

Application Number	20/02871/FUL	Agenda Item	51
Date Received	29th June 2020	Officer	Alice Young
Target Date	24th August 2020		
Ward	Kings Hedges		
Site	30 Caravere Close		
Proposal	Erection of 1no. dwelling adjacent to No.30 Caravere Close- Resubmission of 19/0774/FUL		
Applicant	Mr Masood Aslam 30 Caravere Close		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal would not harm the character of the area - The proposal would provide a good quality living environment for future occupiers without compromising the amenity of existing occupiers. - The proposal would not result in highway safety issues or a significant increase in parking pressure.
<p>RECOMMENDATION</p>	<p>APPROVAL</p>

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 No. 30 Caravere Close is a two-storey end of terrace dwelling on the northern corner of Caravere Close. To the north-east of the site are garages, one of which is situated within the bounds of the site. These garages serve the surrounding dwellings of Caravere Close. The application site has no site constraints as it falls outside the conservation area and controlled parking zone.

2.0 THE PROPOSAL

2.1 The proposal seeks planning permission for the erection of a two-storey two-bedroom dwelling with associated amenity space and associated soft landscaping. The proposed dwelling would replace the existing garage north-east of no. 30 adjoining the existing row of garages which serve Caravere Close properties and the Caravere Close terrace to the west. The proposed dwelling would have a simple pitched roof design continuing the existing ridge and eaves height of the attached terrace and a projecting bay window to match that of no. 25 Caravere Close. The entrance of the dwelling would be located on the eastern elevation where the built form steps back from the principle elevation with a projecting porch canopy conforming to the surrounding properties. A single storey flat roof extension would project from the north-western elevation housing an open plan living dining area. The palette of materials would match that of the existing terrace, to attempt to blend into the existing environment. The proposed dwelling would have wrap around garden facing north and north-west totalling approximately 49m². Access to the rear garden would be incorporated into the built form between no. 30 and the proposed dwelling and would measure 1.2m in width. This would be a shared access providing rear access to both properties for refuse and bike storage.

2.2 The application is accompanied by the following supporting information:

1. Design and access statement
2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
19/0774/FUL	Erection of 1no. dwelling with amenity space and integral car parking.	Withdrawn

4.0 PUBLICITY

4.1	Advertisement:	No
	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 Local Plan 2018	1, 3 28, 31, 35, 36 50, 51, 52, 55, 56, 57, 59 71, 82

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

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Cambridge Landscape and Character Assessment (2003) Cambridgeshire Design Guide For Streets and Public Realm (2007) Cycle Parking Guide for New Residential

	Developments (2010)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 The proposal does not appear to provide any additional off street car parking for the proposed dwelling. The streets in the vicinity provide uncontrolled parking, and so, as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets this demand is likely to appear on-street in competition with existing residential uses.
- 6.2 The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.

Environmental Health

- 6.3 The development proposed is **acceptable** subject to the imposition of the following conditions/informatives:
- Construction hours;
 - Collection during construction;
 - Noise insulation scheme;
 - Electric vehicle charge points;
 - Piling;
 - And low NOx boilers informative.

Sustainable Drainage Engineer

- 6.4 The proposals have not indicated a surface water drainage strategy however, as this is a minor development and there are no surface water flood risk issues, it would be **acceptable** to obtain this information by way of the following conditions:
- Surface water drainage scheme
 - Long term maintenance of surface water drainage system

Landscape Architects

- 6.5 The application is a significant improvement on the withdrawn application of 2019. However, consideration of existing trees has not been made clear. Proposed parking is shown in the drip line of an existing tree to the frontage of number 30 and the bike store is also infringing on some existing vegetation, it is just not clear what species and what condition any of the retained trees are in. We recommend a tree survey and simple AIA/method statement for working in and around existing trees is included. If it is found that the proposals negatively impact any of the existing trees, solutions will be needed which address the harm.

Tree Officer (Streets and Open Spaces)

- 6.6 No objection subject to the recommended conditions (below). Should have provided an AIA as clearly trees will be impacted, with one tree removal and another potentially impacted by construction activity.
- Tree protection methodology and arboricultural method statement
 - Site meeting
 - Tree protection implementation
 - Tree protection if removed, damaged, uprooted etc
- 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:
- 36 Caravere Close (objection)
- 7.2 The representations can be summarised as follows:
- No. 30 has no parking outside of the house and the proposal includes removal of the garage which could increase parking pressure.
 - The proposal would set a precedent for garages to be replaced with miniscule dwellings which could be at least three storeys high in accordance with the new planning laws introduced by the Conservative government.

- Impact of the proposed development on access to the existing garages.
- Damage to the garages during demolition.

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 Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted under policy 52 where:

- a) the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
- b) sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
- c) the amenity and privacy of neighbouring, existing and new properties is protected;
- d) provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
- e) there is no detrimental effect on the potential comprehensive development of the wider area

8.2 The principle of development is considered acceptable as the proposal adheres to the above criterion: this will be discussed in the relevant sections of the report.

