window is proposed for the eastern elevation. To prevent overlooking of No.115, I have recommended a condition requiring this to be obscure glazed.

- 8.23 The impact of noise and disturbance during construction on the residential amenity of nearby properties could be satisfactorily addressed through a condition to restrict construction hours.
- 8.24 For these reasons, in my opinion the proposal would respect the residential amenity of its neighbours and the constraints of the site, and I consider that it is compliant with Cambridge Local Plan 2018 policies 35, 52, 55 and 58.

Amenity for future occupiers of the site

- 8.25 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units exceed the standards. In this regard, the units would provide a high quality internal living environment for the future occupants in my opinion. 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	39	44.5	+5.5
2	1	1	1	39	42.6	+3.6
3	1	1	1	39	41.9	+2.9

- 8.26 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. The application has been amended since submission to include a small amount of private amenity space on the eastern side of the ground floor flats. The upper floor flat does not include a private outdoor space – the only way this could be achieved is through the provision of a balcony and I am concerned that, in this tight-knit location, this would give rise to harmful overlooking issues. Given that the flat would have access to the communal amenity areas as well as the proximity of the site to substantial areas of public open space at Jesus Green and Midsummer Common, I consider future occupiers of the upper flat would benefit from a satisfactory level of amenity. I am therefore satisfied that the

scheme as a whole would provide an acceptable amount of external amenity space, as well as a buffer to the ground floor flats from noise and disturbance from car movements.

8.27 In terms of Policy 51: Accessible Homes the 2018 local plan requires that all housing development should be of a size, configuration and internal layout to enable Building Regulations requirement M4(2) 'accessible and adaptable dwellings' to be met. The plans have been amended to ensure the two ground floor apartments would be M4(2) compliant. The proposal does not include a lift to serve the upper floor flat, although the revised plans do denote a possible location for the lift to ensure M4(2) compliance.

8.28 I have concerns regarding the suitability of a lift in this location as it would increase the extent of two-storey building along the boundary with No.111 (this being part of the reason behind the appeal being dismissed). The applicant also owns the adjacent flats to the south and the attached 2-bedroom ground floor apartment is in the process of being refurbished. Due to the constraints upon making the upper floor flat fully compliant with Policy 51, the applicant has offered to adapt and make the attached ground floor apartment compliant as part of the current refurbishment works. This suggestion was discussed at a meeting, at which the Council's Access Officer welcomed the approach, commenting that a two-bed ground floor flat (which could provide additional accommodation for a carer) is likely to be far more beneficial than a small upper floor flat. I concur with these views and, whilst the scheme technically doesn't comply with Policy 51 in its own right, I would recommend that the Council support the scheme on this basis.

8.29 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan 2018 policies 50, 51, 52, 55 and 58.

Refuse Arrangements

8.30 The proposal includes communal bins in a storage area against the northern boundary close to the vehicle access. The capacity and location of the store is acceptable, and the Refuse Team has confirmed they will collect these bins which would be less

than 10m from the kerb. I have recommended a condition requiring the bin storage to be provided before first occupation of the development.

Highway Safety

- 8.31 The Highways Authority initially recommended refusal on the grounds that the existing access is not wide enough to allow two vehicles to pass and that there are gates across the access, which leads to vehicles waiting on the public highway, resulting in highway safety concerns. The scheme has since been amended to address these concerns.
- 8.32 In my opinion the proposal is compliant with Cambridge Local Plan 2018 policy 81.

Car and Cycle Parking

Car parking

- 8.33 The site is currently used for parking associated with the units within No. 113 and is informally laid out. The revised proposal reduces the area available for parking compared to the current situation. The Highways Authority has queried how the car parking spaces would be allocated, and the Planning Statement confirms the proposed units will be promoted as car free. As such, there would be no displacement of car parking from within the site to on-street Residents Permits parking areas and the future residents would not be eligible for permits.
- 8.34 The proposed car-free development is in accordance with the adopted maximum standards. The units would be one-bedroom and the occupants are less likely to be car-dependent. The site is in a highly sustainable location close to the city centre, and to walking, cycling and public transport links. For these reasons, in my opinion the proposal is compliant with Cambridge Local Plan 2018 policy 82.

