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|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Planning Committee Date</b>      | 6 <sup>th</sup> July 2022                                                                                                                                                                      |
| <b>Report to Lead Officer</b>       | Cambridge City Council Planning Committee<br>Joint Director of Planning and Economic Development                                                                                               |
| <b>Reference</b>                    | 22/01144/FUL                                                                                                                                                                                   |
| <b>Site</b>                         | 338 Cherry Hinton Road, Cherry Hinton, CB1 8AZ                                                                                                                                                 |
| <b>Ward / Parish</b>                | Cherry Hinton                                                                                                                                                                                  |
| <b>Proposal</b>                     | Change of use of single dwelling to 3no. flats, first and second floor side and rear extension and rear terraces, porch and roof lights to front elevation and erection of bike store to front |
| <b>Applicant</b>                    | Mr & Mrs Caruso                                                                                                                                                                                |
| <b>Presenting Officer</b>           | Dean Scrivener                                                                                                                                                                                 |
| <b>Reason Reported to Committee</b> | Third party representations                                                                                                                                                                    |
| <b>Member Site Visit Date</b>       | N/A                                                                                                                                                                                            |
| <b>Key Issues</b>                   | 1. Design/Scale of development<br>2. Neighbour Amenity                                                                                                                                         |
| <b>Recommendation</b>               | <b>APPROVE</b> subject to conditions                                                                                                                                                           |

## 1.0 Executive Summary

- 1.1 The application seeks full planning permission for the change of use of a single dwelling to 3no. flats, first and second floor side and rear extension, rear terraces, porch and roof lights to the front elevation and erection of a bike store to the front.
- 1.2 Officers recommend that the Planning Committee approve the application, subject to conditions which are attached to the end of this report.

## 2.0 Site Description and Context

|                                         |   |                         |  |
|-----------------------------------------|---|-------------------------|--|
| None-relevant                           | X | Tree Preservation Order |  |
| Conservation Area                       |   | Local Nature Reserve    |  |
| Listed Building                         |   | Flood Zone 1, 2, 3      |  |
| 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 site is located on Cherry Hinton Road which comprises residential development of two storey semi and detached dwellings set within linear plots. Car parking is set to their frontages. Directly opposite the site is a co-op store and Kwik Fit servicing garage.
- 2.2 The neighbouring development contains gable frontages and comprise a mix of materials, ranging from brick, render and pebble dash. Therefore, there is a mix of appearances along this stretch of Cherry Hinton Road.

## 3.0 The Proposal

- 3.1 The application proposes the change of use of a single dwelling to 3 no. flats, first and second floor side and rear extensions, rear terraces, porch and roof lights to the front elevation and erection of a bike store to the front.
- 3.2 The bins and bikes would be located to the front of the site, as well as the two car parking spaces.
- 3.3 The extensions would mainly be located to the rear and side of the existing dwelling, with a single storey front porch extension located to the front.

#### 4.0 Relevant Site History

| Reference              | Description                                                                                                                                                                                     | Outcome   |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 20/04014/FUL           | Change of use of single dwelling to 3no. flats, first and second floor side and rear extension and rear terraces, porch and roof lights to front elevation and erection of bike store to front. | Refused   |
| APP/Q0505/W/21/3281366 | Appeal of refusal decision 20/04014/FUL                                                                                                                                                         | Dismissed |
| 20/0018/FUL            | Proposed 1 x new chalet bungalow with car parking and a bin/ bike store to the rear of 157 Mowbray road.                                                                                        | Approved  |

4.1 A similar application was submitted to the LPA in 2020 and was refused and dismissed at appeal. Please see references in the above table.

4.2 The application was refused by Officers under delegated powers for the following reasons:

- 1) *The rear extension is considered to provide a dominant three storey extension to the dwelling and introduce a roof form that is incongruous and when viewed in conjunction with the adjoining semi-detached dwelling would result in the properties having an unbalanced appearance as a result of the unsympathetic rear extension. The design would create an altered and new roof profile that is not sympathetic to the existing building. This would be seen in the street scene from the perspective of Mowbray Road. The location of the bin stores and cycle parking to the front of the dwelling would be a harmful addition to the street scene and reflects the constrained nature of the site with the extended property covering the width of the plot thus requiring the provision of buildings to the front. The proposal is considered harmful to the character and appearance of the area through its design, scale and appearance contrary to Cambridge Local Plan (2018) policies 55, and 58.*

2) *The proposal does not adequately respect the residential amenity of its neighbours and due to the scale of the rear extension would be considered to be visually intrusive and overbearing and provide elevated views from the terraces into the rear gardens of Nos.336 and 340 Cherry Hinton Road. As such the proposal is contrary to Cambridge Local Plan (2018) policies 55 and 58.*

4.3 The applicant subsequently appealed the LPA's refusal decision, and the appeal was dismissed by the inspector. However, the inspector only dismissed the application in line with reason for refusal one and did not consider the application to have resulted in any significantly harmful impact upon the amenities of the neighbouring properties.

