

Application Number	20/04824/FUL	Agenda Item	
Date Received	23rd November 2020	Officer	Mary Collins
Target Date	18th January 2021		
Ward	Queen Ediths		
Site	130 Queen Ediths Way		
Proposal	Demolition of existing 2 storey house and replacement with three, two person one bedroom flats and two, three person two bedroom flats in a one and two storey building.		
Applicant	Mr Colin Wills c/o Si One Parsons Green St. Ives PE27 4AA		

SUMMARY	The development accords with the Development Plan for the following reasons: - The proposed development would respect the surrounding area. - The proposed development would not have any significant adverse impact on the amenity of surrounding occupiers. - The proposed development would provide accessible living accommodation and a good level of indoor and outdoor amenity for future occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site lies on the southern side of Queen Edith's Way between the junction with Heron's Close and Beaumont Road. This is a predominantly residential area characterised by detached brick properties on large plots with houses set back from the street having car parking and landscaping to the frontages. The existing property is two storey red brick building. The property is accessed from Queen Edith's Way with two dropped kerbs at either end of the property and some trees and hedge to the frontage.

- 1.2 The site does not fall within the Conservation Area nor is it within the Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for the demolition of the existing building and erection of a replacement property. The replacement building would be comprised of two 1x bedroom flats and three 2x bedroom flats.
- 2.2 The replacement building would be broken into three elements; a single storey element to the east which rises into 2 x two storey blocks with pitched roofs which are linked by a flat roofed clad and glazed element. The building would be finished in buff bricks with timber cladding to the upper floors of the front elevation and brown roof tiles with a grey single ply membrane to the flat roof.
- 2.3 Amendments have been received during the course of the application and to alter the description of the proposal to: demolition of existing 2 storey house and replacement with three, two person one bedroom flats and two, three person two bedroom flats in a one and two storey building.

- The scheme has been amended to comply with the space standards and private amenity space requirements of Policy 50 of the Cambridge Local Plan 2018 and to comply with Policy 51 of the Cambridge Local Plan 2018 through the addition of a lift.
 - Flat 4 has been changed from a 4-person two bed flat to a 2-person one bed flat.
 - Flats 1, 2 and 4 are now all 2-person one bed flats of 51sqm GIA (to comply with Policy 50)
 - Flats 3 and 5 have been changed from 4-person two bed flats to 3-person two bed flats and resized to 61sqm (to comply with Policy 50)
 - A lift has been introduced into the communal hallway to provide level access to Flats 4 and 5 at the first-floor level (to comply with policy 51).
 - Where introducing a lift has removed access to the rear communal garden directly from the communal hallway, external, south-facing balconies have been added to both first floor flats, affording each flat a private external space (to comply with Policy 50). These balconies are separated by a timber privacy screen, have been set back from the boundary with 132a Queen Edith's Way, and do not project beyond the rearmost elevation of the development.
 - The main entrance to Flat 1 has been relocated to the proposed west elevation, giving a more efficient internal layout.
 - Where access to the rear communal garden from the communal hallway is no longer required, an enclosure for 5 air-source heat pumps is proposed, reducing the lifetime carbon footprint of the development.
 - The area of the site covered by pathways has been reduced to allow for more green space.
- The application was deferred at the planning committee held on 28th April 2021 so that uncertainty regarding compliance with the space standards could be clarified. Since the meeting, a parking survey has been commissioned and has been carried out by Traffic Surveys UK Limited using the 'Lambeth Methodology' on the nights of 12th and 13th May. In response to the Highway Authority's response, as reported in paragraph 6.1, this has been further amended to omit the spaces on Queen Edith's Way.

- The applicant has also responded to the query about a lift ‘overrun’ and states that in this type of situation all that is required is a low usage, low speed ‘Platform Lift’, which has no overrun requirement. For aesthetic reasons it is proposed to use a Stannah Piccolo Lift, which is very similar to a platform lift but includes a more traditional looking lift door and enclosure but still only requires a total headroom of 2,500mm, which will fit easily within the proposed building design.

3.0 SITE HISTORY

Reference	Description	Outcome
08/0888/FUL	Erection of 4 two-bedroom flats (following demolition of house).	Withdrawn
17/1626/FUL	Demolition of existing 2 storey house and replacement with 2 one bed flats and 3 two bed flats in a one and two storey building.	Approved 06/12/2017

4.0 PUBLICITY

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

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 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 32 35 36 50 51 52 55 56 57 59 69 70 81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that no demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority.

