

Application Number	21/02862/FUL	Agenda Item	
Date Received	18th June 2021	Officer	Sumaya Nakamya
Target Date	13th August 2021		
Ward	Queen Ediths		
Site	15 Tillyard Way Cambridge		
Proposal	Two storey rear extension and loft conversion of existing dwelling to create additional accommodation and development to side of existing dwelling to create two self-contained 1-bed flats		
Applicant	Mr Klodian Allajbeu 55 Barrow Road Cambridge CB1 8QT		

<p>SUMMARY</p>	<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; - The proposed development would provide a high-quality living environment for the future occupiers. <p>The proposed development is unlikely to give rise to any significant adverse impact upon the highway and on street car parking capacity on the surrounding streets.</p>
<p>RECOMMENDATION</p>	<p>APPROVAL</p>

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site lies on the corner of Tillyard Way and Ventress Close. The existing building is a two-storey semi-detached red brick dwelling with a pitched roof. There is a large side and rear garden with a vehicular access point onto the site from Ventress Close to accommodate one car parking space. The surrounding area is residential in character and is formed of similar sized semi-detached, terraces and flats.
- 1.2 There are no site constraints.

2.0 THE PROPOSAL

- 2.1 This application proposes to erect a part two storey and single storey rear extension to the original dwelling house and a rear dormer. A two-storey extension to the side of the existing dwelling is proposed to create two self-contained 1-bed flats. The widening of the existing dropped kerb is proposed and there will be two onsite car parking spaces to serve the two flats. The proposal would include covered cycle parking and waste provision for the existing dwelling and for each unit.
- 2.2 The proposed two-storey rear addition to the main house would project rearward approximately 5m in depth, have a width of approximately 3.6m and a height of approximately 5m. The proposed single storey portion will be built on the shared boundary with the adjoining property and, would measure approximately 6.6m deep, 5.9m wide with an eaves height of approximately 2.1m and an overall height of 3.2m.
- 2.3 The proposed two storey side extension for the self-contained 1-bed flats will be on the northern elevation of the main house. It will be set back marginally from the original building line to front and set slightly lower than the ridge line of the main house. At the rear, the two-storey gable extension will extend beyond the rear wall of the first-floor projection but, not beyond the proposed single storey portion on the main house. The depth of the rearward projection will be approximately 6.2m deep, 5.7m wide with an eaves height of 4.5 and a maximum height of 6.9m.
- 2.4 The proposal has been amended since submission to revise the rear wing of the side extension to a pitched roof and reduce the

size of the rear dormer, and to include a boundary hedge to the north of the site. The single storey rear extension has been revised to include a lean-to roof design which allowed a lower eaves height of 2.1m. Additionally, the widening of the existing dropped kerb is proposed with two onsite car parking spaces for the proposed flats. Internally, a lift for the upper flat has been included.

2.5 The application is accompanied by the following supporting information:

- Design and Access Statement
- Existing and Revised Proposed Plans

3.0 SITE HISTORY

Reference	Description	Outcome
21/01026/FUL	Two storey rear extension and loft conversion of existing dwelling to create additional accommodation and development to side of existing dwelling to create two self-contained 1 bed flats	Returned
16/0232/FUL	To erect a new 2 storey dwelling to house 2 no. 1 bed flats	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	1 3

Plan 2018	28 31 32 33 34 35 36 50 51 52 55 56 57 58 59 70 81 82
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5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	<p>National Planning Policy Framework 2021</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>National Design Guide 2019</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>
Supplementary Planning Documents	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>

Material Considerations	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</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 No objection to the application subject to a condition requiring a contractors parking plan. The proposal increases the number of residential properties in the area but provides no off-street car parking. As streets in the vicinity provide uncontrolled parking, and as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, any demand for car parking is likely to appear on-street in competition with existing residential uses.

The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.

These comments were received to the original submission which included no on-site parking. The LHA's response to the

amended drawings which provide two parking spaces on site are awaited and will be reported on the amendment sheet.

