

<b>Application Number</b>	20/01609/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	10th March 2020	<b>Officer</b>	Saffron Loasby
<b>Target Date</b>	5th May 2020		
<b>Ward</b>	Trumpington		
<b>Site</b>	25B Bishops Road		
<b>Proposal</b>	Erection of two dwellings comprising of 1No. 2-bed and 1No. 5-bed dwelling following the demolition of the existing bungalow		
<b>Applicant</b>	Ms Natalie Harrington Galah Cottage Haverhill Road Helions Bumpstead Haverhill CB9 7AG		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The design and scale of the proposed development would not have an adverse impact on the character of the surrounding area;</li> <li>- The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers;</li> <li>- The proposed development would provide a high-quality living environment for the future occupiers.</li> </ul>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 The application site is located at 25B Bishops Road which comprises a detached bungalow, approximately 6m to the ridge, set within a relatively spacious plot. The rear boundary is

defined by established tree screening which does not have any statutory protection and the site itself has a well-maintained garden space to the rear. There is parking provision for two cars to the front, although upon the site visit there were at least 3 cars on the front amenity space.

- 1.2 There is a mix of predominantly two storey dwellings along the main stretch of Bishops Road. However, the application site is located to the (south) of the linear form that dominates Bishops Road and is in a small cluster of two storey and single storey dwellings accessed via an unadopted, private road. This access measures approximately 70m from the adopted highway to the rear of No.18 Exeter Close and another 10m to the application site. It provides access to 4/5 residential addresses including the application site. Other properties that appear as part of this cluster include 18 and 20 Exeter Close, which are accessed via Exeter Close to the north east of the application site. Whilst these properties do not use the access, they do form part of the surrounding character of the area and wider streetscene. A pedestrian/cycle route runs past the rear (southeast) boundary of the application site.
- 1.3 The site is surrounded by residential properties. Beyond the site to the southwest are relatively new dwellings comprising a more contemporary design and set over three floors.

## **2.0 THE PROPOSAL**

- 2.1 The proposed development under this planning application involves the demolition of the existing bungalow and replacing it with two detached two storey dwellings. Plot 1 comprises a 2 bed dwelling and Plot 2 a 4 bed dwelling. Each property would benefit from its own private amenity area. Two car parking spaces are proposed to the front of the site for Plot 2. Plot 1 has no parking provision. Cycle parking and bin storage is located within each plot. A pedestrian gate is in the proposed rear boundary to allow for rear access onto the adjoining cycle/pedestrian route.
- 2.2 The properties will comprise facing brick (to be agreed) under a natural slate roof with composite aluminium openings. Both will have permeable gravel hard standings and green roofs on the rear single storey flat roof elements.

2.3 The scheme has been altered twice since the original submission. The first amendment detailed the various openings to be secured as obscure glazed and fixed. This was carried out to overcome the initial concerns regarding overlooking. The second amendment looked to alter the height of the larger dwelling on Plot 2. The ridge was reduced to match that of Plot 1 and offered a 1.1m reduction in height. Additionally, the side extension to plot 2 was also altered. This was to create a more obvious step down from the two-storey element of the main bulk of the house and to create a larger space between Plot 2 and the neighbouring bungalow at 25c Bishops Road, thus helping to reduce any overbearing impact. The front of plot 2 was also amended to allow for a larger turning area between the two units. This removed the potential for an additional car space in the future for plot 2 and allows a better area for manoeuvrability at this end of the narrow access.

2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement (inclusive of a Daylight Assessment)
2. Arboricultural Impact Assessment
3. Topographical Survey
4. Existing and proposed plans
5. Street Elevations

### 3.0 RELEVANT SITE HISTORY

Reference	Description	Outcome
C/73/1040	The erection of single storey extension to existing bungalow to form self-contained flat	WITHDRAWN

### 4.0 PUBLICITY

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

## 5.0 POLICY

### 5.1 Cambridge Local Plan 2018

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3 28 31 32 33 34 35 36 50 51 52 55 56 57 59 70 71 81 82

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

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</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</p>
Supplementary Planning Documents	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</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>Arboricultural Strategy (2004)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The applicant intends that the new proposed dwelling will have no off street car parking. 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. 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**

- 6.2 Acceptable subject to conditions/informatives regarding the following:

- Construction hours
- Collection during construction
- Construction/demolition noise/vibration & piling
- Dust condition
- Electric vehicle charging point

### **Access Officer**

- 6.3 Refuse as Cambridge is losing this accessible housing stock or new housing is built to Code M2(3).