Additional information - Parking survey

The Highway Authority would seek that the parking spaces identified within the survey along Queen Edith's Road are not included within those identified as being suitable for use for residential parking. This road is not suitable for on street parking as is evidenced within the report, for what little parking there is, is on the grass verge, i.e. removing the vehicle wholly from the carriageway. This is not a practice the Highway Authority recognises as acceptable or desirable.

The survey shows that while there are on street car parking spaces available that a reasonable level of 'stress' already exists on a number of the adjacent streets, and that if residents of the proposed development do own cars and park them on street this level of 'stress' will increase, most likely within Strangeways Road, where the survey identified available on street spaces close to the proposed development.

While showing that the loss of residential amenity may not be severe the survey does not demonstrate that it will not be insignificant, and the Planning Authority may still wish to consider this aspect of the scheme within its overall deliberations.

Environmental Health

6.2 In the interests of amenity, recommend the following standard conditions (and informative):

- Demolition/construction hours
- Collections/deliveries during demolition and construction
- Piled foundations
- Airborne dust (and informative)
- Noise insulation scheme

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

Refuse and Recycling

6.3 In the design and access statement, it states there will be 360 litre shared bins, next to the flats, this is a 15m walk to the kerbside (collection point), the residents should take the bins to the kerbside and take them back in after collections, however as these are shared bins, will they do this? It would be better if the bin store/bins could be placed next to the entrance, so the crews can just take the bins from the curtilage

Sustainable Drainage Officer

6.4 The proposals have not indicated a surface water drainage strategy however, as this is a minor development, it would be acceptable to obtain this information by way of condition.

Nature Conservation Projects Officer

6.5 Would recommend an internal and external preliminary bat survey prior to determination, to identify potential bat roost features and if any further emergence surveys are required. This survey can be undertaken at any time of year. The building is in an area of relatively large mature gardens with numerous bat records.

The Council's Biodiversity Officer is content with the survey effort and recommendation that demolition can proceed following a hand strip of the lead and ridge detail as described.

Support the proposed inclusion of at least one integrated bat roost feature, the specification and location of which can be secured via the previously proposed condition.

- 6.6 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:

- 15 Almoners Avenue
- 36 Almoners Avenue
- 4 Beaumont Road
- 6 Beaumont Road
- 73 Beaumont Road
- 21 Bowers Croft
- 2B Cavendish Avenue
- 1 Herons Close
- 5 Herons Close
- 8 Herons Close
- 9 Herons Close
- 11 Herons Close
- 15 Herons Close
- 17 Herons Close
- 19 Herons Close
- 129 Queen Ediths Way
- 138 Queen Ediths Way
- 11 Strangeways Road
- 18 Topcliffe Way

- 7.2 The representations can be summarised as follows:

- Out of character for the area and other structures in the South Queen Edith's area. The development is over-bearing and overlooks existing properties.

- Loss of biodiversity as trees are being removed and not replaced.
- There is no consideration of the environment of energy saving as per Council Policy.
- The existing property has a covenant which requires the site to be used for a single property
- 4 Parking spaces is insufficient for a potential of 16 people (2 per double bedroom), possibly more if they have a visitor. It would be dangerous to have another 12 cars parking in this area. There is not enough space at the front of the property for it to include a garden/screening, space for 4 diagonal parking spaces plus space to manoeuvre a car.
- In Herons Close, we already experience a lot of 'overflow parking' from Queen Edith's Way which causes obstructions at the top of our cul-de-sac and damages the verges. This development is very close to the entrance of Herons Close and will likely contribute further to this problem so more parking should be provided on the site.
- Queen Edith's Way is very busy at rush hour so on road parking here would add to traffic, and the side streets already have damaged verges and blocked access from too many cars.
- The property sits opposite the T junction to Strangeways Road which leads to a primary school and there is a secondary school further along Queen Edith's way. It is very busy at school start/finish times with traffic and children cycling, therefore it would be dangerous having cars entering/exiting it across a pavement onto a busy road.
- There is not enough space for a potential of 15 wheelie bins (black, green and blue for each flat).

Revised drawings

Objections

1 Herons Close
 8 Herons Close
 17 Herons Close
 19 Herons Close
 133 Queen Ediths Way
 234 Queen Ediths Way
 5 Strangeways Road
 11 Strangeways Road
 18 Topcliffe Way

- Note the reduction in overall occupancy of the site, but principle objection remains. The revised proposal has not addressed the issues raised concerning the parking provision
- Insufficient parking for the occupants of 5 apartments leading to overspill into Herons Close. This exacerbates an already dangerous situation at the junction between Herons Close and Queen Edith's Way.
- Concern about the 5 air source heat pumps and the proximity of these pumps to property.