Environmental Health

- 6.2 No objection subject to conditions limiting construction hours, collections/delivery hours during construction and piling.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.3 No objection, 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. Foul water drainage condition also recommended.

Head of Streets and Open Spaces (Landscape Team)

- 6.4 No objection, the proposal is to provide a green edge to the new development to off-set the bulk of the new extension and flats. Suggest a mixed native hedge that can be clipped neatly to about 1.5m tall on the boundary.

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:

- 13 Tillyard Way
- 18 Tillyard Way
- 20 Tillyard Way
- 24 Tillyard Way
- 28A Tillyard Way
- 1 Ventress Close
- 2 Ventress Close
- 19 Tillyard Way

- 7.2 The representations can be summarised as follows:

- Overlooking
- Overbearing
- Daylight and Sunlight
- Design (Mass, scale and green landscaping)
- Overdevelopment
- Loss of original character from semi-detached to terraces
- Foul water drainage
- Access and Car parking Pressures – cumulative impact as a result of the granting of planning permission at 17 Tillyard Way (see 18/0476/FUL).
- Highway Safety - restricting views, access and visibility of roads
- Noise and disturbance enjoyed by residents
- Impact on biodiversity
- Use – a guest house, and it will create noise that may impact surrounding homes or businesses working from home.

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. Residential amenity
4. Accessible design
5. Highway safety
6. Car and cycle parking
7. Third party representations

Principle of Development

8.2 Policy 3 of the Cambridge Local Plan (2018) seeks to ensure that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. Given the location of the site is within a sustainable location and is in walking and cycling distance to Cambridge City centre and

shops and services in Queen Edith's, the application site is considered suitable to accommodate residential development.

- 8.3 As the proposal is for the subdivision of an existing residential plot, Local Plan policy 52 is relevant in assessing the acceptability of the proposal. Policy 52 allows for the subdivision of existing plots, subject to compliance with specified criteria a – e of the policy.
- 8.4 Officers consider that the principle of developing the site for residential purposes is considered acceptable and conforms to the provisions set out in the development plan. While the proposal is broadly supported, considerations such as impact on the character and appearance of the area, impact on the amenity of neighbouring properties and other material consideration must be met. These, and other relevant issues, are assessed below.

Context of site, design and external spaces

- 8.5 Tillyard Way mainly comprises semi-detached dwellings built in brick with pitched roofs. There are few terraces to the far north of Tillyard Way, and on Ventress Close, a development for 20 flats is underway. It is also important to note that although this permission has expired, permission was granted in 2018 at No.17 Tillyard Way for two self-contained flats as well as a two storey and single storey rear extensions to the main house. Therefore, the introduction of flats is not uncommon in the immediate area.
- 8.6 It is noted that in the wider context, there is a variation of plot sizes mostly in a linear pattern. Some properties are within short and linear plots with large front gardens and, others are within large and deep irregular plots with large front gardens.
- 8.7 The proposed two-storey side extension to form the two self-contained 1-bed flats would measure 5.7m in width which is similar to the width of the original property. It would be set back marginally from the front building line and set below the ridge line of the main roof. It would have simple front fenestrations that would be domestic in its appearance. The proposed rear gable projection has taken cues from neighbouring properties opposite the site. Officers consider that this side portion would

read as a subservient two-storey extension to the original dwelling and would be in keeping with the character and appearance of the area. The proposal would also be consistent in appearance to its host and the surrounding properties due to the use of matching materials and the style of the proposed fenestrations.