### **City Council Sustainable Drainage Engineer**

- 6.4 Acceptable subject to conditions/informatives regarding the following:
- No development shall commence until a surface water drainage strategy has been submitted and approved
  - Details for the long-term maintenance arrangements for the surface water drainage system to be submitted and approved

### **Landscape Architect**

- 6.5 Landscape has concerns over the number of tree losses without a tree strategy which outlines how replacement and/or new tree planting will be addressed within the proposals. The Local Plan and the Cambridge Tree Strategy policies give weight to the retention of trees, particularly mature ones that contribute to the overall canopy cover which is aiming to achieve a 2% target increase by 2030.
- 6.6 What can be appreciated is that most of the trees on site are coniferous or otherwise evergreen species which often cause more harm than good due to their size and negative impact on soil nutrients and water retention in soils though are not without their merit. As a result, we are more amenable to the removals, but require a tree strategy to be submitted which includes some large growing species and which provide some of the screening the existing tree cover provides, particularly in relation to the neighbouring bungalow property. We note the presence of tree

stamps within the architect's drawings but these are often just 'decorative' to the drawings until reviewed into a plan by a secondary designer or process.

- 6.7 The footway down the side of the smaller unit is constrained by the presence of the cycle and bin stores. The width of the footway is approx. 600mm to 840mm down the side of the bike store and bin store respectively. To allow for ease and inclusive access, the footway should measure 900mm minimum for passage as well as the dragging of a bin to the kerbside without having to use the grass to the side which would suffer overrunning issues. This is an easily addressed issue and can be considered under condition.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations which object to the application:

- 18 Exeter Close
- 20 Exeter Close
- 30 Exeter Close
- Glebe Farmhouse, Exeter Close
- 25 Bishops Road
- 25A Bishops Road
- 25C Bishops Road
- 27 Bishops Road
- 29 Bishops Road
- 31 Bishops Road
- 33 Bishops Road
- 35 Bishops Road

- 7.2 The representations can be summarised as follows:

- Overdevelopment of the site
- Out of keeping with the local area
- Insufficient car parking and impact upon all surrounding roads
- Overlooking between openings and the occupiers of No 20 Exeter Close

- Poor access from Bishops Road
- No access for vehicles from Exeter Close
- Increase in pollution
- Dust during demolition
- What will happen to the existing tenants
- Lack of clarity on how site will be divided
- Loss of sunlight to No 20 Exeter Close
- Density too high
- Compass errors in the submission documents
- Lack of tree screening (details on plans are inaccurate)
- Increased potential to damage to neighbouring foundations during construction
- Potential damage to sewer
- Conflict of pedestrians and cyclists if Exeter Close is to be used during the construction period
- Lack of correct notification
- Safety of the proposed pedestrian access points to the rear
- Reassurance that parking during construction is not via Exeter Close due to poor parking provision as existing
- Loss of biodiversity
- Adverse impact on unmade, unadopted track and condition to repair should it be needed
- Too high
- Lack of a landscaping plan
- Devaluing properties
- Limit size of vehicles during construction
- Land ownership would not allow for the proposed access
- Access for emergency vehicles compromised

7.3 The planning agent for this application responded to some of the concerns raised in a letter dated 11<sup>th</sup> June 2020 (on public access dated 24<sup>th</sup> June).

7.4 Revisions have been made to the scheme twice. The first annotating obscure windows and fixed glazing to overcome overlooking and a reduction in the size of Plot 1 to address scale on neighbouring occupiers and character of the area. Notwithstanding the revisions 9 of the residents who previously



raised objections resubmitted letters of objection for predominantly the same reasons (although the reduction in the height and scale was welcomed).