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

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 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 50: Residential space standards

Policy 51: Accessible homes  
Policy 53: Flat conversions  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 58: Altering and extending existing buildings  
Policy 59: Designing landscape and the public realm  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management

### **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016  
Landscape in New Developments SPD – Adopted March 2010

### **6.0 Consultations**

#### **6.1 County Highways Development Management – No Objection**

6.2 No objections subject to a condition recommending a time restriction on large contractor vehicles entering and exiting the site between 09:30-15:30

#### **6.3 Environmental Health – No Objection**

6.4 No objections subject to conditions restricting hours of construction/demolition, work related deliveries to and from site, EV charging installation and ventilation system details for certain windows

#### **6.5 Waste Team**

6.6 No comments received (out of time).

### **7.0 Third Party Representations**

7.1 Two representations have been received.

7.2 Those in objection have raised the following issues:

- Overdevelopment of the site
- Noise impact as a result of two bathrooms proposed on dividing wall
- The rear extensions and terraces will be intrusive additions
- The cycle shed will cause more difficulty with vehicles reversing into Cherry Hinton Road

7.3 Those neither objecting or supporting the application, have raised the following points for consideration:

- The design could be better configured for maintenance requirements
- The cycle store and bins would create an eyesore within the street scene
- The frontage of the site is liable to flooding
- A more porous method of paving could alleviate this issue

## **8.0 Member Representations**

8.1 N/A

## **9.0 Local Groups / Petition**

9.1 N/A

9.2 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.

## **10.0 Assessment**

### **10.1 Principle of Development**

10.2 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 development that will contribute towards an identified housing need. The proposal would contribute to housing supply and thus would be compliant with policy 3.

10.3 Policy 53 of the Cambridge Local Plan 2018 states that proposals to convert a single family dwelling house or a non-residential building into self-contained flats will be permitted where:

- a. the proposed development (the original building including acceptable extensions and roof conversions) has an internal gross floor area of at least 120 sq m (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room sizes (see Policy 50);
- b. The ground or lower ground floor includes a family unit (two bedroom plus) with garden access;
- c. The proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;

- d. The proposal would result in a good standard of amenity for its occupiers and is designed to avoid cumulative and negative impacts on neighbouring residential properties;
  - e. The proposal includes appropriate refuse, recycling and cycle storage to serve the development.”
- 10.4 The existing property is in excess of 120sq.m and the lower floors of the proposal are capable of providing family accommodation with direct access to a garden area.
- 10.5 As such the proposal complies with Policies 3 and 53 (parts a and b). An assessment of the proposal in relation to Policy 53 parts c, d and e will be concluded below.
- 10.6 Design, Layout, Scale and Landscaping**
- 10.7 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.
- 10.8 Reason for refusal 1 of the previous application referred to the dominant scale of the proposed rear extension and how this would have created an unsympathetic form of development which would have resulted in visual harm upon the existing dwelling and adjoining property. This was also supported by the Inspector at appeal and the application was dismissed on these grounds alone.
- 10.9 The current scheme seeks to address this concern. The previously proposed gable has been replaced with a hipped roof style which reduces the overall scale and bulk of the proposed extension, reducing its visual dominance and subsequent impact upon the character and appearance of the existing dwelling and neighbouring dwelling.
- 10.10 The proposed cat slide roof style is more sympathetic and cohesive to the existing form and appearance of the existing dwelling and is ultimately more subservient and in proportion to the existing dwelling.
- 10.11 The proposed rear dormer window has been removed and is now located on the side roof slope, comprising a hipped roof form which appears more modest in scale and proportion. The removal of the previous rear dormer window reduces the overall bulk to the rear of the dwelling and creates a more balanced form of development.
- 10.12 The Inspector refers to the visual impact of the proposed development when viewed from Mowbray Road, to the south west of the site. There is a gap in the line of existing trees from which the rear elevation of No. 338

can be seen. Due to the previous scale of the proposal, it was concluded that the proposal would have resulted in significant visual harm.