Context of site, design and external spaces

8.3 Caravere Close is characterised by two storey pitched roof terraced properties with the occasional detached property, forming a cul-de-sac surrounding a central tree. The prevailing character is quite uniform with the majority of houses remaining as originally built, yet the building line varies. By virtue of the layout of Caravere Close, two car parks are located at either

end of the close. The northern car park houses several garages which serve a number of properties in Caravere Close.

- 8.4 The proposal seeks to demolish the existing garage adjacent to no. 30 and erect a two storey two-bedroom dwelling in its place. The proposed dwelling would take visual clues from the surrounding context, using matching materials and a similar form to the existing terrace, and incorporates particular design characteristics such as the projecting bay window on the southern elevation and the projecting porch canopy on the eastern elevation. In turn the proposal would appear as a meaningful addition to the existing terrace, integrating successfully into the terrace, and would not harm the integrity of the surrounding character. Whilst the width of the proposed dwelling would be larger than the prevailing built form, due to the stepped back two storey section, the proposal would not unbalance the terrace or harm the composition of the surrounding area.
- 8.5 The proposal would draw from the surrounding context in terms of design, scale, massing and form and therefore, the proposal would be compliant in design terms with Cambridge Local Plan (2018) policies 52, 55, 56, 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.6 Given the presence of the garages adjacent to the north-east and the separation distance between the proposed dwelling and no. 32, the neighbour that would be most affected by the proposal would be no. 30.
- 8.7 No. 30 would be south-west of the proposed dwelling and has an existing small single storey extension projecting approximately 3.2 metres from the rear. The proposed dwelling would extend at two storey level 0.9 metres beyond the original rear of no. 30, with a single storey rear extension protruding 2.4 metres further, in line with no. 30's single storey rear extension. By virtue of the scale, massing and relationship with no. 30, the proposal would not significantly overbear or overshadow no. 30's rear habitable rooms or outside amenity space. The proposal would only contain one bathroom window at first floor adjacent to no. 30, which would not give rise to any views into

no.30's habitable spaces. As such, no overlooking would result from the development.

- 8.8 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and in this respect, it is considered compliant with Cambridge Local Plan (2018) policies 57.

Amenity for future occupiers

- 8.9 The gross internal floor space measurements for the dwelling is 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
F1	2	4	2	70	72.5	+2.5

- 8.10 The proposed dwelling would have a gross internal floor area of 72.5m² which exceeds the requirement for a 2 bed 4 person dwelling, as stated in policy 50. The proposed bedrooms both meet or exceed the minimum standard for a double bedroom (13m² bedroom one; 11.5m² bedroom two), and both benefit from pleasant outlooks and good amounts of light. The ground floor provides a dual aspect open plan living kitchen area spanning the length of the house with the rear opening out onto the north-west, facing a patio and garden beyond. Given the proposed dwelling adheres to the National Space Standards and the internal spaces would receive good light levels and experience pleasant outlooks, it is considered that the proposal would result in a good quality living environment for the future occupiers.

- 8.11 The Design and Access Statement does not state that the proposed unit would comply with Part M4(2). Whilst the agent has confirmed compliance, to ensure this is delivered, a condition will be imposed.

- 8.12 The proposal provides a good quality and accessible living environment for future occupiers, in this respect, it is considered compliant with Cambridge Local Plan (2018) policies 50, 51 and 57.

Trees

- 8.13 Both the Tree and Landscape Officer raise concerns regarding the trees on site. As part of the development one tree will be removed, which is sited directly adjacent to no. 30 to the north-east. This tree, whilst visible from Caravere Close and contributing a degree of amenity value, is not protected and it is considered that its loss would not adversely impact upon the street scene or the character and appearance of the area. When visiting the site, it was clear that the tree located to the south-east of the host dwelling, which assists in framing the entrance to the north-eastern Caravere Close car park, has been removed. The agent stated that the tree blew down in strong winds some months ago. This tree again was not protected and therefore consultation prior to removal was not required. However, to create an attractive frontage to the host and proposed dwelling, a landscape condition is recommended, which will secure new tree planting as appropriate.
- 8.14 The proposal is compliant with policy 71 of the Cambridge Local Plan (2018).

Highway Safety

- 8.15 Despite raising concerns regarding parking pressure, the Highway Authority are of the opinion that the proposal would not adversely impact upon highway safety.
- 8.16 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car parking

- 8.17 The proposal involves the removal of the existing garage associated with no. 30 and the erection of a new dwelling which would be attributed a car parking space, resulting in a loss of one car parking space for the host dwelling. As highlighted, Caravere Close has no parking controls but is served by two sizeable car parking areas to the north-east and south-west of the application site. Given that Caravere Close is served by two large car parks (capacity 19) and 6 properties (out of 19) have their own driveways which can accommodate at least one car

parking space, it is considered that the proposal accommodates adequate provision within the site, which would not result in parking stress.