Cycle parking

- 8.35 The revised proposal includes a cycle store on the eastern boundary with space for 6 no. parking spaces. This is in accordance with the adopted standards and would be in a convenient location. I have recommended a condition requiring

the cycle parking facility to be installed prior to first occupation of the units. Subject to this, in my opinion the proposal is compliant with Cambridge Local Plan 2018 policy 82.

9.0 CONCLUSION

- 9.1 In conclusion, I consider that the proposed scheme has satisfactorily addressed the reasons for the previous scheme being refused and subsequently dismissed at appeal. By reducing the extent of the two-storey element, the previous concerns regarding the overbearing impact upon No.111 Chesterton Road to the west and No.2 Croft Holme Lane to the north.
- 9.2 The proposal has also been amended since submission to ensure the ground floor flats would have access to private external amenity space and be compliant with Policy 51, whilst also proposing to convert the attached ground floor apartment under the same ownership to an accessible unit (in lieu of such provision at first floor level).

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 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 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 2018 policy 35).

4. There shall 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 2018 policy 35).

5. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, 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 2018 policy 35).

6. Prior to the commencement of development, details of an alternative ventilation scheme for the habitable rooms on the Croft Holme Lane façade to negate / replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development away from Croft Holme Lane. The ventilation scheme shall achieve at least 2 air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system. The scheme shall be installed before the use hereby permitted is commenced and shall be retained in accordance with the approved details thereafter.

Reason: To protect the amenities of future occupiers of the development (Cambridge Local Plan 2018, Policy 35).

7. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing shall be agreed in writing with the Local Planning Authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development (Cambridge Local Plan 2018 policies 57 and 61).

8. Prior to the installation of any non-masonry walling systems, cladding panels or other external screens full details including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing shall be submitted to and approved in writing by the Local Planning Authority. This may consist of large-scale drawings and/or samples. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

9. No roofs shall be constructed until full details of the type and source of roof covering materials and the ridge, eaves and hip details, if appropriate, have been submitted to the Local Planning Authority as samples and approved in writing. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

10. No new windows shall be constructed in the existing building, nor existing windows altered until drawings at a scale of 1:10 of details of new or altered sills, lintels, jambs, transoms, and mullions have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

11. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The 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); 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.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. 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: 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 2018 policies 55, 57 and 59).

12. 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 in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59).

13. Prior to the occupation of the development, hereby permitted, the curtilage(s) of the approved dwelling(s) shall be fully laid out and finished in accordance with the approved plans. The curtilage(s) shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 52, 55 and 56).

14. Prior to first occupation of the development, hereby permitted, the cycle parking facilities shall be provided in accordance with the approved details and shall be retained in accordance with these details thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policies 52 and 82).

15. Prior to first occupation of the development, hereby permitted, the refuse storage facilities shall be provided in accordance with the approved details and shall be retained in accordance with these details thereafter.

Reason: To ensure appropriate provision for the storage of waste receptacles (Cambridge Local Plan 2018 policy 52).

16. Notwithstanding the approved plans, the proposed ground floor dwellings, hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016). Additionally, prior to the occupation of the first floor flat, the existing attached ground floor flat to the south shall be refurbished to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51).

17. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

18. 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 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 2018 policy 81).

19. Prior to the first occupation or bringing into use of the development, hereby permitted, the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the approved plans and shall be retained as such thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site (Cambridge Local Plan 2018 policy 81).

20. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: To prevent surface water discharging to the highway, in the interests of highway safety (Cambridge Local Plan 2018 policy 81).

21. Prior to the first occupation or bringing into use of the development, hereby permitted, the manoeuvring area shall be provided in accordance with the approved drawings. The manoeuvring area shall be retained free of obstruction thereafter.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

22. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 Policy 81).

23. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:

1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

24. Prior to the occupation of the first floor apartment, hereby permitted, the lounge window in the east elevation shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and non-opening up to a minimum of 1.7m above the internal finished first floor level. The glazing shall thereafter be retained in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55 and 57).

INFORMATIVE: The principle areas of concern that should be addressed in the Traffic Management Plan 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.