



Planning Committee Date	12/06/2022
Report to Lead Officer	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference Site Ward / Parish	21/04605/S73 44 George Street West Chesterton (WCH)
Proposal	S73 to vary condition 2 (approved drawings) of ref: 18/1661/FUL (Demolition of existing house and replacement with two new dwellings) to facilitate the following amendments:- 1) removal of the basement, 2) addition of a rear extension, 3) removal of garage to Plot 2 and creation of a kitchen/dining area, 4) external fenestration alterations, and 5) changes to the external layout.
Applicant Presenting Officer Reason Reported to Committee	Daniel and Naomi Brown Laurence Moore Parent application was assessed by committee. (18/1661/FUL)
Member Site Visit Date	N/A
Key Issues	1. Parking 2. Character 3. Internal Measurements
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 This Section 73 application seeks to vary condition 2 (approved drawings) of ref: 18/1661/FUL (Demolition of existing house and replacement with two new dwellings) to facilitate the following amendments:- 1) removal of the basement, 2) addition of a rear extension, 3) removal of garage to Plot 2 and creation of a kitchen/dining area, 4) external fenestration alterations, and 5) changes to the external layout.
- 1.2 The application provides an adequate amount of internal and external amenity space, and all bedrooms meet space standards as outlined in policy 50 of the local plan.
- 1.3 The external alterations are not considered to give rise to any adverse impacts on character and are deemed acceptable.
- 1.4 The application includes plans for the removal of no. 1 car parking space. The application site is situated within a sustainable location in proximity to ample public transport connections and suitable active travel arrangements and so is not considered car dependant.
- 1.5 Officers recommend that the Planning Committee APPROVE the proposed development.

2.0 Site Description and Context

None-relevant	X	Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone	1
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

- 2.1 The application site consists of the recently demolished 44 George Street, a 1.5 storey dwelling which previously stood on the southwest corner of the 'knuckle' of George Street, where it turns from a north-south orientation to a southeast-northwest orientation. The application site now consists of a demolition site and awaits approval of this section 73 application prior to construction.
- 2.2 The area is primarily residential, yet the wider context includes shop fronts and community buildings. North of the site consists of residential gardens of dwellings fronting George Street and Milton Road, whereas further north

of the site consists of the Cambridge Day Nursery, Ascham Road, Milton Road Library and the St Laurence's Church. East of the site consists of George Street and the neighbouring dwellings opposite the site, further east of the site consists of Chesterton Hall Crescent, a residential street. South of the site consists of George Street leading on to Chesterton Road. West of the site consists of the Westbrook Centre. The site is not situated within a conservation area or controlled parking zone.

3.0 The Proposal

- 3.1 S73 application to vary condition 2 (approved drawings) of ref: 18/1661/FUL (Demolition of existing house and replacement with two new dwellings) to facilitate the following amendments:- 1) removal of the basement, 2) addition of a rear extension, 3) removal of garage to Plot 2 and creation of a kitchen/dining area, 4) external fenestration alterations, and 5) changes to the external layout.
- 3.2 The application previously approved, 18/1661/FUL (Demolition of existing house and replacement with two new dwellings), has proven financially unviable for the applicant, which has led to the need for this follow up application.
- 3.3 The application has been amended since submission, which has led to the removal of the extension proposed as part of the s73.
- 3.4 The changes proposed within this s73 application include the removal of the approved basement, the removal of the garage plot serving plot 2 as to create a kitchen/dining area, minor external design changes and adjustments to the external layout to ensure both plots have access to suitable areas of private external amenity space.

4.0 Relevant Site History

Reference	Description	Outcome
18/1661/FUL	Demolition of existing dwelling and replaced with new 2.5 storey dwelling and associated works	PERM
18/1661/FUL	Demolition of existing house and replacement with two new dwellings.	PERM
18/00004/REFUSL	Demolition of existing house and construction of a new dwelling with a basement.	DISMISSED
17/0671/FUL	Demolition of existing house and construction of a new dwelling with a basement.	REFUSED

16/1817/FUL

Demolition of existing house and construction of a new dwelling with basement.

