

Application Number	20/03838/FUL	Agenda Item	
Date Received	15th September 2020	Officer	Luke Waddington
Target Date	10th November 2020		
Ward	East Chesterton		
Site	38 High Street		
Proposal	Demolition of existing house and the erection of 3 No. dwellings		
Applicant	Mr Barham c/o Agent 96 King Street Cambridge CB1 1LN		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - It would sustain the character of the Chesterton Conservation Area and adjacent Buildings of Local Interest - It would not result in a significant adverse impact upon the residential amenity of neighbouring dwellings - It would not adversely impact highway safety
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is a detached two storey residential dwelling at number 38 High Street Chesterton. The site is laid to hard standing at the front, with much of the rear garden area occupied by buildings and extensions to the existing dwelling.
- 1.2 The site is within the Conservation Area and is adjacent to two Buildings of Local Interest; Bells Corn Depot is located across Chesterton High Street and number 42-46 High Street

Chesterton is located directly to the west of the application site. 25 and 27 High Street Chesterton is a Grade II Listed Building and is sited approximately 40 metres to the west of the site. The site is not within a controlled parking zone.

- 1.3 Flats at Alan Percival Court are located to the rear/east of the site, these are accessed from Chesterton Road via an access to the north east of the site. Numbers 20, 22 and 22A High Street are located to the south west of the site.

2.0 THE PROPOSAL

- 2.1 It is proposed to demolish the existing dwelling and to erect a terrace of 3x 2.5 storey dwellings, comprising of 1x 2 bed dwelling and 2x 3 bed dwellings. The two dwellings would be spread over 3 floors with rear dormers facing south east. Each dwelling would have a rear garden and the site would be accessed from Chesterton Road. Two car parking spaces are proposed. The dwellings would be of a contemporary appearance and would use buff brick and slate for the external materials.
- 2.2 The proposed development has been amended during the life of the application, with the amendments removing a third bedroom and projecting rear element from plot 3 to reduce its size to a 2 bed unit. The size of the single storey rear elements of plots 1 and 2 was also reduced to increase available garden space at the rear.
- 2.3 The present application follows 19/0760/FUL which was appealed for non-determination. The appeal was dismissed on the grounds of the adverse impact upon neighbouring dwellings 22 and 22A High Street in terms of overbearing impact and loss of light. It was also refused as the proposed gardens were too small to provide sufficient amenity space for the proposed 3 bedroom dwellings.

3.0 SITE HISTORY

Reference	Description	Outcome
19/0760/FUL	Erection of 3No. dwellings following demolition of existing house.	Refused, Appeal dismissed

A copy of the Inspector's Decision letter in relation to the appeal is attached.

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 Local Plan 2018	1 3 27 28 29 31 32 35 36 50 51 52 55 56 57 61 62 69 70 80 81 82

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

Central Government Guidance	National Planning Policy Framework July 2018 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally
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	described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
<p>Previous Supplementary Planning Documents</p> <p>(These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)</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>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Buildings of Local Interest (2005)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objections subject to conditions. The proposal is for three dwelling and only two off street car parking spaces are proposed, the streets in the vicinity provide uncontrolled parking, and as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, any additional 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.

Comments on amended plans: Unchanged from above

Environmental Health

- 6.2 No objections subject to conditions for construction hours, collection during construction, piling dust condition, low Nitrous oxides boilers and Electric Vehicle charging points

Comments on amended plans: Unchanged from above

Urban Design and Conservation Team

- 6.3 Conservation Officer: This site falls within the Chesterton conservation area.

A previous application for this site was the subject of an appeal in 2019 and was refused on amenity issues. The inspector did not consider that the proposal would harm the character of the conservation area but would make a neutral contribution.

The existing house is located well back from the road in the middle of the site, opposite the former Maltings and next to No's 40-45 High Street both of which are Buildings of Local Interest.

The High Street contains remnants of the historical route through the former village of Chesterton. It has a handful of older houses interspersed amongst significant later development which has eroded its character. As a result, the townscape is rather fragmented with no overall building line and little consistency in materials or detailing.

Generally, the older buildings tend to front the High Street and are located on the back of the footpath or behind small front gardens. Most of the modern buildings are set further back within their gardens and do not have much of a street presence.