- 7.5 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 Policy 3 of the Cambridge Local Plan (2018) seeks to ensure that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. Given the location of the site is within a sustainable location and is in walking and cycling distance of the major road network (Hauxton and Shelford Road), the application site is considered suitable to accommodate residential development.
- 8.2 As the proposal is for the subdivision of an existing residential plot, policy 52 of Cambridge Local Plan (2018) is relevant in assessing the acceptability of the proposal.
- 8.3 Policy 52 of the Cambridge Local Plan (2018) states that '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 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 bio-diversity;
  - 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.'

8.4 The proposal is considered to comply with the above five criteria and the reasons for this are set out in the relevant sections of this report.

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

8.5 Bishops Lane comprises predominantly two storey dwellings set within linear plots. There appears to be a blend of brick and render materials adopted at neighbouring properties. Car parking is set to the front of dwellings or on the adjoining street.

8.6 The application site is part of a cluster of backland development located to the rear of Bishops Road. This small group of residential properties are an anomaly to the linear form and comprise a mixture of single and two storey properties with a wide palette of materials and alternative designs and scales. It is fair to say that some of the dwellings in this group of properties do not reflect the surrounding character in form, design or scale compared to the properties in Bishops Road, Exeter Close or the recently built Overhill Close.

8.7 The proposal intends to demolish the existing bungalow and replace this with two, two-storey dwellings with vehicular access via Bishops Road and pedestrian/cycle access to the rear. Given there are predominantly only two storey dwellings in the immediate vicinity, it is considered that two storey dwellings would be in keeping with the scale of neighbouring development in this location and would be acceptable. The proposed materials are more modern than some of the existing materials within the street scene however, these are not considered to be significantly out of keeping with the appearance of the local area to warrant a refusal in this instance. A condition shall be imposed upon any consent granted to ensure the materials proposed are adopted.

8.8 There are concerns raised in respect of overdevelopment of the site. The site is reasonably generous in size and is capable of accommodating 2 dwellings. The footprint of the existing bungalow spreads across the site quite close to the neighbouring properties, albeit 2m lower in height, sited at an

angle on the plot and with varying roof styles. The two new dwellings are proposed to sit no closer to that of the existing and are sited to overcome any overbearing impact on neighbouring occupiers. The site location plan shows how neither of the dwellings sit forward of the existing building line, and includes dimensions showing the 45<sup>0</sup> angles from openings.

- 8.9 In terms of external space, both units will have access to private external space in excess of 100sq.m each.
- 8.10 The proposed dwellings will sit gable end facing Bishops Road with a maximum ridge height of 8.1m. The roof is hipped away from both neighbouring properties and the larger of the two has been reduced in height by 1.1m and altered to have a 1.5 storey side addition that allows for a more fluid transition between the very low neighbouring bungalow at 25C and the new dwelling at Plot 2. This bungalow is predominantly flat roof and therefore significantly lower than most dwellings in the locality. The original submission saw a residential development over three floors and proposed a significantly larger dwelling in terms of scale.
- 8.11 Overall, following the amendments, the form, height and scale of the proposed development is considered to be a significant improvement on the originally submitted proposal. The reduction in the side projection of plot 2 has reduced the impact on the neighbouring dwelling at 25C and the removal of accommodation in the roof means the two storey approach is more in keeping with the immediately surrounding properties. Whilst the density of the proposal is higher than those properties in the cluster of dwellings, the scheme is not out of keeping with the wider surrounding context of development. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 52, 55, 56 and 57.

## **Residential Amenity**

### Overbearing Impact

- 8.12 The proposal being considered has reduced the height of plot 2 at the ridge by 1.1m, and also altered the side projection closest to the neighbouring bungalow. This assists in reducing any significant overbearing impact upon the adjacent neighbouring

garden. The change from single bungalow to two, two storey dwellings will have a material change in visual impact in this location and they are significantly different in design, scale and form from the existing dwelling. However, this change does not warrant a recommendation of refusal. The orientation and layout of the dwellings has been sited to reduce adverse neighbour impact. The distance between the two closest points of plot 2 and 25c is 6.2m. The closest 2 storey elevation of plot 2 is 9.3m from 25C. From the layout plan it is noted that both dwellings sit behind the front elevation and located to the northeast of 25C. This layout assists in reducing the potential overbearing impact on the occupiers of 25C.