REFUSED

5.0 Policy

5.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 Cambridge Local Plan 2018

Policy 29: Renewable and low carbon energy generation

Policy 35: Human health and quality of life

Policy 50: Residential space standards

Policy 51: Accessible homes

Policy 52: Protecting garden land and subdivision of dwelling plots

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 60: Tall buildings and the skyline in Cambridge

Policy 61: Conservation and enhancement of historic environment

Policy 62: Local heritage assets

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.3 Neighbourhood Plan

N/A

5.4 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016
Health Impact Assessment SPD – Adopted March 2011
Landscape in New Developments SPD – Adopted March 2010
Open Space SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009
Grafton Area Masterplan and Guidance SPD (2018)
Mitcham’s Corner Development Framework SPD (2018)

5.5 Other Guidance

N/A

6.0 Consultations

6.1 County Highways Development Management

6.2 “The proposed alterations do not change the Highway Authority’s original comments and it is requested the condition 6 (Traffic Management Plan) sought by the Highway Authority and required by the Planning Authority under application 18/1661/FUL be reapplied.”

6.3 Sustainable Drainage Officer

6.4 Drainage has no objection to the proposed variation.

6.5 Environmental Health

6.6 The development proposed is acceptable subject to the imposition of the condition(s) outlined below:
CE16AC – Construction hours
CE19AS – Piling

7.0 Third Party Representations

7.1 8 representations have been received.

7.2 Those in objection have raised the following issues:

- Character, appearance and scale
- Density and overdevelopment
- Size of Dwelling/impacts on future residents
- Residential amenity impact
- Highway safety
- Car parking and parking stress
- No access to amenity space of plot 2
- Obscure glaze of top floor

7.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

8.0 Assessment

8.1 Principle of Development

8.2 Policy 1 of the Cambridge Local Plan 2018 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (NPPF, 20125)

8.3 Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing developments that will contribute towards an identified housing need. The proposal would contribute to housing supply and thus would be compliant with policy 3.

8.4 Policy 52 requires proposals for the subdivision of existing residential curtilages to be of a form, height and layout appropriate to the surrounding pattern of development and character of the area whilst retaining sufficient garden space and balancing protecting the amenity and privacy of neighbours with creating high quality functional environments for future occupiers.

8.5 The principle of development is acceptable and in accordance with the Cambridge Local Plan 2018 policies 1, 3 and 52.

8.6 Design, Layout, Scale and Landscaping

8.7 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

8.8 This Section 73 application proposes minor material amendments to an existing permission for the erection of two new dwellings. The overall scale, design and principle of development has been established as

acceptable following the approval of the parent application, under reference: 18/1661/FUL. The amendments to be assessed within this application include the removal of the approved basement, the removal of the approved garage to Plot 2 for the creation of a kitchen/dining area, minor external fenestration alterations, and minor changes to the external layout. The proposed amendments will be assessed independently.

- 8.9 The application proposes the removal of the approved basement. The approved basement would have been situated below plot 2 and is being removed from plans due to the finance required to construct a basement. The basement to be removed from plans was to be situated below the proposed building, and so the removal of the basement will not result in any visual changes to the approved plans, and so will have no adverse impacts on the character of the proposed development or the surrounding area.
- 8.10 The application proposes the removal of the approved garage to plot 2. The garage was to be situated at ground floor level, with access doors situated along the north-east elevation of the proposed development. The dwellings situated along George Street are not equipped with garages, and utilise the existing road to accommodate their private vehicles. As no other dwellings along the street have garages, it is deemed that the character of the immediate context is “garage-free” and so does not warrant a request for off-street parking spaces/garages on the basis of character.
- 8.11 Furthermore, application reference: 18/0031/FUL, was approved in 2018, as a car free development. The development, situated at 51-55 George Street, does not include off-street parking for residents, due to the sustainable location of the development. This development acts as a precedent in support of the proposed removal of the garage to plot 2, as there is clear evidence of car free developments in proximity to the site. As the application site is situated in close proximity to recently approved car-free developments, and no other dwellings along George Street have garages, there are no adverse impacts on the character of the area by permitting the removal of the proposed garage.
- 8.12 Although there are no adverse impacts on the character of the area, the impact of the proposals on the character of the existing building now demolished must be assessed. The application proposes the removal of the proposed garage. Yet it is to retain the garage-like frontage along the northeast elevation, by using oak finished panels to give the appearance of garage doors. This allows for the previous appearance and character of the building now demolished to be reflected within the proposed development, and therefore the proposals are not considered to give rise to negative impacts on character of the existing building and are considered acceptable.
- 8.13 The application proposes amendments to approved plans to allow for external fenestration alterations. These changes include the reduction in

the protruding depth of the approved windows, changes to the lintels of external doorways to the front of the properties, reduction in use of zinc clad along the rear elevation of the development, changes to the garage doors and a reduction in the size of windows situated to the rear.