Additional information received Parking Survey

Councillor Page-Croft has requested that the application be called in to Committee as the car parking is not satisfactory contrary to Policy 82 and Appendix L.

Objections

36 Almoners Avenue
 6 Beaumont Road
 21 Bowers Croft
 2B Cavendish Avenue
 1 Herons Close
 17 Herons Close
 11 Strangeways Road

- The recent traffic survey and the comments about the lift do not materially change objection to this development.
- The traffic survey advises the adjacent Heron's Close is too narrow to park but does not include restrictions to stop parking by potential residents of 130 Queen Edith's Way which will be the most viable option as there is no parking space proposed at the dwelling.
- The inappropriate development of the area and with a building that is out of keeping with other properties, remains an issue to stop this development going ahead.
- This amendment does not address any of the previous objections raised by local residents, especially those around over-development of the site and road safety.

- The traffic survey indicates a low parking stress by assigning a value of 0% to Queen Edith's Way and 4% to Strangeways Road, which does not take into account a number of critical factors:

1) Residents do not park on Queen Edith's Way because of the width of the road and the amount of traffic. On-street parking would drastically increase congestion and reduce road safety.

2) As noted by other objectors to this application, Strangeways Road is a narrow road that already has parking problems caused by drivers forced to park on the pavement due to its width.

3) By carrying out the survey at 00:30 each day, the effects of peak traffic flow and parking due to the several nearby schools are not considered.

- 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 Planning permission has recently expired on the 6 December 2020 reference 17/1626/FUL. Although this application was determined under the previous 2006 Local Plan and has expired, case law has emphasised the importance of consistency in decision making, and it is therefore a material consideration.
- 8.2 The principle of development is acceptable and in accordance with the Cambridge Local Plan 2018 policies 1 and 3.
- 8.3 Policy 52 states: 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 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.

The criteria listed in this policy will be addressed later in this report.

Context of site, design, external spaces

- 8.4 There have been minor changes to the approved scheme apart from the addition of balconies to the first floor rear elevation which would be situated in the recess to the rear of the building and the reduction in the depth of the recessed central section.
- 8.5 The proposed replacement building still reads like two domestic scale buildings, connected by a link that is set back and treated with contrasting materials to the main elevations.
- 8.6 The proposed replacement building is broken down into different elements which help to reduce the overall scale and massing of the development. The clad and glazed linking element provides a visual break between the solid brick elements. This reduces the overall scale and massing as the materials have a more lightweight feel.
- 8.7 The position of the replacement building is still broadly in line with the surrounding building line and the previous approval. The siting of the building is considered acceptable.
- 8.8 A boundary condition is recommended to ensure that the altered planting to the frontage is of an adequate quality. This maintains a varied and suburban character to match the streetscape, which is mixed.
- 8.9 Conditions are recommended relating to material samples, cladding details, window/door details and details of bin and bike stores.

- 8.10 The form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and is in accordance with Policy 52 (a).

Carbon reduction and sustainable design

- 8.11 Conditions are recommended to secure carbon reduction and water conservation measures in accordance with Cambridge Local Plan 2018 policies 28 and 31.

Integrated water management and flood risk

- 8.12 Officers are satisfied that an acceptable surface water drainage scheme could be secured through condition. Policy 31 of the Cambridge Local Plan 2018 requires all flat roofs to be Green or Brown to assist in reducing surface water run-off from buildings. A condition will be attached requiring a Green Roof.
- 8.13 Subject to this, it is considered the proposal is compliant with Cambridge Local Plan 2018 policies 31 and 32.

Ecology

- 8.14 The building is in an area of relatively large mature gardens with numerous bat records. The proposal entails the demolition of an existing building and an internal and external preliminary bat survey has been received 19 April 2021. The Council's Biodiversity Officer is content with the survey effort and recommendation that demolition can proceed following a hand strip of the lead and ridge detail as described.

Support the proposed inclusion of at least one integrated bat roost feature, the specification and location of which can be secured via condition.

- 8.15 The proposal will be required to provide a biodiversity net gain. A condition is recommended to secure this detail.
- 8.16 Subject to this, it is considered the proposal is compliant with Cambridge Local Plan 2018 policies 69 and 70 and policy 52(b).