8.13 In relation to the impact plot 1 has on No 20 Exeter Close this too has been orientated to overcome any potential overbearing. Whilst located to the southwest of No 20 the main bulk of plot 1 is located centrally to the ridge of No.20, meaning the impact of the new dwelling is balanced from front to back. The dwelling is sited marginally forward of No.20's building line but not so much as to impact the 45 degree line from the closest ground floor window of No 20. The only other opening in the opposing elevation is a small opening likely to be used for a landing or similar. Cumulatively the way in which the proposals sit on the site and the reduced scale of plot 2 reduce any significant overbearing impact and is acceptable.

8.14 Overall, the current application is not considered to have a significant overbearing impact, and is in accordance with policies 52, 55 and 57 of the Cambridge Local Plan 2018.

#### Overlooking Impact

8.15 Concern has been raised regarding overlooking, from the occupiers of No 20 Exeter Close who are closest to Plot 1 and from the occupiers of 25C, the neighbouring bungalow to Plot 2.

8.16 In relation to plot 2 it is the southwest elevation that is closest to 25C. This is annotated incorrectly as the east elevation on the amended drawing P02 Rev B. The openings in this elevation comprise a ground floor WC and a high-level study window. The boundary treatment along this shared boundary will comprise 1.8m close boarded fence therefore overlooking will be limited. At first floor there are no openings that look directly over the neighbouring land. The roof light over the stairs is

proposed as having a sill height of 1.8m above floor level, and a condition is recommended to secure this

- 8.17 In regard to the overlooking impact on No 20 the closest elevation is the northeast elevation of plot 1 (this is annotated as 'Left Elevation' on drawing P03-Rev A). The ground floor openings on this elevation comprise a secondary window to the dining room and the main entrance door. At first floor a secondary window to bedroom 2 is proposed. This faces over the rear garden of No. 20 but is annotated as being obscure glazed and restricted. This could be appropriately conditioned as fixed shut and permanently fitted with obscure glazing.
- 8.18 The new openings to the rear would not overlook either No 20 Exeter Close or 25C Bishops Road unacceptably. Roof lights are proposed within the roof however these are purely for allowing light through and can be conditioned to have a high sill height. All other windows proposed will be at ground floor level and views from these windows will be obscured by the proposed 1.8m close boarded fences along each of the boundaries.
- 8.19 Overall, the current application is considered to have addressed the concerns regarding overlooking impact, and is in accordance with policies 52, 55 and 57 of the Cambridge Local Plan 2018.

#### Overshadowing Impact

- 8.20 The application includes a shadow analysis which is embedded in the Design and Access Statement. Concerns have been raised by residents regarding the potential overshadowing of the neighbouring buildings. Specifically, given the orientation of the new dwellings No 20 Exeter Close appears to have the highest threat of loss of sunlight.
- 8.21 Plot 1 is located to the southwest of No 20 Exeter Close. The garden space to No 20 is located to the north of plot 1. As a result there is some overshadowing to the side and rear of this dwelling as shown in the assessment.
- 8.22 During the summer solstice (June) there is no loss of light. During the winter solstice (December) there is potentially a short loss of light to the small first floor bathroom/landing

window on the southwest elevation. During the Equinoxes (March/September) there is a potential loss of sunlight from 9am to 1pm to the small south west facing bathroom/landing window and part of the rear garden. The garden is quite large however it is understood that this part of the garden is paved and used as a seating area.

- 8.23 Whilst it has been demonstrated that there is some loss of light to a window and an area of garden space for No.20 the new dwelling on plot 1 does not cause significant levels of overshadowing. The garden space is not totally overshadowed as a result of the new dwelling and is only for a small period of the year. The small window is to that of a bathroom or landing area and not to a habitable room. As a result, whilst it is considered to result in change to the neighbouring dwellings it is not considered to result in an unacceptable level of harm to warrant a recommendation of refusal in this instance.

