

Application Number	21/03508/FUL	Agenda Item	
Date Received	29th July 2021	Officer	Dean Scrivener
Target Date	29th September 2021		
Ward	Kings Hedges		
Site	Land to the r/o 368-370 Milton Road Cambridge		
Proposal	Erection of 2no dwellinghouses together with associated access and landscaping works		
Applicant	Mr. Kevin Francis c/o Agent		

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

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is located to the rear of No. 368 and 370 Milton Road. The site is accessed by a 4m wide access from Kendal Way which serves neighbouring garages, outbuildings and allotment land. The proposal site has no constraints.

2.0 THE PROPOSAL

- 2.1 The application seeks planning permission for the erection and 2 no. dwellinghouses with associated access and landscaping works.
- 2.2 The proposed dwelling houses mirror each other and have a depth of 12.3 metres, 6.8 metres in width with a maximum ridge height of 5.4 metres. The dwellings have a L-shaped footprint with a projecting gable to provide integrated car parking to the front for each dwelling.
- 2.3 The application is accompanied by the following supporting information:
- Plans
 - Design and Access Statement

3.0 SITE HISTORY

Reference	Description	Outcome
20/04684/FUL	Erection of three new dwellings with associated access and landscaping works	Withdrawn
C/00/0637	Erection of two semi-detached houses.	Refused
C/98/1116	Erection of two storey dwelling house.	Refused

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 28 29 31 35 36 50 51 52 55 56 57 59 80 81 82

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

Central Government Guidance	National Planning Policy Framework 2021 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Previous Supplementary Planning Documents (These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material Considerations	<u>City Wide Guidance</u> Biodiversity Checklist for Land Use Planners in Cambridgeshire and

	<p>Peterborough (March 2001).</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cambridgeshire County Council Transport Assessment Guidelines (2017)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 As the existing track to the rear of the 368-370 Milton Road provides access to potential off-street car parking for the existing properties there will be no significant increase in vehicular traffic and therefore, no significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission

Environmental Health

- 6.2 The development proposed is acceptable subject to the imposition of conditions regarding construction and demolition hours, piling and electrical vehicle charge points. Informatives have been recommended regarding Low NOx Boilers.

Sustainable Drainage Officer

6.3 The development proposed is acceptable subject to the imposition of conditions relating to surface water drainage, management and maintenance of the surface water drainage system and foul drainage.

6.4 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:

- 1A Kendal Way
- 309 Milton Road
- 313 Milton Road
- 366 Milton Road
- 374 Milton Road

7.2 The representations can be summarised as follows:

- Consultation period and notification methods
- Public Access Tracking of Applications
- Overdevelopment of site
- Backland Development
- Out of Character
- Overlooking (internal and to amenity space)
- Loss of light
- Parking impact on Kendal Way
- Parking for tradespeople
- Road access impaired
- Access road surfacing
- Unlit access road
- Width of access road/impact to vehicular traffic movements
- Highway Safety
- Access for emergency vehicles
- Noise impact from additional dwellings
- Waste collection
- Loss of trees
- Installation of services to the new properties

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
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Light pollution, noise, vibration, air quality, odour and dust
6. Inclusive access
7. Residential amenity
8. Refuse arrangements
9. Highway safety
10. Car and cycle parking
11. Third party representations

Principle of Development

8.2 Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously development land, and enabling the maximum number of people to access services and local facilities.

8.3 The site was previously garden land for numbers 368 and 370 Milton Road with garages to the rear, and the proposed siting of the dwellings would constitute back land development. Policy 52 of the Cambridge Local Plan (2018) states that: Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:

- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
- b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution

- to the character of the area and their importance for biodiversity;
- c. the amenity and privacy of neighbouring, existing and new properties is protected;
 - d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
 - e. there is no detrimental effect on the potential comprehensive development of the wider area.
- 8.4 It is considered that the proposal complies with the above five criteria and the reasons for this are set out in the relevant sections of this report.
- 8.5 The principle of the development is acceptable and in accordance with policies 3 and 52 of the Cambridge Local Plan 2018.