This proposal is to demolish the existing 60s/70s house and replace it with a terrace of three at 2 and a half storeys. The terrace is of the same height, mass and design as the 2019 proposal and will be in buff brick with a slate roof. The large bay windows were previously in zinc (in the refused application) but have been changed to reconstituted stone which will lessen their impact on the street scene. This new application has moved the terrace forward to increase the size of the rear gardens but the frontage is still devoted to parking for three cars.

There are no objections in conservation terms to the demolition of the existing house which as one of the modern infills does not enhance the character of the conservation area. It is a potentially positive move to reintroduce a terraced built form here as it could complement the existing BLI 19th century terrace alongside. Bringing the terrace forward has improved its relationship to the street and a brick wall has been introduced to the frontage which is positive however it is only 600mm high which would not help to screen the parking effectively. A taller wall and additional planting to the front would help to soften the parking and create some further amenity in the street.

The terrace is still proposed at 2 and a half storeys which is half a storey taller than the buildings on this side of the road. This is higher than the BLI terrace and No 36 but given that the buildings are set back and at an angle this height difference will more than likely not be appreciated when viewed from the street.

Taking the above into account, I consider that the proposal will have a neutral effect on the character or appearance of the conservation area.

The proposals will comply with Local Plan policies 55, 57 and 61.

With reference to the NPPF and the effect on the significance of the heritage asset, paragraph 193 would apply.

Comments on amended plans: There are no further conservation comments to make in response to these amendments.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 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 a condition.

Comments on amended plans: Unchanged from above

- 6.5 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:

89 King Street, 3, 4, 8, 16 Alan Percival Court, 1, 4 The Maltings 41 High Street Chesterton (x2), 20 High Street, Cambridge Past, Present & Future Wandlebury Country Park Cambridge

- 7.2 The representations can be summarised as follows:

- Overlooking of flats at Alan Percival Court
- 5m hedge is not in place as shown on plans to, what screening will be put in place
- Increase in traffic

- Proposed 5m high hedging will reduce outlook and light for flats at Alan Percival Court particularly at ground floor
- Building work should be done at considerate hours
- Concerns regarding dust generated and impact on adjacent residents
- Two parking spaces insufficient for 3 dwellings and likely to result in on street parking
- Urbanisation of streetscape
- Cramped parking and bin storage
- Concerns over light and ventilation for loft rooms

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

8.1 From the consultation responses and representations received the main issues are as follows:

1. Principle of development
2. Context of site, design and external spaces and impact on heritage assets
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Noise, vibration, air quality, odour and dust
6. Inclusive access
7. Residential amenity
8. Refuse arrangements
9. Highway safety
10. Car and cycle parking

Principle of Development

8.2 The application proposes to subdivide the single residential plot to provide three dwellings. As a result Policy 52 applies. This policy states that subdivision of an existing residential plot will only be permitted where;

- a) the form, height and layout is appropriate to the surrounding character,
- b) there is sufficient garden space for the proposed and retained dwellings and any important trees are retained,

- c) the privacy of the new and neighbouring dwellings are respected,
- d) adequate amenity space, vehicular access and parking arrangements are available for the new and retained dwellings and
- e) there is no detrimental effect on the potential comprehensive development of the wider area.

8.3 The principle of the development is acceptable, for the reasons set out in further detail within this report.

Context of site, design and external spaces and impact on heritage assets

8.4 The application site is within the Chesterton Conservation Area and within the setting of Buildings of Local Interest (BLI) and a Grade II Listed Building.

8.5 With regard to the previously refused application, the inspector stated that the significance of the Conservation Area (CA) “is, in part, derived from the presence of traditionally designed dwellings generally arranged in a linear pattern in close proximity to the street. Whilst a number of newer buildings reflect this character, there are some exceptions, including the appeal site. Therefore, whilst the appeal proposal would be set back from the highway, this would not result in harm to the character and appearance of the CA as it would replace a building that is similarly set back from the highway edge. In consequence, the development would maintain the character of the CA.]”

8.6 Although the current proposal has been moved slightly closer to the highway than the refused proposal, it is still visibly set back from Chesterton High Street and is very similar to the refused application in terms of its scale, bulk, design and materials. As such the comments of the Inspector remain relevant to the current application.