- 8.14 Concerns have been raised from neighbouring occupiers regarding the proposed reduction in protruding depth and overall size of the rear windows. The alterations will allow for the development to utilise a design which more successfully conforms with the surrounding street scene, with regards to the design of windows. The contemporary style of the development will be reduced, however, this is considered to be reflective of the surrounding context, which primarily utilises a more classic style, and so the changes are not considered out of character. Furthermore, the changes are situated to the rear, and so are not visible from the street scene. Therefore, the proposed changes to rear windows are not considered to give rise to any adverse impacts on the character of the immediate context and are considered acceptable.
- 8.15 Concerns have been raised regarding the alterations to the proposed lintels to be situated above the main entrances along the front elevation of the development. Neighbouring occupiers have explained that the amended details regarding the replacement of arched door heads/lintels for flat heads, will be considered out of character with the surrounding buildings. The existing building on site, already demolished, utilised flat head lintels/door heads, and so the proposals do not vary from the existing approach of the building previously removed. Furthermore, 32, 34, 36, 37, 38, 38a, 38b, 38c, 41, 43, 51 George Street, plus several other developments along George Street, utilise flat head designs for lintels of main entrances to properties. Therefore the proposed changes to the lintels are considered in character with the surrounding context and are acceptable.
- 8.16 The application proposes minor external alterations, including changes to garden fencing to ensure the optimum level of external amenity space is achieved for both dwellings. The changes are situated to the rear, and are small in scale, therefore the proposed external changes are not considered to give rise to any adverse impacts on the character of the existing dwelling or surrounding area and considered acceptable.
- 8.17 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 and 59 and the NPPF.

8.18 Carbon Reduction and Sustainable Design

- 8.19 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to

minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.

- 8.20 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 8.21 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 8.22 The parent application was approved subject to conditions relating to reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution. The condition requires the implementation of carbon reduction measures in accordance with Cambridge Local Plan (2018) policies 28, 35 and 36.
- 8.23 Furthermore, the parent application was approved subject to conditions to ensure that the development makes efficient use of water and promotes the principles of sustainable construction. The condition requires a water efficiency specification for each dwelling in accordance with Cambridge Local Plan (2018) policy 28).
- 8.24 The application is subject to suitable conditions regarding renewable energy and water efficiency (now updated to reflect changes in Building Regulations) and so the proposal is in accordance with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020, subject to conditions.

8.25 Highway Safety and Transport Impacts

- 8.26 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 8.27 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.28 The parent application was subject to a Traffic Management Plan condition. This condition has been discharged in full. The Highways officer

has requested this condition be reapplied, in the interest of highway safety.

8.29 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions.

8.30 The condition to be added to the decision notice is outlined below:

8.31 *No construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority. The principle areas of concern that should be addressed are: i. Movements and control of muck away lorries. ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking. iii. Movements and control of all deliveries. iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.*

Reason: in the interests of highway safety

8.32 Concerns have been raised regarding the lack of off-street parking at the proposed development, stating that the proposals will negatively impact the residential amenity of neighbouring occupiers through exacerbating on-street parking stress. This will be addressed in the following section.

8.33 Subject to conditions, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

8.34 Cycle and Car Parking Provision

8.35 Cycle Parking

8.36 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

8.37 The application provides space for adequate cycle parking facilities. The applicant has demonstrated that the development has sufficient space to the rear of the property to accommodate suitable cycle stores for future inhabitants of both proposed units. Whilst the application has presented its adequacy with regards to space for bikes, the proposals do not include

plans for the storage units in which bikes must be stored. For this reason, a condition will be added to any permission granted, requiring the submission of plans showing the design, location and specification of the bike stores to be installed in line with Appendix L of the Cambridge Local Plan, to be agreed to in writing by the Local Planning Authority prior to occupation of the proposed development. To ensure satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 2018 policy 82)

- 8.38 Officers acknowledge that the cycle parking in this case is to be to the rear but there is clearly little frontage space available for an alternative option to be practical and this is not a matter in any way that deviates from the previous consent.
- 8.39 Car parking
- 8.40 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls.
- 8.41 Parking stress is defined as occurring in those streets where surveys show that there is less than 10 per cent free notional parking capacity. The Cambridge On-Street Residential Parking Study November 2016 shows that George Street is less than 90% car parking at 5.30am. This means that there is not less than 10 per cent free parking capacity within George Street and subsequently no overnight car parking stress on George Street.
- 8.42 The application will result in the loss of no.1 approved off-street parking space which was to be contained in the garage to be removed. The application will have a total loss of all off-street parking originally on-site prior to demolition.
- 8.43 The application site is deemed to be situated within a sustainable location. The application is situated within West Chesterton, which is situated in close proximity to Cambridge's Historic core and primary retail/entertainments district. Furthermore, the site is located adjacent to Milton Road, which accommodates ample public transport connections and adequate active travel arrangements, which reduces the development's dependency on cars. Given the frontage of the site has double yellow lines, the loss of car parking would not result in additional

parking pressure to this street as parking would be enforced. As such it is considered that the loss of a parking space would not warrant refusal.

