

<b>Application Number</b>	20/03966/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	24th September 2020	<b>Officer</b>	Luke Waddington
<b>Target Date</b>	23rd November 2020		
<b>Ward</b>	Arbury		
<b>Site</b>	1 Blackhall Road		
<b>Proposal</b>	Change of use from one dwelling to three flats, single storey rear extension and internal alterations.		
<b>Applicant</b>	Mrs Celine Chen 1 Blackhall Road		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>-The proposed development would respect the character and appearance of the surrounding area.</li> <li>- The proposed development would not have a significant adverse impact on the amenity of surrounding occupiers.</li> <li>- The proposed development would provide accessible living accommodation and a good level of indoor and outdoor amenity for future occupiers</li> </ul>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 The application site comprises of a detached single storey dwelling on a corner plot where Blackhall Road meets Histon Road. The application site is accessed via Blackhall Road, and has a small front garden, with parking to the side of the dwelling. There is a rear garden which contains a TPO Cherry Tree Close to the Histon Road Boundary. The site is not in the conservation area or in the controlled parking zone.

## 2.0 THE PROPOSAL

- 2.1 It is proposed to extend the dwelling to the rear and change its use from a single dwelling to three flats.
- 2.2 The application has been amended to remove one of the four flats originally proposed from the scheme and to alter internal and external layouts.

## 3.0 SITE HISTORY

Reference	Description	Outcome
11/0745/FUL	Single storey side extension to bungalow.	Approved

## 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 29 31 32 35 36 50 51, 52, 53 55 56 57 58 66 71 80 81 82 84

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework July 2018</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
<p>SPD</p>	<p>Sustainable Design and Construction (2020)</p>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</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 relating to retaining the north-eastern boundary free of obstruction above 0.6m, the levels of the access driveway and materials of the driveway.

## **Environmental Health**

- 6.2 No objections subject to conditions limiting construction hours and requiring provision of EV Charging points.

## **Head of Streets and Open Spaces (Tree Team)**

- 6.3 The proposal, as presented, would have no material impact on the arboricultural contribution the site makes to amenity. However, as space is limited, without careful consideration of trees to be retained construction activity could be damaging. I confirm that there is no formal objection to the proposal subject to conditions. Conditions are required for the submission of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP).

## **Head of Streets and Open Spaces (Landscape Team)**

- 6.4 **Comments on original application:** The application does not have enough information to make an informed review. The access drive and parking bays are not delineated and therefore it's not possible to see if the parking arrangement can function. The storage units for bins and bikes need to be sized to house 3 wheelie bins plus the number of bikes required for each apartment. Reference should be taken from the Cycle Guide to New Residential Properties for required numbers per unit.

Please provide more detail including scaled drawings of at least 1:100 of the site plan including tree removals/retentions and permeable driveways materials. Bike and bin stores should be separated in line with the Guidance document. Equally, bins should be capable of being removed from storage and taken to the bin collection point without the need to move other bins or bikes out of the way first. Please demonstrate the functionality of the stores. Consideration of at least one large growing tree should be taken to comply with Tree policies regarding tree canopy cover for the future.

## **Head of Streets and Open Spaces (Sustainable Drainage Officer)**

- 6.5 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 requiring submission of a drainage strategy and maintenance details.

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 Cllr Todd-Jones (Arbury)**

“I appreciate that the deadline for comments has passed and no doubt you are making a delegated determination but I would have requested that this go to Planning Committee were you minded to approve.

My planning concerns would have centred round overdevelopment of the site (Cambridge Local Plan 2018 Policy 58: Altering and extending existing buildings); loss of garden land / amenity (CLP 2018 Policy 52: Protecting garden land); and living space standards (CLP 2018 Policy 50: Residential space standards) – I believe that some of the flats in the proposal fall below the national space standards.”

### **7.2 The owners/occupiers of the following addresses have made representations:**

2 Blackhall Road, 11, 13, 15, 17, 26 and 28 Brierly Walk,

### **7.3 The representations can be summarised as follows:**

- Cramped development
- Design and scale is not in keeping with character of the area
- Frontage dominated by parking
- Some units are below space standards
- Overlooking to 3 Brierly Walk
- Potential harm to boundary trees
- No opportunity to increase biodiversity
- Significant increase to traffic movements
- Adverse impact on highway safety
- Noise and disturbance will increase
- Insufficient parking for number of units increasing on-road parking

7.4 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. Residential amenity
6. Refuse arrangements
7. Highway safety
8. Car and cycle parking

### **Principle of Development**

8.2 Policy 53 of the Cambridge Local plan states that Proposals to convert a single family dwelling house or a non-residential building into self-contained flats will be permitted where:

- a. the proposed development (the original building including acceptable extensions and roof conversions) has an internal gross floor area of at least 120 sq m (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room sizes (see Policy 50);
- b. the ground or lower ground floor includes a family unit (two bedroom plus) with garden access;
- c. the proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;
- d. the proposal would result in a good standard of amenity for its occupiers and is designed to avoid cumulative and negative impacts on neighbouring residential properties; and
- e. the proposal includes appropriate refuse, recycling and cycle storage to serve the development.