- 8.8 Concerns have been raised on the grounds of overdevelopment of the site and the loss of landscaping to the north of the site. Officers consider that the proposed location, overall layout, form, and design of the proposed side extension for the self-contained flats have appropriately responded to the wider context. The proposed side development will be significantly set away from the road by approximately 5m, thus retaining the open feel of the northern corner with spaciousness and easily accessible gardens.
- 8.9 The application is proposing a part two storey and single storey addition with a rear dormer to the main house. The proposed part two and single storey extensions would have varying depths of approximately 6.3m and 4.5m which is considered subservient to the main house. The single storey element has been amended from a flat roof to wraparound lean-to roof design and would only be visible from Ventress Close. On the immediate corner of Tillyard Way and Ventress Close, these extensions would be largely hidden from view by the proposed two storey side extension. Officers consider that the new additions to the main house will not be significantly harmful to the character of the dwellinghouse as they would be constructed from matching external materials of the original dwelling. The overall height and scale of the extensions would resemble a subservient and proportionate addition to the dwelling and is therefore acceptable.
- 8.10 Officers acknowledge that the proposed rear dormer is not of a high-quality design but, it is set away from the eaves, set down from the ridge and set in from the side elevations. Officers also note that there is a fallback permitted development position to build a rear dormer without the need for planning permission. Taking these issues into account, Officers do not consider the proposed dormer would have an unacceptable impact on the appearance of the streetscene or the character of the development.

8.11 Overall, the form, height, scale and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 52, 55, 56,57 and 58.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.12 Concerns have been raised by neighbours that overlooking, loss of light and a sense of enclosure would arise from the proposed development.

8.13 The proposed two-storey side extension would be at a considerable distance from any neighbouring properties by virtue of its position on the corner of the plot. As such, it is considered that no harmful loss of light or visual enclosure would be experienced by any neighbouring properties from this element.

8.14 The proposed two storey rear gable extension would not extend any further than No.15's proposed single storey rear extension but, would extend approximately 1.56 metres beyond the first-floor extension of No.15. As per BRE guidance a 45 degree horizontally angled plane was taken from the middle of the first-floor rear window of bedroom 3 of No. 15. The proposed rear projection would not encroach into either the horizontal or vertical 45-degree lines and it is therefore considered that the amount of light this bedroom would receive is compliant with BRE guidance.

8.15 The proposed two storey extension to the rear of No.15 Tillyard Way would have a recession of approximately 2.5 metres off the side boundary with No. 13 Tillyard Way. This distance is considered sufficient to dispel any sense of enclosure from the rear garden of No. 13 Tillyard Way. As per BRE guidance 45 degree horizontally and vertically angled planes were taken from the middle of the bedroom window of No. 13 Tillyard Way, closest to the shared boundary. The first-floor element would not encroach into either 45-degree splay line. It is therefore, considered that the amount of light this bedroom would receive is compliant with BRE guidance.

- 8.16 The proposed single-storey rear extension has been amended to minimise dominance and loss of light to No.13 Tillyard Way. The extension will run up against the boundary with No.13 Tillyard Way for a depth of approximately 6.3m. However, given its eaves height will be approximately 2.1m and a maximum height of approximately 3.3m. The use of a lean-to roof design that will have the roof form sloping away from No.13 will significantly minimise the sense of overbearing and potential loss of light to the adjoining neighbour.
- 8.17 Concern that the proposal would result in the loss of privacy to neighbouring properties has been raised. The views out from the rear first-floor windows of the side extension would be similar to that of the existing property. There are already views across neighbouring gardens in this area and, Officers do not consider that views from the proposal would cause additional overlooking. Officers note that on the first-floor flank wall there is a window serving an ensuite for bedroom 3. Whilst the window would serve an ensuite as opposed to any habitable room, Officers consider that it is reasonable to impose an obscure glazing condition to further protect the amenity of No.13 Tillyard Way.

Wider Area

- 8.18 The Environmental Health Officer has been consulted on the application and has recommended approval, subject to conditions regarding construction hours and piling and demolition, construction collections and deliveries. In order to protect the amenities of neighbouring properties, these conditions are considered necessary and reasonable and are recommended to be imposed upon any consent granted. Therefore, concerns raised with respect to noise and disturbance during construction will be controlled under the imposed condition.
- 8.19 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

8.20 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. The proposed dwellings would be in accordance with the minimum standards and would provide a high-quality internal living environment for the future occupants. The gross internal floor space measurements for the dwellings 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	1	2	1	50	75	+25
2	1	2	1	50	72	+22

Policy 50 of Cambridge Local Plan (2018) also states that all new residential units will be expected to have direct access to an area of private amenity space. The proposed development will benefit from an adequately sized amenity space to the rear for future occupants to enjoy and is acceptable.