8.44 In addition to this, application reference: 18/0031/FUL, was approved in 2018, as a car free development. The development mentioned, situated at 51-55 George Street, does not include off-street parking for residents, due to the sustainable location of the development. This development acts as a precedent in support of the proposed removal of the garage to plot 2, as there is clear evidence of car free developments in proximity to the site.

8.45 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

8.46 Amenity

8.47 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

8.48 Neighbouring Properties

8.49 Concerns have been raised from neighbouring occupiers, regarding the potential impacts of the development on the amenity of neighbouring amenity space with regards to loss of light and loss of privacy.

8.50 Impact on No. 42:

8.51 42 George Street is situated directly south of the proposal site. Due to the sun path identified within the BRE 25 degree/45 degree guidelines for assessing loss of light impacts, it is not considered that the proposed development would cause any adverse loss of light impacts to 42 George Street.

8.52 Concerns have been raised from neighbouring occupiers regarding the developments impact on the privacy of residents at 42 George Street. Comments state that the proposed rear windows will lead to overlooking, resulting in the loss of privacy of the amenity space situated to the rear of 42 George Street. The application has highlighted that the rear windows will be obscured and fixed shut up to 1.7m from the floor height at each storey, meaning future residents will not have visual accessibility to the rear garden of 42 George Street, and so there will be no adverse impacts on privacy.

8.53 Concerns have been raised regarding the impact of the development on 42 George street, with regards to obstructing views. Obstruction of existing

viewpoints is not a material planning consideration, and so will not be included as part of this assessment.

8.54 Impact on No. 48:

8.55 48 George Street is situated directly west of the application site. Concerns have been raised regarding the potential loss of privacy to the rear amenity of no. 48 George Street caused by the development. The rear windows which overlook the garden of no.48 will be obscured via condition, to protect the residential amenity of neighbouring occupiers. Concerns have been raised regarding the loss of light impacts to 48 George Street. The parent application included a shadow study, which showed the partial overshadowing of the garden at 48 George Street, however, the degree of overshadowing/overshadowing was not significant enough to warrant refusal or warrant the request for a full daylight/sunlight study and the application was deemed acceptable. This current section 73 application does not include any proposed changes to the height of the development, and does not include proposals for changes to the specific location of the building, and so the previous assessment regarding the impacts on loss of light are material to this application, and have been deemed acceptable.

8.56 Concerns have been raised regarding boundary wall/party wall concerns. This is not a material planning consideration and will not be included as part of this assessment.

8.57 Overall, the application does not provide any significant external changes to the approved plans which could reasonably be used to resist this proposal. The scheme is respectful of the residential amenity of its neighbours and the constraints of the site and is compliant with Cambridge Local Plan (2018) policies 56 (58) and 35.

8.58 Future Occupants

8.59 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015).

8.60 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	1	2	3	58 (+8sqm for staircase)	70.5	+4.5
2	3	5	3	99	104.5	+5.5

- 8.61 As shown within the table above, the applicant has proven the development's ability to meet space standards as required by policy 50.
- 8.62 Plot 1, the 1-bedroom unit, will utilise a gross internal floor area of 70.5sqm, which highlights the development as exceeding the policy 50 requirement by +4.5metres. (There is no policy 50 requirement for 1 bedroom, 3 storey dwellings. The differences in figures within policy 50 shows that 8sqm is added to the gross internal floor area requirement for each additional storey, this has been added to the required figure, to ensure the floorspace provided is accurately assessed with regards to its potential impacts on the amenity and quality of life of future inhabitants.) The proposals exceed the requirements of policy 50 and so are considered acceptable.
- 8.63 Plot 2, the 3-bedroom unit, will utilise a gross internal floor area of 104.5sqm. As outlined within policy 50 of the Cambridge Local Plan, the proposed internal floorspace for plot 2 exceeds the required 99sqm by 5.5sqm, meaning the development provides a suitable level of space for future occupiers, and is considered acceptable.
- 8.64 Policy 50 sets out the minimum requirements for built-in storage. Plot 1 will provide 1.9sqm of built in storage, whereas plot 2 will provide 3.4sqm. Both dwellings exceed the built-in storage requirements outlined in policy 50 and are considered acceptable.
- 8.65 Garden Size(s):
Plot 1 (1 bed) = 12.1sqm
Plot 2 (3 Bed) = 29.7sqm
- 8.66 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers.
- 8.67 The policy states that new developments will be permitted, where they have enough space to accommodate tables and chairs for the amount of intended occupiers, have space to hang washing, and for family dwellings (i.e. plot 2) enough space for children to play.
- 8.68 The proposed garden space for plot 1, the 1 bedroom unit, measures 12.1sqm. This has been deemed a sufficient level of space for the maximum occupancy of 2 persons, as the unit accommodates 1 double bedroom only, and so is unlikely to be used by families, meaning there is a reduced amount of space required. The garden will accommodate the bin store and cycle store for the dwelling, and whilst this will reduce the amount of external amenity space available, it is deemed there will still be an adequate level of amenity space for 2 persons.