8.7 As noted by the Conservation Officer, the introduction of modern developments within the High Street has resulted in a character that is rather fragmented with no strongly established building line and little consistency in materials or detailing. The existing dwelling is not considered to contribute significantly to

the character of the Conservation Area and its demolition is acceptable.

- 8.8 In terms of its scale, the proposed terrace would be 2.5 storeys, half a storey taller than the buildings on this side of the High Street including the BLI terrace. However, the proposed terrace would be set back further than the adjacent dwellings, and so it is considered that this height difference will not be overly evident or obtrusive when viewed from the street. The proposed terraced form relates to the existing BLI 19th century terrace alongside the application site.
- 8.9 The contemporary appearance of the dwellings is considered to be acceptable. As noted previously there are several more modern buildings and dwellings within the close vicinity of the site, and as such there is no strongly historic character, with dwellings close to the application site exhibiting a mix of ages, materials and detailing. The bay windows at the front of the dwellings are to be finished in stone which would be more in keeping and less obtrusive than the zinc finish as proposed within the refused application.
- 8.10 As such it is considered that the proposed development would not result in a significant adverse impact upon the character of the Conservation area or the settings of the BLI and Grade II Listed Building and would preserve the significance of these designated heritage assets. This would be subject to conditions requiring samples of materials and details of hard and soft landscaping, to ensure appropriate detailing and so that the proposed development is assimilated into its surroundings.
- 8.11 The proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57, 60 and 62

Carbon reduction and sustainable design

- 8.12 To ensure compliance with Cambridge Local Plan (2018) policies 28 and 30 and the Greater Cambridge Sustainable Design and Construction SPD 2020, conditions will be attached to any consent granted requiring submission of a Carbon Reduction Statement to meet part L of Building Regulations, and a water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations.

Integrated water management and flood risk

- 8.13 Subject to the imposition of conditions requiring submission of a surface and foul water drainage strategy as requested by the Sustainable Drainage Officer, the proposed development is considered acceptable in terms of water management and flood risk. A condition would also be attached to any consent granted, to ensure that all flat roofs are green/brown roofs, in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Air quality, noise, vibration, odour and dust

- 8.14 The Council's Environmental Health Officer has recommended conditions in respect of hours of construction, delivery, piling and dust control.
- 8.15 The proposed plans show Electric Vehicle charging points for both parking spaces. In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, a condition would be imposed on any consent granted requiring the provision of an EV charging point, as shown on the submitted plans and requested by Environmental Health.
- 8.16 Subject to the recommended conditions, the applicants have suitably addressed the issues of air quality, noise, construction vibration and dust and the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35, 36.

Inclusive access

- 8.17 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 will be imposed upon any consent granted to secure this requirement in compliance with Policy 51 of the Cambridge Local Plan 2018.

Residential Amenity

Relationship with adjacent dwellings

- 8.18 Adjoining the site is 22 High Street, which faces the highway albeit, set further forward than the existing dwelling. To the rear of No. 22 is an additional dwelling (22A), which is orientated differently in that its rear elevation faces the side elevation of the application site. No.22 has a narrow garden running alongside the south western boundary of the application site.
- 8.19 Within the previous refused application, the proposed units were situated alongside this garden, with a large amount of the proposed dwellings alongside the garden at full height. Unit 3 had a projecting single storey element that would have projected even further alongside the garden boundary (approximately 9 metres past the rear elevation of 22) so that approximately two thirds of the garden of 22 would have been enclosed by the new dwellings. This massing would also have been perceptible from the rear windows of 22A. The appeal was dismissed 19/0760/FUL due to this projection causing an overbearing impact and loss of outlook to 22 and 22A.
- 8.20 Within the present application, one of the car parking spaces at the front of the site has been removed allowing the building line to be brought forwards, so that unit 3 now projects approximately 2 metres past the rear elevation of no.22. The single storey element has been removed entirely for unit 3. This is considered to remove the sense of enclosure that would have resulted from the previous proposal, and the distance of the proposed dwellings from the rear elevation of 22A has doubled from approximately 5 metres to 10 metres. As such the proposed development is now considered to be acceptable in terms of its impact on numbers 22 and 22A.
- 8.21 With regards to impacts upon the residential amenity of Alan Percival Court, the Council's Statement of Case in respect of the appeal for 19/0760/FUL stated that there is approximately a 14 metre separation from the rear first floor windows of the existing dwelling at 38 High Street Chesterton and the first floor habitable rooms of flats within Alan Percival Court with a mature hedgerow obscuring views. The proposal involves introducing a 15.5 metre separation between the first floor window and second floor (dormer) windows whilst retaining the hedge on the