Accessible design

8.21 The proposed self-contained flats would be required to comply with policy 51 and to meet the requirements of Part M4 (2) of the Building Regulations. The proposal as submitted did not meet these requirements but has been amended to include lift access to the first-floor flat. The proposal as amended is considered to comply with policy 51 and a condition to this effect is proposed to be added to any permission.

8.22 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

8.23 Bins will be stored in the private garden of each unit. The proposal is therefore compliant with the RECAP guidance and is in accordance with Cambridge Local Plan (2018) policy 57.

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

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

Highway Safety

- 8.25 The Local Highway Authority has been consulted on the application and has raised no objections on the grounds of highway safety to vehicular users or pedestrians. Conditions have been requested regarding contractors parking plan to demonstrate how the developer will control and regulate on street motor vehicle parking for the contractors and sub-contractors undertaking the works for the interest of highway safety. This condition is deemed necessary and reasonable and is recommended to be imposed upon any consent granted.
- 8.26 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.27 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.
- 8.28 The original comments from the Highway Authority raised concerns with the loss of this parking and advised that more occupants parking on the street may impact the amenity of neighbours. Neighbours have also 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, parking stress is a factor in the determination of this application as new residential units are being created. Parking stress is defined as occurring in those streets where surveys show that there is less than 10 per cent free notional parking capacity.
- 8.29 The On-Street Residential Parking Study (Area 5) suggests that there is overnight capacity on Tillyard Way. The survey area has approximately 54% per cent notional free parking on

Tillyard Way. Notwithstanding this, the amended plans have provided two onsite parking spaces for the units. The scheme would result in no off-street provision for the existing dwelling. However, given the findings of the aforementioned parking study and that the site is in a very sustainable location, the absence of on-street parking for one dwelling is not considered to give rise to unacceptable levels of on-street parking stress.

- 8.30 The design of the onsite parking show that the size of the proposed parking space is acceptable and visibility splays of 2m x 2m will be provided each side of the vehicular access measured from and along the highway boundary. A condition will be attached to ensure that the visibility splays are provided and retained.
- 8.31 A lockable shed would be provided within each garden area for secure cycle storage and will be accessible from the footpath via a gate.
- 8.32 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Integrated Water Management and Flood Risk

- 8.33 Concerns have been raised with respect to foul water and drainage pressures as a result of the additional flats. The application has been assessed by the City Council Sustainable Drainage Engineer and has been considered acceptable subject to conditions to secure a surface water drainage strategy and maintenance plan. These conditions shall be imposed upon any consent granted to ensure the development adopts sustainable drainage methods in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

Other Matters

- 8.34 To ensure compliance with policy 28 (sustainability) conditions 6 and 7 are proposed in relation to carbon reduction measures and to enforce water efficiency standards; this condition would only apply to the new self-contained flats.
- 8.35 The Landscape Officer has been consulted on the application and has raised no objections, subject to a green edge to be provided for the new development to off-set the bulk of the new

extension and flats. A condition shall be imposed to ensure the appropriate landscaping details are obtained and approved prior to occupation of the flats.