- 10.13 Due to the reduction in scale and bulk of the rear extension under the current scheme, Officers are of the view that the proposed extension is now more subservient and in proportion to the existing dwelling and although the development would be partly visible from Mowbray Road, no significant level of visual harm would arise and the scheme is now acceptable.
- 10.14 Overall, the proposed development is considered to have overcome the previous reason for refusal 1 and would not create a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is now compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

### **10.15 Biodiversity**

- 10.16 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.
- 10.17 Given the proposal is for a flat conversion, no ecological impact assessment is considered to be necessary in this instance. No disturbance or loss of biodiversity is considered to arise as a result of the development and therefore Officers feel that it would be unreasonable to recommend a condition demonstrating a biodiversity net gain and ecological enhancements in this instance.
- 10.18 As such, Officers are satisfied that the proposed development would not result in adverse harm to protected habitats and species, as well as the minor nature of the level of development proposed, the proposal is compliant with Policy 70 of the Cambridge Local Plan (2018) and the Biodiversity SPD.

### **10.19 Water Management and Flood Risk**

- 10.20 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 10.21 The site is in Flood Zone 1 and is therefore considered at a low risk of flooding.



10.22 There is concern raised amongst the representations received in respect of the lack of permeable paving proposed to the front of the site and that the proposed cycle store and bins would further result in surface water run off from the site. Officers are of the view that this is not a significant issue to warrant a reason for refusal and drainage matters will be assessed under Building Regulations in any instance.

10.23 As such, the applicants have suitably addressed the issues of water management and flood risk and therefore the application is in accordance with Local Plan policies 31 and 32 and NPPF advice.

#### **10.24 Highway Safety and Transport Impacts**

10.25 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.

10.26 Paragraph 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.

10.27 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority who raise no objections to the proposal subject to a condition requesting that all vehicles with a gross weight in excess of 3.5 tonnes shall only enter and exit the site between the hours of 09:30 – 15:30. Given the location of a nearby school, Officers consider this condition to be reasonable and is therefore recommended, in order to ensure the safety of school children within the local area.

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

#### **10.29 Cycle and Car Parking Provision**

##### **10.30 Cycle Parking**

10.31 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 support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

10.32 The proposed cycle parking would be located to the front of the site which would be easily accessible for future occupiers to use. In addition, the number of cycle spaces provided is in accordance with the standards set out within Appendix L.

### 10.33 Car Parking

10.34 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. The site is located outside of the Controlled Parking Zone and therefore 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.

10.35 The proposed level of car parking would not exceed the existing car parking level at present and is in accordance with these standards. It is expected that one of these spaces will be designated for disabled use, which Officers consider an informative is necessary to request this is the case. Other than this, it is expected that future occupiers will travel by bicycle, given the location of the site in relation to the city centre and designated cycle routes along Cherry Hinton Road and Perne Road.

10.36 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point for each dwelling with allocated parking, one slow charge point for every two dwellings with communal parking (at least half of all non-allocated parking spaces) and passive provision for all the remaining car parking spaces to provide capability for increasing provision in the future, or, 1 per 1,000m<sup>2</sup> of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future.

10.37 The Environmental Health Officer has been consulted on the application and has recommended a condition to ensure that a dedicated electric vehicle charging point has been installed within the site, prior to occupation. Officers consider this condition to be reasonable and necessary.

10.38 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.

### 10.39 **Amenity**

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

10.41 Impact Upon No. 336 Cherry Hinton Road

10.42 There have been objection comments received from No. 336 Cherry Hinton Road, on the grounds of noise and disturbance from the bathrooms, intrusiveness of the extensions and the cycle shed making it more difficult to reverse onto Cherry Hinton Road.

10.43 Firstly, in relation to the bathrooms being located closest to the boundary with No. 336 is a statutory nuisance which will be assessed should noise levels be significant to disturb the neighbour and is not a reason to refuse planning permission.

10.44 Secondly, the extensions have been reduced from the previous scheme which was refused by the LPA but was not included as a reason for dismissal at appeal. Given the reduction in scale, bulk and projection of the proposed extensions to the rear of the property, the rear extensions would have a more overbearing affect upon the rear roof slope of No. 336 as opposed to the rear garden area serving the property. In addition to this, given the reduction in projection and scale of the proposed extension, the proposal would not result in any significant overbearing or loss of light to the extension. As such, Officers consider the scheme to acceptable in terms of overbearing and overshadowing impacts, and the scheme is now acceptable.

10.45 The proposed cycle shed to the front is of a small scale and is not considered to affect visibility of vehicles, as if confirmed by the Local Highway Authority in the section above.

10.46 Impact Upon No. 340 Cherry Hinton Road

10.47 There have been comments received from No. 340 Cherry Hinton Road, on the grounds of maintenance issues. The other comments raised by this neighbour have been addressed within other sections of the report.

10.48 Maintenance issues are not considered to be a material planning matter and therefore this will be a civil matter which will need to be discussed and agreed between the applicant and the respective neighbouring parties.

10.49 Future Occupants

10.50 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).