- 8.3 The proposed development has an internal gross floor area of over 120 sqm and the rooms comply with the minimum room sizes in Policy 50. The development includes a family unit with garden access. For reasons which are expanded on within this report, the proposed development is not considered to result in a negative impact on the character of the area or neighbourhood amenity and would comply with parts c, d, and e of Policy 53.
- 8.4 The principle of the development is acceptable and in accordance with policy 53.

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

#### Response to context

- 8.5 The proposed development comprises of a single storey rear extension. The extension is of a large footprint in relation to the existing dwelling. However, the design of the extension reflects that of the existing dwelling is visually separated from the existing dwelling by its lower roof ridge, and would retain sufficient usable garden areas around the building. Due to the proposed extension's single-story height and the presence of strong planting on the boundary with Histon Road, it is considered that the proposed extension would not be overly prominent within public views and would not significantly harm the character of the area.
- 8.6 The proposed development includes a parking area to the front of the dwelling in an area that is currently a lawn. While this would reduce the greenery at the site and introduce vehicle parking in front of the dwelling, it is noted that paving/hard standing on front gardens is permitted development provided that the materials used in the surface are permeable. The proposed development would retain some greenery at the front of the site to soften the impact of the parking area, and there are also dwellings on Blackhall Road close to the application site (including the adjacent dwelling at no.3) that have paved over their front gardens.
- 8.7 It is considered that a condition requiring details of placement of hard and soft landscaping features should be added to any consent granted, to ensure appropriate landscaping features in the interests of visual amenity.

- 8.8 The proposal is compliant with Cambridge Local Plan (2018) policies 53 55, 56, 57 and 58.

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

- 8.9 Following consultation with the drainage officer, it is considered that conditions requiring the submission of a detailed foul and surface water drainage scheme should be attached to any consent granted, to ensure that the applicants have suitably addressed the issues of water management and flood risk. Subject to these conditions the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

### **Air quality, noise**

- 8.10 With regard to noise and distribute no objections have been raised by the Environmental Health Officer, subject to a condition limiting construction and delivery hours, which will be imposed on any consent granted in the interests of residential amenity
- 8.11 In the interests of air quality and in accordance with policy, a condition will be attached to require that EV charging points are installed at the proposed parking spaces.
- 8.12 Subject to the recommended conditions, the applicants have suitably addressed the issues of air quality and noise, and the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35, 36.

### **Residential Amenity**

#### **Impact on amenity of neighbouring occupiers**

- 8.13 The proposed extension is set between 3.6m and 3.3m from the adjoining boundary with number 3 Blackhall Road. It would have an eaves height of approximately 2.2m and a ridge height of approximately 4.3 metres, with a pitched roof sloping way from the shared boundary. Given the low eaves height, overall single storey height and separation distance, it is not considered that the proposed development would result in a significant overbearing or overshadowing impact on the adjacent dwellings.

8.14 The proposed development would include Ground floor windows face towards 3 Blackhall Road and the rear of dwellings on Brierly Walk, but given these are ground floor windows, and due to existing boundary treatment and separation distances this is not considered to result in significant overlooking impacts.

8.15 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 35, 55 and 56.

Amenity for future occupiers of the site

8.16 The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size
1	1	1	1	39	49	+10
2	3	4	1	74	94	+20
3	2	3	1	61	66	+5

8.17 In terms of external amenity space Unit 1 would have 23m<sup>2</sup>, Unit 2 would have 70m<sup>2</sup>, and Unit 3 would have 100m<sup>2</sup> (approximately). These external amenity spaces are considered to be appropriate to the size and number of bedrooms within each unit and would provide adequate space for outdoor sitting circulation play and hanging of washing. As can be seen in the above table, the proposed units meet and exceed the requirements of the internal floor space standards within Policy 50.

8.18 A condition would be attached to ensure the en-suite bathroom window to flat 2 is obscure glazed and fixed shut to mitigate overlooking the garden of flat 1.

8.19 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 and 53.