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

Response to context

- 8.6 This site is located within an area characterized by predominantly two storey semi-detached houses with long rear gardens. It is accessed from a private road, off Kendal Way. The private drive is unsealed and wide enough for one-way traffic. Adjoining the private drive to the north-east is an area of protected allotments. Whilst there is a strong linear pattern of development along Milton Road and Kendal Way, there is a strong character of outbuildings, garages and backland development along the private access. The proposed dwellings would be 1.5 storey in scale. Considering the existing backland development along the access track, the relationship to the adjacent dwelling, 1A Kendal Way, the proposed development is not considered to harm the character of the area. A materials condition is recommended to ensure the proposed dwellings would be of an acceptable appearance. The proposed would also include a reasonable sized amenity area and gaps around the dwellings for soft landscaping.
- 8.7 Having regard to criteria 'a' and 'b', the proposed development has a relatively low ridge height (5.4 metres). The dwellings have a single storey lean-to to the side elevation to reduce the

scale and massing of the development on the adjacent neighbours. The design of the dwelling provides windows that face the garden areas. The appearance, whilst more modern than the surrounding properties, is acceptable and would not be considered to be a dominant feature having regard to the surrounding houses and fences. The proposal, being set off the access track, would have minimal views from Kendal Way and does not strongly contribute to the street scene.

- 8.8 It is considered that the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and would not constitute overdevelopment of the site.
- 8.9 The proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57 and 59.

Carbon reduction and sustainable design

- 8.10 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

- 8.11 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 which is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Residential Amenity

Impact on amenity of neighbouring occupiers

No. 1A Kendal Way and No. 1B Kendal Way

- 8.12 No. 1A Kendal Way is a two storey dwelling sited to the south west of the site which fronts Kendal Way with the main amenity set to the side (north west) of the dwelling. The two storey rear elevation of 1A Kendal Way is set approximately 2.3 metres from the common boundary, and has a ground floor window, which serves a dual aspect kitchen/dining room, and first floor window on the rear elevation. A conservatory has been built to the rear boundary which is presently used for storage.
- 8.13 A previous permission, 20/03684/FUL, was withdrawn due to concerns regarding scale, design and density. The revised application has reduced the number of units from three to two and designed the buildings to appear 1 storey with a pitched roof. The proposal has been set off the boundary and the proposed dwelling has an eaves height of 2.5 metres closest to the boundary with a single storey element reducing the massing on the adjacent property. The pitched roof to the front of the property, would reduce the visual dominance of the building from the first floor window of no. 1A Kendal Way. The ridge of the building is set approximately 5 metres from the rear elevation of 1A Kendal Way and would not intersect the 45 degree or 25 degree BRE guidance in terms of overbearing impact or loss of light to the windows on the rear elevation of 1A.
- 8.14 The proposed dwellings' rear elevations would not extend beyond the side (north west) elevation of No. 1A Kendal Way and therefore it is not considered to lead to a significant adverse visual dominance from the garden space and would not result in a substantial overbearing impact on the garden space. A Shadow Study has been provided with the application which demonstrates that the proposed development would cause no significant overshadowing of No 1A or its amenity space. Officers are therefore satisfied that the proposed dwellings would not be significantly harmful to warrant refusal of the planning application in terms of overbearing impact or loss of light of 1A Kendal Way.
- 8.15 No windows are proposed in the side elevations and the velux windows to the front elevation are high level windows, 1.7 metres above the floor level, and therefore are not considered to lead to overlooking at the adjacent properties. The windows to the rear face down the garden and due to the layout of the

adjacent site is not considered to lead to overlooking of the main amenity space due to the oblique angles.

- 8.16 Given the separation distance between the site and No.1B Kendal Way, the proposed dwellings are not considered to result in any significant overbearing or overshadowing impacts upon this neighbouring property. Furthermore, given that the velux windows on the front elevation of the dwellings are high level windows, no overlooking impact is considered to arise upon this neighbouring property in this instance.

No. 368 and 370 Milton Road

- 8.17 Given that the minimum distance between the neighbouring properties and the proposed rear elevations of the dwellings is circa 27 metres, and the proposed houses are of an appropriate scale, the proposal is not considered to have a significant overbearing/overshadowing impact upon occupiers of the neighbouring properties. Due to the distance between rear elevations, it is not considered to lead to an overlooking impact between dwellings within a built-up environment.
- 8.18 The proposal adjoins the western boundary of No. 272 Milton Road. To the rear garden of No. 272 is a garage building and covered storage area. Whilst the proposal would lead to an increased level of overshadowing in the afternoon it is not considered significant enough to warrant a refusal due to the use of the building and separation from the dwellinghouse.
- 8.19 I have assessed above the potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing. I am satisfied that the proposed dwellings due to their orientation, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the residential amenity of the neighbouring occupiers such that it would warrant refusal.
- 8.20 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, 52, 55 and 56.