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.17 The building drops down to single storey near the boundary with 132A Queen Edith's Way. The building would also be set away from the boundary. Whilst it would extend further into the garden than 132A Queen Edith's Way, it would be of a relatively modest size with a low eaves height of 2.5 metres and set away from the boundary. As a result, Officers are satisfied that it would not have any significant impact on this occupier in terms of enclosure or overshadowing. The proposal would be two storeys near the boundary with the other neighbour at 128 Queen Edith's Way and would extend beyond the rear building line of this neighbouring property by approx. 3.6 metres. However, the building is set off of this boundary with 6.35 metres from building to building and 3.2 metres between the extension and the boundary. Whilst the proposal would result in some additional enclosure to the neighbouring garden in comparison to the existing building, given the set away from the boundary, Officers are satisfied that this would not be significantly harmful to warrant refusal. The proposal may result in some additional overshadowing of the garden of number 128, however Officers are satisfied that this would be very limited and not sufficiently harmful to warrant refusal of permission.
- 8.18 Some of the representations raise concerns regarding noise and disturbance from additional users of the site. The proposal is for 5 flats on a plot which is considered to be adequately large to accommodate the number and type of units. In the view of Officers, the additional residential uses would not give rise to a significant increase to noise and disturbance to the surrounding occupiers. The building would have windows closer to the neighbouring gardens however given the presence of existing first floor rear windows Officers are satisfied that there would be no significant impact on overlooking of neighbouring properties.
- 8.19 The addition of balconies to the rear would not extend much further into the application site than the previously approved rear elevation and windows. The balconies are inset approximately 8 metres from the rear boundary and this distance is considered sufficient to ensure that there would not be a detrimental loss of privacy. The balconies are also set in sufficiently from each side boundary with properties in Queen Edith's Way. The first-floor balconies would be the same distance from the boundary as the approved windows. As such it is considered that the insertion of the balconies would not result in a detrimental loss of privacy through overlooking.

- 8.20 With regard to the air source heat pumps for dwelling houses and flats, the MCS Planning Standards were developed to act as a resource for this and contains the requirements, including noise prediction methodologies, that ground source or air source heat pumps must comply with to be permitted development under the above Act. Development would not be permitted if it failed to comply with The MCS Planning Standards. It would be a reasonable step to require that the air source heat pump complies with the MCS Planning Standards. This should ensure that internal and external noise levels are kept to a reasonable level at any nearby residential premises.
- 8.21 In the opinion of officers, the proposal adequately respects the amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55, 56 and 52(c).

Amenity for future occupiers of the site

- 8.22 Policy 50 of the Cambridge Local Plan 2018 sets out internal residential space standards.
- 8.23 The previous planning application was considered prior to the adoption of the Cambridge Local Plan 2018 and policy 50 – internal space standards. The emerging policy and space standards were a material consideration in the determination of this planning application, and it was considered that the proposal provided a good quality of internal space although none of the proposed units met the space standards.
- 8.24 The sizes of the units have been revised so that all of the units now meet the space standards.
- 8.25 All five flats are dual aspect and were previously considered to be of an adequate internal size albeit being below the space standards set out in the emerging plan, the Cambridge Local Plan was adopted in 2018.
- 8.26 The floor space of the proposed units is presented in the table below against the requirements of Policy 50. Please note that, since the previous Committee, these figures have been amended to demonstrate that all units would comply with the standards.

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	2	1	50	50	-
2	1	2	1	50	50	-
3	2	3	1	61	61	-
4	1	2	1	50	50	-
5	2	3	1	61	61	-

Size of external amenity space

8.27 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.

8.28 The amenity space is south facing, and all units are dual aspect. Ground floor flats have access to private gardens. The two upper floor flats have access to a communal garden.

8.29 The first-floor flats as previously approved did not have access to private amenity space although they would have use of the communal gardens. Amendments have been made in the current application with the first-floor flats now having direct access to a balcony. These are south facing and would give an acceptable level of private outdoor amenity space in association with the communal gardens.

8.30 The proposed balcony area would overhang the ground floor garden to Flat 2 but is not considered to impede the use of this garden or to result in undue overshadowing to this garden or loss of light to ground floor rear facing rooms. The communal garden is now accessed from the front entrance to the property.