south east boundary of the site. It is therefore considered the proposed development would not result in additional harm on the residential amenity of these properties

- 8.22 The Inspector did not raise any concerns with regards to the impacts upon the residents of the flats at Alan Percival Court, and noted that “by reason of the layout of the proposed building, its position and the boundary treatments, the development would not lead to a significant effect upon the occupiers of Alan Percival Court.]
- 8.23 The current application is very similar to that proposed in 19/0760/FUL, in terms of its proximity, scale and positions of windows and proposed boundary treatment. The main difference is the removal of the second floor dormer window for unit 3. As such, having regard to the appeal decision, it is not considered that the proposed development would result in a significant adverse impact upon Alan Percival Court in terms of residential amenity.
- 8.24 The proposal involves bringing the building line forward so that the front elevation of the property is approximately halfway alongside the side elevation of No. 42 High Street. This is an HMO property with a lightwell and basement located at the rear. Given that there is already a two storey unit located to the south of No. 42 and the proposal maintains a 5 metres separation (which serves an access road to the car parking court) the additional harm of bringing the building line forward is not considered to be significant enough to warrant the refusal of the application.
- 8.25 As existing there are no windows on the north east elevation of No 38 High Street. The proposal involves introducing windows to serve two en-suite bathrooms. It is considered the addition of these windows would not result in any harm on the residential amenity of No’s 42-46 High Street subject to an obscure glazing condition.
- 8.26 In order to preserve the residential amenity of neighboring occupiers, permitted development rights in respect of outbuildings, extension and alteration to the roofs for the new dwelling houses will be removed by condition.

8.27 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 52, 55 and 56.

Amenity for future occupiers of the site

8.28 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	3	6	3	108	109	+1
2	3	6	3	108	109	+1
3	2	4	2	79	84	+5

Size of external amenity space:

8.29 In the appeal decision for 19/0760/FUL, the Inspector stated that “Owing to the scale of the proposed dwellings, there is an increased likelihood that they would be occupied by families, or larger households. Owing to these circumstances, the amount of private recreation space provided to the rear of the site would not provide a sufficiently proportioned area for the carrying out of the full spectrum of recreation activities by all occupiers of the proposed dwellings, including outdoor play.]”

8.30 The present application proposes external amenity areas as follows: Unit 1 = 45m², Unit 2 = 40m², Unit 3 = 44m². These areas exclude the footprint of the proposed bin and cycle stores. Units 1 and 2 are 3 bedroom units, unit 3 is 2 bedroom. As stated above, the proposed dwellings have been moved closer to the highway to allow additional space for amenity areas at the rear.

8.31 While it is acknowledged that the proposed amenity spaces are not large, the provided space is considered sufficient for an area for relaxing with a table and chairs, circulation, play for children and for hanging washing.

8.32 In the opinion of officers, the proposal provides a high-quality living environment and an appropriate standard of residential

amenity for future occupiers, and in this respect it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 52.

Refuse Arrangements

- 8.33 The proposed development would provide space to store refuse bins within rear gardens of dwellings. Further details of bin storage will be required by condition to ensure these are of appropriate size. Subject to this condition, the proposal is compliant in this respect with Cambridge Local Plan (2018) policies 52 and 57.