Third Party Representations

- 8.36 It is noted that there is a concern raised regarding the potential loss of local wildlife. To ensure compliance with biodiversity requirements arising from policies 59 and 69 of the Cambridge Local Plan 2018, conditions will be imposed to seek details of bird box provision, in order to promote and retain biodiversity. The condition will relate solely to the new self-contained flats.
- 8.37 Concerns have been raised that the proposal would be used as a guest house, and, that it will create noise that may impact surrounding homes or businesses working from home. In the submitted information, it is not suggested that this is the intention of the applicant to use the flats for short-term letting/tourism accommodation. Therefore, the application has been assessed on its own merit.
- 8.38 Concern has been raised in respect of access problems for emergency services, waste service deliveries into Ventress Close. Matters relating to highway safety have been addressed in the body of the report explaining that the Local Highway Authority raised no objection on this matter.
- 8.39 Lastly, a concern has been raised in respect of the change of status to existing house type from semi-detached to terraces. As mentioned in the body of the report, it is noted the property at No.13 Tillyard Way would become an end of terrace, but it has been considered above that the proposed side extension would not harm the character and appearance of the streetscene. The proposed extension would use appropriate local characteristics such as pitched roof design, domestic appearance on the front elevation to help inform the use, siting, massing, scale, form, materials all respond to the existing character in the wider context. Officers acknowledge that the proposed development is likely to give rise to concerns relating to property value of the adjoining property, this is not a material planning consideration in determining the application.

9.0 CONCLUSION

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

10.0 RECOMMENDATION

APPROVE subject to the following conditions and informatives:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

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

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

4. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties.

(Cambridge Local Plan 2018 policy 35).

5. No demolition or construction works shall commence on site until a contractors parking plan has been agreed in writing with the Planning Authority. The aim of the plan should be to demonstrate how the developer will control and regulate on street motor vehicle parking for the contractors and sub-contractors undertaking the works.

Reason: in the interests of highway safety.

6. Prior to the occupation of the dwellings, hereby permitted, car parking spaces shall be provided as shown on the approved drawings and the visibility splays of 2m x 2m provided each side of the vehicular access measured from and along the highway boundary. Such splays shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

Reason: In the interests of highway safety, in accordance with paragraphs 108 and 109 of the NPPF and Cambridge Local Plan 2018 policy 81.

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

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

8. Notwithstanding the approved plans, the self-contained flats 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).

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

demonstrate that all self-contained 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 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
- c. Where on-site renewable or low carbon technologies are proposed, the Statement shall also include:
- d. A schedule of proposed on-site renewable energy technologies, their location, design, and maintenance schedule; and
- e. Details of any mitigation measures required to maintain amenity and prevent nuisance.

There shall be no occupation of the self-contained residential units 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).

10. The self-contained residential units hereby approved shall not 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 take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved prior to occupation of the self-contained residential units hereby permitted and retained thereafter. These details shall include proposed means of enclosure; cycle and pedestrian access and circulation areas; 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.

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. No development above slab level shall commence for the self-contained residential units until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

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

13. 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.

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).

14. 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 publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National

Planning Policy Framework and policy 31 and 32 of the Cambridge Local Plan 2018.

15. No new residential units hereby permitted shall be occupied until foul water drainage works have been submitted to and approved in writing by the local planning authority. The works shall be implemented in accordance with the approved details.

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. (Cambridge Local Plan 2018 policies 31 and 32).

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

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

17. Apart from any top hung vent, the proposed first floor window in the side (south) elevation of the two-storey rear extension hereby approved, shall be fitted with obscured glass (meeting as a minimum Pilkington Standard level 3 in obscurity) and shall be permanently fixed shut. The development shall be retained as such thereafter.

Reason: To adequately respect the amenity of neighbouring properties (Cambridge Local Plan 2018 policy 55).

INFORMATIVES

1. The granting of planning permission does not constitute a permission or licence to a developer to carry out works within, or disturbance of, or interference with, the public highway and that a separate permission must be sought from the Highway Authority for such works.
2. 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.

3. There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.

Determined under delegated powers by:

Designation - Development Control Manager

Date:

Declaration of Interest for case officer

Does the case officer have any interest (whether financial or not) in the application or application site or any personal or business connection with the applicant(s)?

9 Yes

10 No

If yes, please confirm that full details of any interest or connection have been provided to the [Head of Planning] [Director of Environment]

Signed

Declaration of Interest for officer with delegated powers

Does the officer with delegated powers have any interest (whether financial or not) in the application or application site or any personal or business connection with the applicant(s)?

11 Yes

12 No

If yes, please confirm that full details of any interest or connection have been provided to the [Head of Planning] [Director of Environment]

Signed