8.69 The proposed garden space for plot 2, the 3-bedroom unit, measures 29.7sqm. This is deemed a sufficient level of space to accommodate the maximum occupancy of 5 persons. With the likelihood that plot 1 will be used by families, a place for children to play is required. The 29sqm of space provided has been deemed sufficient for accommodating table and chairs for 5 persons, enough space for washing, whilst retaining an adequate level of space for children to play. The garden will accommodate the bin store and cycle store for the dwelling, and whilst this will reduce the amount of external amenity space available, it is deemed there will still be an adequate level of amenity space for 5 persons.

8.70 Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible. The Design and Access Statement submitted states the proposal would comply with these standards and therefore, Officers consider that the layout and configuration enables inclusive access and future proofing.

8.71 Construction and Environmental Impacts

8.72 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and delivery/collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

8.73 The Council's Environmental Health team have assessed the application and recommended the addition of the standard construction/demolition hours condition and the authorities standard piling condition, in the interests of protecting residential amenity of neighbouring occupiers.

8.74 Summary

8.75 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 50, 51, 52, 53, and 57.

8.76 Other Matters

8.77 Bins

8.78 Policy 57 requires refuse and recycling to be successfully integrated into proposals.

8.79 The application includes proposals for bin stores, to be located to the rear of each dwelling. Whilst the proposed location will reduce the amount of external amenity space available for future occupiers, it is deemed there will still be an adequate level of amenity space for each dwelling. Whilst

the application has included proposals for bin stores, to include their proposed location, plans highlighting the design of the proposed bin store have not been submitted. For this reason, a condition will be applied to any permission granted requiring the submission of details regarding the proposed bin store.

8.80 Therefore, the proposals are considered in line with policy 57, subject to the above condition being applied.

8.81 Planning Balance

8.82 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

8.83 The key harm to the surrounding area is largely in relation to parking stress. Whilst comments have been raised regarding the inadequacy of the residential street to accommodate more private vehicles, the property is considered to be in a sustainable location, in proximity to suitable public transport/active travel routes, and so is not considered car-dependant. The car-free status of the development, alongside the on-road parking measures towards the front of the property (double yellow lines) means there is not likely to be any adverse impacts on residential amenity of neighbouring occupiers stemming from issues with on-street parking.

8.84 The development will provide accommodation for a total of 7 persons. In the current climate of the housing crisis, any additional supply is considered an asset. Furthermore, when the development has utilised unique and successful designs to ensure a more-than-suitable level of internal and external space can be achieved, this must be supported and encouraged across the city.

8.85 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval, subject to conditions.

8.86 Recommendation

8.87 **Approve** subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

9.0 Planning Conditions

1 Time Limit The development hereby permitted shall be begun before the expiration of three years from the date of permission 18/1661/FUL 11 October 2019.

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 Drawings 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 GY05AC - S73
Variation of
Condition IN3** Conditions 3-19; of the varied planning permission reference 18/1661/FUL (excluding 14); as set out above shall continue to apply to this permission. Where the replicated conditions pertaining to the varied permission reference 18/1661/FUL; have been discharged, the development of this permission shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also unless alternative details are otherwise agreed through a separate discharge of the conditions as set out above.

Reason: To define the terms of the application.

**Carbon
Reduction** No dwelling shall be occupied until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning authority. The Statement shall include SAP calculations which demonstrate that all dwelling units will achieve carbon reductions as required by the 2021 edition of Part L of the Building Regulations. Where on-site renewable or low carbon technologies are proposed, the Statement shall include:

a) A schedule of proposed on-site renewable energy or low carbon technologies, their location and design; and

b) Details of any mitigation measures required to maintain amenity and prevent nuisance.

The proposed renewable or low carbon energy technologies and associated mitigation shall be fully implemented in accordance with the measures set out in the Statement prior to the occupation of any approved dwelling(s).

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 the Greater Cambridge Sustainable Design and Construction SPD 2020).