Highway Safety

- 8.34 The Local Highway authority has raised no objections on the grounds of highway safety, subject to conditions relating to provision of pedestrian visibility splays, materials and drainage of the driveway, construction deliveries and provision of a traffic management plan. These conditions are necessary in the interest of highway safety and will be applied to any consent granted. Subject to these conditions the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.35 The site lies outside the controlled parking zone. Two off-street car parking spaces are provided. This is considered acceptable and compliant with policy 82, which sets a maximum of 1 space per 2 bed dwelling outside the controlled parking zone, and no less than a mean of 0.5 spaces per dwelling for 3 bed dwellings. There would be an area of 6x6 metre for turning within the site as recommended by the Local Highway Authority.
- 8.36 As was noted within the LPA Statement of Case for 19/0760/FUL a nearby application site conducted a car parking stress survey and found there to be capacity for further overnight on-street car parking. Therefore, the off-street car parking area at the frontage was not considered to be necessary.
- 8.37 Cycle parking is shown to be provided in the rear gardens of each unit. Further details of cycle parking would be conditioned. Subject to this condition the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Biodiversity

- 8.38 The site is presently laid with hard standing at the front and the rear of the site mostly contains buildings and extensions. Officers consider that through the introduction of measures such as additional native planting at the front and rear, bird and bat boxes and hedgehog holes a modest net gain in biodiversity could be accomplished. A condition would be added to any consent granted to require submission of details for ecological enhancements in accordance with Policies 59 and 69 of the Cambridge Local Plan 2018 and paragraph 170 of the NPPF 2019.

9.0 CONCLUSION

- 9.1 Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

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 development shall take place above ground level, other than demolition, until details including samples of the external

materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 and 61)

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. 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)

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

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36.)

8. Two pedestrian visibility splays of 2m x 2m as shown on drawing number P01 C shall be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

Reason: In the interests of highway safety.

9. The proposed car parking 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. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway

10. The proposed car parking area shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

Reason: in the interests of highway safety

11. Prior to the occupation of the new dwellings hereby approved the existing vehicular access and redundant dropped kerbs shall be removed and the footway shall be returned to having a full-face kerb.

Reason: for the safe and effective operation of the highway

12. 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. It shall be implemented in accordance with the approved details.

Reason: For the safe and effective operation of the highway

13. Demolition or construction vehicles or vehicles with a gross weight in excess of 3.5 tonnes or deliveries of materials shall enter or leave the site only between the hours of 09.30hrs - 15.30hrs, seven days a week.

Reason: in the interests of highway safety

14. Prior to the installation of any gas fired combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NOx) combustion boilers, i.e., individual gas fired boilers that meet a dry NOx emission rating of $\leq 540\text{mg/kWh}$, to minimise emissions from the development that may impact on air quality, shall be submitted to and approved in writing by the local planning authority. The details shall include a manufacturers Nitrogen Oxides (NOx) emission test certificate or other evidence to demonstrate that every boiler installed meets the emissions standard.

The scheme details as approved shall be fully installed and operational before first occupation and shall be retained thereafter.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 and 181, policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

15. No permanent connection to the electricity distribution network shall be undertaken until at least one active electric vehicle charge point has been designed and installed with a minimum power rating output of 7kW to serve at least one of the approved allocated parking spaces for the proposed residential units. The approved scheme shall be fully installed before the development is occupied and retained as such.

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

development on local air quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

16. 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;
x Planning Consultation Response (Planning Applications) Rev A
- 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 in accordance with Cambridge Local Plan (2018) policies 31

and 32

17. Details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features) shall 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 and Cambridge Local Plan (2018) policies 31 and 32.

18. All flat roofed elements within the development shall be green or brown roofs. 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 for the lifetime of the development 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 responding suitably to climate change and water management (Cambridge Local Plan 2018; Policy 31)

19. No development above slab level shall commence until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning authority. 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:

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

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 schedule; and

d. 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).

20. No dwelling 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).

21. 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).

22. No development above ground level, other than demolition, shall commence until a biodiversity enhancement scheme 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 and / or bat 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 of the boxes and biodiversity enhancements as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170).

23. 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).

24. Prior to the occupation of the development, hereby permitted, the bathroom windows on the north east facing elevation shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. 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 and 58).

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A, B, C, D, E, F and G of Part 1 of Schedule 2 and Class A of Part 2 of Schedule 2 of the Order shall take place unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.

Reason: In the interests of protecting the character of the area and amenities of neighbouring residents in accordance with Policies 55, 57 and 58 of the Cambridge Local Plan 2018.