## **Trees and Biodiversity**

- 8.20 The Council's Streets and Open Spaces Team have commented that the proposed development is acceptable in principle, however an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) is required, by condition, to ensure that the proposed development does not adversely impact upon the trees within and adjacent to the site, including the TPO Cherry Tree within the rear garden of 1 Blackhall Road.
- 8.21 The proposed development will result on the loss of areas of lawn within the site and a small tree within the front garden. Although the site is small, it is considered that there is scope for a modest net gain in biodiversity through the addition of further boundary planting and features such as bird and bat boxes and hedgehog gaps. As stated by the Landscape Officer it is considered that there is room within the site for at least on additional tree within the site. As such a scheme for biodiversity enhancements would be required by condition.
- 8.22 Subject to these conditions, the proposed development would comply with Polices 57 and 71 of the Cambridge Local Plan 2018.

## **Refuse Arrangements**

- 8.23 The proposed development demonstrates that adequate separate storage for waste bins for each of the flats can be provided within the site.
- 8.24 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

## **Highway Safety**

- 8.25 No objections have been received from the Local Highway Authority (LHA) on the grounds of Highway safety. The LHA has requested conditions in relation to the falls, levels and materials of the access. The LHA has also requested a condition to ensure that north eastern boundary of the property (facing Blackhall Road and adjacent to the proposed car parking spaces) is kept free from obstruction exceeding 0.6m above the level of the public highway to enable a driver exiting the site to

see an approaching pedestrian. These conditions would be added to any consent that is granted in the interests of highway safety.

- 8.26 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

- 8.27 The proposed development would provide 2 car parking spaces at the front of the site. Appendix L of Policy 82 states that outside the controlled parking zone, dwellings of up to 2 bedrooms should have no more than a mean of 1.5 spaces each, and dwellings of 3 bedrooms and above should have no less than a mean of 0.5 spaces per dwelling. As units 1 and 3 are 2 bedrooms or less, and the standard for these units is a maximum rather than a minimum, the proposed development complies with the car parking standards of Policy 82.

- 8.28 Furthermore the application site is located close to Histon Road, a major route into Cambridge with regular bus services and dedicated cycle lanes currently under construction. Given the size of the units and the nearby access to public and sustainable transport routes, it is considered that the occupants would not necessarily depend on private ownership to meet their transport needs and would be likely to use alternative modes of transport.

- 8.29 As such the proposed car parking provision is considered acceptable in this instance.

- 8.30 The proposed cycle parking for units 1 and 2 are considered sufficient for 1 cycle per bedroom, when assessed against the minimum internal dimensions for cycle stores within the Council's Cycle Parking Guide for New Residential Developments (2010).

- 8.31 The proposed cycle store for unit 3 is not of sufficient size to accommodate 2 cycles when assessed against these standards, which require a store with an internal area of 1.4x2m. However there would be ample room within the amenity space of unit 3 to accommodate a cycle store of the required dimensions. Details of the siting and design of this store would be required by condition.

8.32 No elevations have been provided for any of cycle stores and so this information would also be required by condition to ensure the stores are of appropriate size and design.

8.33 Subject to these conditions the proposal is compliant with Cambridge Local Plan (2018) policy 82.

## **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 construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

4. No permanent connection to the electricity distribution network shall be established until a dedicated electric vehicle charge point scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that one active electric vehicle charge point per parking space will be designed and installed with a minimum power rating output of 7kW per charge point to serve the approved allocated on-plot 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).

5. The north eastern boundary of the property (facing Blackhall Road and adjacent to the proposed car parking spaces) shall be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway to enable a driver exiting the site to see an approaching pedestrian.

Reason: In the interests of highway safety.

6. The car parking spaces shall be constructed so that their 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

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

Reason: in the interests of highway safety

8. Prior to commencement of development and in accordance with BS5837 2012, full tree constraints information, phased tree protection methodology in the form of an Arboricultural Method

Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

9. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

10. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and

shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

11. 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

12. 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 the development 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

13. The finished ground floor levels of the extension hereby approved are to be set no lower than 150 mm above existing ground level.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

14. 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 (e.g. 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).

15. 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. 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). 26.

16. The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

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

17. The development, hereby permitted, shall not be occupied until the proposed ground floor window in the en-suite bathroom serving unit 2 has, apart from any top hung vent, been fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity and shall be fixed shut or have restrictors to ensure that the window 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: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 53, 55 and 57).

18. No development above slab level shall commence until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning. This shall demonstrate that all new residential units shall achieve reductions in CO2 emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details

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).

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

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

20. Notwithstanding the approved plans, the building 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)

## **INFORMATIVES**

### 1. Informatives

- Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.
- The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works.

2. Fire Service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building

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