#### Wider Area

- 8.24 The Environmental Health Officer has been consulted on the application and has recommended approval, subject to conditions regarding construction hours, collection during construction, piling/noise vibration and dust. In order to protect the amenities of neighbouring properties, these conditions are considered to be necessary and reasonable and shall be imposed upon any consent granted.

#### 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 or are in accordance with the minimum standards. In this regard, the units would provide a high-quality internal living environment for the future occupants. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size
P	2	4	2	79	118m <sup>2</sup>	39
2	4	6	2	106	177m <sup>2</sup>	71

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. Both Plots 1 and 2 will have access to private garden areas at ground floor level.

#### Accessible homes

8.27 The development has been assessed for compliance with Policy 51 in relation to all the new units. The Design and Access Statement states the development will comply with the requirements of Part M4 (2) of the Building Regulations. A condition shall be imposed upon any consent granted to secure this requirement and comply with policy 51.

#### **Refuse Arrangements**

8.28 The residential uses will have separate purpose-made bin stores to accommodate 3 coloured 240 litre wheeled bin containers for each dwelling (allocated for green waste, dry recyclables and residual waste). These will be taken by residents to the kerbside of Bishops Road, which is an existing arrangement for both 25B and 25C Bishops Road. Due to the existing placement of the site, the travel distance for the bins to the kerb will exceed the recommended 30m tow distance. Although this is more than recommended, it should be noted that this is an existing arrangement to both 25B and 25C Bishops Road. The application is acceptable subject to the bins being left on the kerb-side for collection. The proposal is compliant with the RECAP guidance and is in accordance with Cambridge Local Plan (2018) policy 57.

#### **Highway Safety**

8.29 There are concerns raised regarding the lack of parking for plot 1 and the intensification of the access road as a result of the development proposal. The Local Highway Authority has been consulted on the application and has raised no objections to the

proposal. Whilst not specifically required by the LHA it is considered appropriate, given the location of the site, the current accessibility and neighbouring occupants that a construction and traffic management plan should be required by condition prior to development commencing. These conditions are considered both necessary and reasonable should consent be granted. Therefore, the proposal is considered to retain the safe and effective operation of the adopted highway and is in accordance with paragraphs 108 and 109 of the NPPF and policy 81 of the Cambridge Local Plan 2018.

### **Car Parking**

- 8.30 The majority of representations received have raised concerns regarding the lack of car parking proposed to serve the proposed development. Two car parking spaces are proposed to the front of the site which are to serve plot 2. No car parking is proposed for plot 1, the 2-bed dwelling. The Local Highway Authority has mentioned within its comments that this may result in on street car parking stress upon surrounding streets. The neighbouring properties within the cluster of backland properties of Bishops Road all benefit from some form of off street car parking areas which will reduce any potential on street car parking stress. There is unrestricted parking available in the area, which has not been identified as suffering from vehicle parking stress.
- 8.31 The proposed dwelling at plot 1 is aimed at individuals or couples potentially working within Cambridge, and not relying on the car as their main mode of transport.
- 8.32 Given the location of the site is within walking and cycling distance of Hauxton Road and Shelford Road which provides shops and services, the development is considered to promote sustainable modes of transport and reduce car dependency. There is a Park and Ride in close proximity and the closest bus stop is located 160m away which provides regular bus services to and from the city centre. Overall, the site is within a sustainable location and therefore the lack of car parking provided is not considered to warrant a reason for refusal in this instance.
- 8.33 The proposed level of car parking would comply with the maximum standards set out in Appendix L of the Cambridge



Local Plan 2018. For the reasons set out above, officers consider the proposed level of car parking is acceptable and would not result in significant increase in overnight parking stress. The proposal would therefore meet the aims of Cambridge Local Plan 2018 policy 82.

### **Cycle Parking**

- 8.34 Cycle parking is provided through secure cycle storage on each plot, proposing 1 space per bed space, which is in accordance with the cycle parking standards under Appendix L of the Cambridge Local Plan. Overall, the proposal is compliant with Cambridge Local Plan (2018) policy 82.