Amenity for future occupiers of the site

8.21 Policy 50 of the Cambridge Local Plan (2018) set out internal residential space standards. The proposed units would comply and exceed space standards. In this regard, the units would provide a high quality of internal living environment for the future occupiers. 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	4	2	84	106	+22
2	3	4	2	84	106	+22

Size of external amenity space: 70 sq metres per dwelling

8.22 Policy 50 of the Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. The proposed dwellings would have a west facing garden of an appropriate size for a three bed dwelling. A condition is recommended to remove permitted development rights not only to protect neighbouring properties, but also to protect the character of the area and the external amenity space provided for the dwellings. To ensure that adequate private amenity space is retained, and privacy for neighbours, it is recommended that permitted development rights are removed for extensions, windows and outbuildings.

8.23 The development has been assessed for compliance with Policy 51 and complies with the requirements of Part M4(2) of the Building Regulations. I have recommended a condition to secure this requirement.

8.24 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, 53 and 56.

Wider Impacts

8.25 The Environmental Health Officers have recommended various construction related conditions in order to protect the residential amenity of the nearby occupiers during the construction.

Officers accept this recommendation and would add them to any consent granted.

Refuse Arrangements

- 8.26 The proposed refuse storage arrangement consists of a dedicated bin storage point in the rear gardens which access to the highway collection point via the side passageways. The drag distance for the bins to the collection point (pavement of Kendal Way) would be circa 35 metres. This is over the recommended travel distance of 25 metres as set out in the RECAP Waste Design Guide (2012). As the access track is a private, refuse vehicles are unlikely to use the access road to collect the bins. Therefore the onus will be on the future occupiers to ensure the bins are taken to the collections point and returns. As there is no alternative solution, it is not considered the issue with the drag distance is not significant enough to warrant a refusal of this application. Officers consider that the proposal is compliant in this respect with Cambridge Local Plan (2018) Policy 57.

Highway Safety

- 8.27 The Local Highway Authority have been consulted on the application and do not consider that the proposal would have a significant adverse effect of upon the safe and effective operation of the Public Highway. The existing track to the rear of properties 368-384 Milton Road is private and not under the ownership of the Highway Authority. This track provides access to potential and existing off-street car parking and there will be no significant increase in vehicular traffic as the application only proposes two car parking spaces.
- 8.28 Residents have raised concerns over the safety of the entry and exit point there is no expert advice that could justify a reason for refusal based on highway grounds. The parking space is able to accommodate the turning of vehicles on the track and consequently the access and egress will be in forward gear. Although the track is narrow and there is no space for vehicles to pass due to the replacements of existing garages it is not considered that the proposed dwellings would significantly increase vehicular traffic movements and this is not considered to be a reason for refusal. To ensure that the access track is sufficient for the dwellings Officers would recommend a

condition to ensure that the access within the red line as shown on the location plan, is upgraded with a new surface material which is permeable and well lit, in order to provide a more safe and legible means of access for the future occupiers.

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

Car and Cycle Parking

- 8.30 The proposal includes 1 car parking space per dwelling. This complies with the maximum standards in the Cambridge Local Plan (2018) Policy 82 and Appendix L. The access is via a private access leading to the proposed dwellings, garages and to the rear of No's. 368 – 384 Milton Road which is also shared with the Allotments. Therefore the proposed car parking arrangements for the proposed dwelling and additional noise would not have a significant impact upon the neighbouring residential properties due to the existing situation.

Cycle Parking

- 8.31 The proposal includes a secure and covered cycle parking within the rear gardens of the dwellings. Officers consider that the proposal is compliant with the Cambridge Local Plan (2018) Policy 82.

Third Party Representations

- 8.32 Third party comments have been received regarding the consultation process which have met the requirements of the legislation and our Statement of Community Involvement. All neighbours adjacent the proposal have been notified and a site notice was put up. All information in relation to the application have also been uploaded for the public to view. Officers therefore consider that the consultation was satisfactory and compliant.