8.31 The proposal as amended is considered to comply with policy 50.

Accessible Homes

8.32 As this is a new build, compliance with policy 51 and the requirements of Part M4 (2) of the Building Regulations is required. The proposal as submitted did not meet these requirements but has been amended to include lift access to the

first-floor flats. The proposal as amended is considered to comply with policy 51.

- 8.33 In the opinion of officers, the proposal provides a high-quality and accessible 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 57.

Refuse Arrangements

- 8.34 Recycling and waste provision has been amended to accommodate the reduced occupancy (two 360l general waste and recycling bins each and two 240l composting bins for 12 occupants). The applicant has noted the comments of the council Waste Team and has confirmed that the premises will be fully managed by an agent on behalf of the owner and the service provided will include delivery and recovery of the shared bins to the roadside on collection day. Details of the stores, including elevations and materials proposed are recommended to be required via condition.

- 8.35 It is considered that the proposal is compliant with Policy 56 of the Cambridge Local Plan 2018.

Highway Safety

- 8.36 In the previous application, the building position was amended to be set far enough back so that there was enough space for cars to turn at the front. The position of the building has not changed and there is enough space for four cars to be parked but also to turn.
- 8.37 The Highways Authority does not consider that there would be any adverse impact upon highway safety. The proposal would therefore be compliant with policy 81 of the Cambridge Local Plan 2018.

Car and Cycle Parking

- 8.38 The Council has maximum parking standards outlined in Policy 82 and Appendix L of the Cambridge Local Plan (2018). Cambridge City Council promotes lower levels of private parking where good transport accessibility exists. The site is

located in a very sustainable location close to the City Centre and in close proximity to public transport routes, including the railway station.

- 8.39 There are four parking spaces provided and this is considered acceptable as this is the level of parking that was previously provided. Although the level of parking provided does not match the number of units proposed and could result in competition for spaces, it is considered that to ensure this does not lead to an impact on highway safety, these spaces could be allocated to specific units. There is adequate space to accommodate cycle parking on site. Footprints for the cycle store are shown on the plans. Details of these stores, including elevations and materials, are requested via condition.
- 8.40 The site lies outside the Controlled Parking Zone, and a number of residents have raised concerns regarding the potential exacerbation of existing on-street parking problems. The definition of parking stress is contained within the supporting text of Policy 53 of the Cambridge Local Plan (2018) which relates to flat conversions, but parking stress is a factor in the determination of this application as new residential units are being created.
- 8.41 Parking stress is defined as occurring in those streets where surveys show that there is less than 10 per cent free notional parking capacity. The Cambridge On-Street Residential Parking Study November 2016 shows that in Queen Edith's Way and Heron's Close there is low parking pressure with at least 10 per cent notional free parking and subsequently no overnight car parking stress on these streets.
- 8.42 Since the previous planning committee, in response to concerns that the 2016 Parking Study is out of date, a parking study has been submitted based on a survey carried out on the nights of 12th and 13th May 2021. The survey and report concluded that little has changed since the Cambridge On-Street Residential Parking Study in November 2016 and identifies low parking pressure (average of 24%) in Queen Edith's Way, Strangeways Road, Beaumont Road, and Chalk Grove. The survey area has approximately 75% per cent notional free parking and subsequently little overnight car parking stress on these streets.

- 8.43 The Highway Authority advised that the parking spaces identified within the survey along Queen Edith's Road should not be included within those identified as being suitable for use for residential parking. This road is not considered suitable for on street parking, as the small amount of parking is on the grass verge, i.e. removing the vehicle wholly from the carriageway, which is not recognised as acceptable or desirable by Highways. The figures have since been revised to omit these spaces. This increases the average figure from 24% to 33% which equates to 30-35 usable safe spaces within the parking areas.
- 8.44 The Highways Authority has commented that while there are on street car parking spaces available that a reasonable level of 'stress' already exists on a number of the adjacent streets, and that if residents of the proposed development do own cars and park them on street this level of 'stress' will increase, most likely within Strangeways Road, where the survey identified available on street spaces close to the proposed development.
- 8.45 Four of the five flats would have one on-site parking space which could be allocated. Given only two of the five flats are considered to be suitable for a small family, it is considered that car ownership may not match the occupancy level. It is considered that the additional demand for off street parking spaces would not be significant, as this may equate to the one space for which there is a shortfall on site. Whilst there may be a small increase in on-street parking pressure, given that the notional free parking is well in excess of the 10% threshold referred to in the supporting text of Policy 53, it is not considered the development would give rise to an unacceptable impact on surrounding streets.
- 8.46 The proposal would therefore be compliant with policies 81 and 82 of the Cambridge Local Plan 2018.