### **Integrated water management and flood risk**

- 8.35 The application has been assessed by the City Council's Sustainable Drainage Engineer and has been considered acceptable subject to conditions to secure a surface water drainage strategy and maintenance plan. These conditions shall be imposed upon any consent granted to ensure the development adopts sustainable drainage methods in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

### **Trees/Landscaping**

- 8.36 There are several mature conifer trees along the rear boundary which are to be removed to accommodate the new dwellings. The conifer trees generally do not contribute any significant visual amenity to the area and therefore their loss is not significantly harmful in this instance. The applicant is proposing to plant trees and introduce soft landscaping within and around the site to compensate for the loss of the trees.
- 8.37 The Landscape Officer has been consulted on the application and has raised no objections, subject to conditions regarding hard and soft landscaping details and green roof details. These conditions are considered necessary and reasonable to ensure the development is satisfactorily assimilated within the site.

## **Other Matters**

8.38 To ensure compliance with policy 28 (sustainability) a condition is proposed in relation to carbon reduction measures and in relation to water efficiency standards. To ensure compliance with biodiversity requirements arising from policies 59 and 69, a condition is proposed seeking details of bird and bat box provision. Additionally, a condition is included to ensure gaps in fencing for hedgehogs as part of the hard and soft landscaping condition. As the single storey rear elements are to be flat and green roofed, a condition is included seeking the submission and approval of the detail of the green roof make-up. As neither of the dwellings, would be appropriate to extend in any fashion because of the site constraints, a condition to remove permitted development rights under class A and B are included. Additionally, permitted development for the insertion of any further windows or openings of any kind will be removed from the northeast and southwest elevations and roof slopes to prevent adverse overlooking.

## **9.0 CONCLUSION**

9.1 In conclusion, the proposed development would be in keeping with the scale and form of development within the local area and adequately respects the amenities of neighbouring properties.

## **10.0 RECOMMENDATION: APPROVE subject to the following conditions and informatives:**

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. No development or demolition 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 2018 policy 36).

7. 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).

8. Prior to first occupation for the use hereby permitted, carbon reduction measures shall be implemented in accordance with a Carbon Reduction Statement which shall be submitted to and approved in writing by the local planning authority prior to implementation. This shall demonstrate that all new residential units shall achieve reductions in CO<sub>2</sub> 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: A) Levels of carbon reduction achieved at each stage of the energy hierarchy; B) 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: C) A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance programme; and D) Details of any mitigation measures required to maintain amenity and prevent nuisance. No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

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).

9. 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)

10. 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).

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.

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. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. 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.

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).

13. No development above slab level 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 and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. 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, NPPF 2019 para.170).

14. No development above ground level, other than demolition, shall commence until full details of these green or brown roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved and the green or brown roof(s) maintained in perpetuity in accordance with the approved details. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable. The green roofs shall be installed in accordance with the approved details and shall be maintained thereafter for the lifetime of the development. The development shall be retained as such thereafter.

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).

15. Notwithstanding the approved plans, the 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).

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

16. The development hereby approved, shall be carried out in accordance with the materials as detailed on the approved plans/documents.

Reason: To ensure the development is satisfactorily assimilated within the local area (Cambridge Local Plan 2018 policy 55).

17. Notwithstanding the provisions of Schedule 2, Part 1, Class A and 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), 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 occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

18. The openings on the first floor northeast and southwest elevations of both plots 1 and 2 of the development hereby permitted shall be non-opening and permanently fixed and fitted with obscure glazing to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent. 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, 57/58).

19. No further doors, windows or openings of any kind, shall be inserted in to the northeast and southwest elevations or roof slopes of the development hereby permitted without the express formal consent of the Local Planning Authority.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55, 57/58).

20. Prior to the installation of any electrical services, information to demonstrate that at least one dedicated 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, shall be submitted to and approved in writing by the Local Planning Authority.

The active electric vehicle charge point as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of



development on local air quality, in accordance with the National Planning Policy Framework (NPPF), Policies 36 and 82 of the Cambridge Local Plan 2018 and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018)

## **INFORMATIVES**

1. In order to comply with Part M4(2) of the Building Regulations, the area between any drop-off point for the dwelling provided without a parking space should be level (or gently sloping) and constructed from a suitable surface.