Comment	Response
Consultation on the application	The consultation process met the requirements of the legislation and our Statement of Community Involvement. All neighbours adjacent the proposal have been notified

	and a site notice was put up. All information in relation to the application have also been uploaded for the public to view. Officers therefore consider that the consultation was satisfactory and compliant.
Tracking Application on Public Access	This has to be set up by the account holder on Public Access
Utility Serve arrangement	Utility service arrangements are not a planning matter.
Loss of trees	The trees are not protected and could be removed without planning permission
Parking Impacts on Kendal Way	The proposal meets the requirements of Policy 82 for car parking spaces for a new dwelling outside of a Controlled Car Parking Zone. Whilst Kendall Way does not fall within a Controlled Parking Zone Officers cannot restrict parking in the vicinity.
Surfacing	Section 8.27
Parking for tradesmen	Visitor parking is not required under Policy 82/Appendix L for under 4 units.
Width of Access	Section 8.26 – 8.27
Highway Safety	Section 8.26 – 8.27
Access for Emergency Vehicles	The Government Publication “The Manual for Streets” sets out that there should be vehicle access for a pump appliance within 45 m of a property entrance which the proposed development accords to.
Overdevelopment	In consideration of the assessment within the main body of the report, it is my view that the proposal does not constitute an overdevelopment

	of the site.
Character	Section 8.6 – 8.9
Loss of Light	Section 8.12 – 8.19
Noise Impact	Officers do not consider that the proposed dwellings would significantly increase noise levels to the surrounding properties.
Waste Collection	Section 8.25
Overlooking	Section 8.12-8.19

9.0 CONCLUSION

- 9.1 Officers consider the proposed development would not amount to overdevelopment of the site nor would it have an adverse impact upon the area. The scheme is acceptable in terms of its impact on neighbouring properties and in terms of future occupants' amenity.

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 or demolition work shall be carried out and no plant or power operated machinery 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, unless otherwise previously agreed in writing with the Local Planning Authority.

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

4. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed 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 statement.

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

5. 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).

6. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with

Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall include:

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

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.

7. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS

components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

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

8. No development above ground level shall commence until a scheme for the provision and implementation of foul water drainage 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 prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage (Cambridge Local Plan 2018, policies 32 and 33).

9. The development, hereby permitted, shall not be used or occupied until, carbon reduction measures have been 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.

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 approved 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).

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

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

11. No development above slab level shall commence until a biodiversity enhancement scheme has been submitted to and approved in writing by the Local Authority. It shall include the consideration of native planting, hedgehog habitat and connectivity and 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% (unless an alternative target is otherwise agreed by reason of viability). The biodiversity enhancement scheme 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).

12. 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; and hard surfacing materials. 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 (existing retained or proposed) that, within a period of five years after planting (or replanting if previously failed), are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

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

13. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted

Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the provision within the curtilage of the dwelling house(s) of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining occupiers (Cambridge Local Plan 2018 policies 52, 55, and 57) OR 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)).

14. Notwithstanding the provisions of Schedule 2, Part 1, Class A 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), the enlargement, improvement or other alteration of the dwelling house(s) shall not be allowed without the granting of specific planning permission.
15. Notwithstanding the provisions of Schedule 2, Part 1, Class B 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 new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed without the granting of specific planning permission.
16. 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)

17. Prior to the first occupation of the development, the proposed access track within the red line plan shall be resurfaced and include lighting. The access track shall 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 and uses a bound material to prevent debris spreading onto the adopted public highway. Details shall be submitted to and approved in

writing by the Local Planning Authority and the access shall be retained in accordance with the approved details.

Reason: To ensure the development improves the public realm and provides a good quality development for future occupiers to use, as well as maintaining the safety of the highway, in accordance with Cambridge Local Plan 2018 policies 55, 56, 57, 59 and 81).

18. No development shall take place above ground level, other than demolition, until details of the bricks and cladding to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall 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)).

INFORMATIVES

1. 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.

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 in accordance with the National Planning Policy Framework (NPPF), Policy 36 of the Cambridge Local Plan 2018 and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018)

2. There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.
3. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of

development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.

4. 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 feature(s) should be provided.