Third Party Representations

- 8.43 These have been addressed in this report.

9.0 CONCLUSION

- 9.1 In conclusion, it is considered that the proposed development would have an acceptable impact on the amenity of the

occupiers of adjoining properties and future occupants having regard to the proposed unit sizes and accessibility.

10.0 RECOMMENDATION

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 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)

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 above ground level, other than demolition, shall commence until a noise insulation scheme, detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area has been submitted to and approved in writing by the Local Planning Authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the development, hereby permitted, is occupied or the use 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)

8. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, 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).

9. No development shall take place above ground level, other than demolition, until 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 (for new buildings) and/or 58 (for extensions))

10. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

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

11. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018 policies 55, 57 and 59)

12. Prior to first occupation full details of all cycle stores and refuse stores, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed details prior to first occupation of the development unless the Local Planning Authority agrees to any variation in writing.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policy 57).

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

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

14. 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)

15. The access shall be provided as shown on the approved drawings and retained free of obstruction.

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

16. The manoeuvring area shall be provided as shown on the drawings and retained free of obstruction.

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

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

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety (policy 81 of the Cambridge Local Plan 2018)

18. 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)

19. Prior to the occupation of the first dwelling, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to 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 that 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).

20. 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 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;
 - 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).

21. Finished ground floor levels to be set no lower than 300mm above ground level.

Reason: To reduce the risk of flooding to the proposed development and future occupants. (Cambridge Local Plan 2018, Policy 32)

22. No development shall take place (including demolition, ground works, vegetation clearance) until an ecological enhancement plan has been submitted to and approved in writing by the local planning authority. The plan shall include:

The specification, number and location of bird and bat box provision.

Details of boundary treatments to ensure hedgehog and amphibians can move between adjoining gardens.

Areas of vegetation to be retained and enhanced for nesting birds and proposed new plantings.

Demonstrate that any proposed external lighting will not illuminate mature trees and boundary features likely to support foraging bats.

The approved scheme shall be fully implemented within an

agreed timescale unless otherwise agreed in writing

Reason: To maintain, enhance, restore or add to biodiversity in accordance with Policy 70 of the Cambridge Local Plan 2018.

23. The flat roof(s) hereby approved shall be a Green Roof or Brown Roof in perpetuity unless otherwise agreed in writing by the Local Planning Authority. A Green Roof shall be designed to be partially or completely covered with plants in accordance with the Cambridge Local Plan 2018 glossary definition, a Brown Roof shall be constructed with a substrate which would be allowed to self-vegetate.

Reason: To ensure that the development integrates the principles of sustainable design and construction and contributes to water management and adaptation to climate change (Cambridge Local Plan 2018 policies 28 and 31)

24. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating a minimum of 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW to communal / courtyard parking spaces, designed and installed in accordance with BS EN 61851 shall be submitted to and approved in writing by the Local Planning Authority.

Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

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

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 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

INFORMATIVES

1. Under the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (as amended) permitted development rights were granted to the development of ground source or air source heat pumps for dwelling houses and flats. The MCS Planning Standards were developed to act as a resource for this and contains the requirements, including noise prediction methodologies, that ground source or air source heat pumps must comply with to be permitted development under the above Act. Development would not be permitted development if it failed to comply with The MCS Planning Standards. It would be a reasonable step to require that any new ground source or air source heat pump complies with the MCS Planning Standards. This should ensure that internal and external noise levels are kept to a reasonable level at any nearby residential premises.

The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features. In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.
2. 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.

3. If a construction dust assessment or suppression management plan is required reference and regard shall be given to various national and industry best practical technical guidance such as:
 - o Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)' <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd>
 - o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
 - o Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)
 - o Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).

4. EV Charging Point

To satisfy the condition requirements the applicant/developer will need to demonstrate that practical consideration has been given to all aspects of Electric Vehicle (EV) charge point infrastructure installation and that the provision of an operational EV charge point or multiple points is deliverable, as part of the residential and/or commercial development. The intention or commitment in principle to install an active EV charge point will not be considered acceptable.

Information should include numbers of charge points, intentions for active and passive provision, location, layout (including placement of EV infrastructure), Charge Rates of active EV charge points (slow, rapid or fast) and availability of power supply. Further information on things to consider when designing and delivering EV charge points and the information required to discharge the associated planning condition can be found at <https://www.cambridge.gov.uk/air-quality-guidance-for-developers>