Cycle parking

- 8.18 Cycle storage is proposed to the rear of the properties accessible via the shared access between the host and proposed dwelling. The siting of the store is considered appropriate given the site constraints and resultant street scene impact which would arise. The communal cycle store would have the capacity to accommodate four cycles, which conforms to the minimum cycle parking standards of one space per bedroom up to 3 bedrooms as both the host and the proposed dwellings provide two bedrooms. The cycle store would be covered and secure (via the communal gate) with the passageway providing sufficient width to turn the cycle to exit if desired. Details on the external appearance of the cycle store would be secured via condition.
- 8.19 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Refuse arrangements

- 8.20 Refuse provision for the existing dwelling would remain the same. The proposed dwelling would house its refuse within the side passage, beyond the rear access, with the bin collection point sited adjacent to the proposed car parking space attributed to the new dwelling. This is considered acceptable provision, being within the 30m dragging distance limit.
- 8.21 The proposal is compliant with Cambridge Local Plan (2018) policy 57 and the RECAP Waste Guide.

Third Party Representations

- 8.22 A third party representative has raised concerns on several grounds including the parking pressure resulting from the development; the precedence the proposal would set; and the impact upon the existing garages. These will be taken in turn. Firstly, it is considered that the proposal would not result in additional parking pressure, as discussed in paragraph 8.17. Secondly, relating to precedence, every application is assessed

on its merits and it is Officers' view that the proposal is acceptable and compliant with Cambridge Local Plan (2018) policies. The proposal is not similar to the new planning laws being introduced by the Conservative government and should be assessed in its current form. Lastly, the third party mentions the impact upon the existing garages. The existing garages should not be harmed by the development.

9.0 RECOMMENDATION

APPROVE, for the following reasons:

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. Prior to first occupation of the development, hereby permitted, or commencement of the use, full details of facilities for the covered, secure parking of bicycles for use in connection with the development shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or the use commences and shall be retained in accordance with the approved details thereafter.

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

4. 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)

5. 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)

6. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic / noise insulation performance specification of the external building envelope of habitable rooms (having regard to the building fabric, glazing and ventilation provision to replace the need to open windows) and the details of the boundary fence (location, height and airborne sound insulation standard / acoustic standard) to reduce the level of noise experienced both internally within the residential unit and external amenity space as a result of the proximity of the habitable rooms and external amenity space to the high ambient noise levels in the area from traffic noise from Kings Hedges Road; shall be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal and external noise levels recommended in British Standard 8233:2014 'Guidance on sound insulation and noise reduction for buildings'. The alternative ventilation provision shall be capable of achieving a minimum of 2 air changes per hour (ACH) and internal ventilation operational noise levels shall be considered. 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 2018 Policy 35)

7. Prior to the installation of any electrical services, a dedicated electric vehicle charge point scheme demonstrating that at least one active electric vehicle charge point will be designed and installed on site in accordance with BS EN 61851 with a minimum power rating output of 7kW to each allocated parking space for each of the proposed residential units, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

8. 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)

9. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The scheme shall include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
 - b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
 - c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;
 - d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
 - e) Full details of the proposed attenuation and flow control measures;
 - f) Site Investigation and test results to confirm infiltration rates;
 - g) Full details of the maintenance/adoption of the surface water drainage system;
 - h) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development (Cambridge Local Plan 2018, policy 31).

10. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

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 including provision for gaps in fencing for hedgehogs; 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 (or replanting if previously failed), 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 slab level shall commence until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning. This shall demonstrate that all new residential units shall achieve reductions in CO2 emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details:

Levels of carbon reduction achieved at each stage of the energy hierarchy; and

A summary table showing the percentage improvement in Dwelling Emission Rate over the Target Emission Rate for each proposed unit.

Where on-site renewable or low carbon technologies are proposed, the Statement shall also include:

A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance schedule; and

Details of any mitigation measures required to maintain amenity and prevent nuisance.

There shall be no occupation of the development until the carbon reduction measures have been implemented in accordance with the approved details.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Carbon Reduction Statement shall be submitted to and approved in writing by the local planning authority. The revised Carbon Reduction Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018, Policies 28, 35 and 36 and Greater Cambridge Sustainable Design and Construction SPD 2020).

13. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and the development shall be carried out in accordance with the agreed details.

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).

14. No development shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird boxes on the new buildings. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reason: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69)

INFORMATIVE: Cambridge City Council recommends the use of low NO_x boilers i.e. appliances that meet a dry NO_x emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

INFORMATIVE: Fire service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building Regulations. There should be vehicle access for a pump appliance to within 45m of all points within the dwelling house in accordance with paragraph 11.2 of Approved Document B Volume 1. Where the proposed new dwelling cannot meet access requirements for fire appliances, compensatory features should be provided.