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

| Unit | Number of bedrooms | Number of bed spaces (persons) | Number of storeys | Policy Size requirement (m <sup>2</sup> ) | Proposed size of unit | Difference in size |
|------|--------------------|--------------------------------|-------------------|-------------------------------------------|-----------------------|--------------------|
| 1    | 3                  | 6                              | 1                 | 95                                        | 96                    | +1                 |
| 2    | 1                  | 2                              | 1                 | 50                                        | 50                    | 0                  |
| 3    | 1                  | 1                              | 1                 | 39                                        | 43                    | +4                 |

10.52 Policy 50 paragraph 6.32 states that residential units created through conversions should seek to meet or exceed the internal space standards as so far as practicable to do so. As you can see from the table, the proposed residential units would provide a level of amenity space which would be in accordance with the set standards as stated under Policy 50.

10.53 Garden Size

10.54 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.

10.55 Policy 53(b) of the Local Plan requires that a family unit is provided for all flat conversions, on the ground floor which its direct access to a private garden area. As is shown the proposed floor plans, Flat 1 is a family unit which will have direct access to a private garden area and therefore the proposal is in accordance with this policy.

10.56 Both Flats 2 and 3 will have their own access to a terrace, which is capable of accommodating a table and chairs and is adequate in space to provide a good level of external amenity space for future occupiers to enjoy. As indicated on the proposed plans, both terraces will have opaque screening on their sides to prevent direct overlooking into neighbouring gardens and Officers consider a condition to ensure this is acceptable and recommended.

10.57 Policy 51 seeks for all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible and adaptable dwellings to be met. While this is a policy aim, the requirement allows for flexibility for conversions and this proposal would utilise the existing stairwells. The proposed units would not be housed completely within a new building envelope. Therefore, it is not practicable to require part M4(2) compliance in this instance.

10.58 Construction and Environmental Impacts

10.59 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 collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

- 10.60 The Council's Environmental Health team have assessed the application and recommended approval, subject to conditions regarding hours of construction/demolition, work related deliveries to and from site, EV charging installation and ventilation system details for certain windows.
- 10.61 Given the location of the site being in close proximity to adjacent neighbouring properties, it is considered conditions regarding work related deliveries and construction hours are necessary and reasonable and will be recommended. Furthermore, in accordance with the Council's Air Quality SPD, condition requesting EV charging point is also necessary and reasonable.
- 10.62 The condition requesting a scheme for ventilation for the bedroom windows on the elevation facing Cherry Hinton Road is considered to be acceptable in this instance. Although there are many bedroom windows which face onto Cherry Hinton Road at a number of properties, including the existing dwelling, the windows identified by the Environmental Health Officer are the only windows serving their respective bedrooms and therefore, require a ventilation system to provide sufficient comfort ventilation to enable the occupant adequate ventilation rates for thermal comfort without the need to open windows due to external noise. As such, this condition has been recommended.
- 10.63 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, 57 and 58.

#### **10.64 Other Matters**

- 10.65 Policy 57 requires refuse and recycling to be successfully integrated into proposals. The bins would be located to the front of the site and would be seen within the street scene. Officers recommend a condition to request the details of a bin enclosure to keep the bins within and out of view, in order to prevent any visual harm.

#### **10.66 Planning Balance**

- 10.67 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).
- 10.68 The current scheme is considered to have overcome the previous reasons for refusal in terms of design and neighbour amenity. It will also provide

additional residential units on the site to increase the provision of housing within Cambridge. Therefore, the proposal is considered to be acceptable.

## **10.69 Recommendation**

### **10.70 Approve subject to:**

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

### **Planning 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) Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms on the Cherry Hinton Road façade to negate / replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall achieve at least 2 air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system.

The scheme shall be installed before the use hereby permitted is commenced and shall be fully retained thereafter.

Reason: To ensure the future occupiers benefit from adequate levels of ventilation as to ensure no significant noise levels are experienced (Cambridge Local Plan policy 35).

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

The approved scheme shall be fully installed before the development is occupied and retained as such.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 5) Prior to the first occupation of the development hereby approved, details of the bin enclosure shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development does not result in visual harm upon the character and appearance of the area (Cambridge Local Plan 2018 policy 57).

- 6) 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. 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 in accordance with Policy CC/4 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

- 7) 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).

- 8) There should 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 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).

- 9) The proposed balconies serving Flats 2 and 3, hereby approved, shall be fitted with opaque screening on both of their sides and shall be retained for the lifetime of the development.

Reason: To prevent any direct overlooking impact upon the neighbouring garden areas (Cambridge Local Plan 2018 policies 55 and 58).



- 10) All demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall service the site only between the hours of 09.30hrs - 15.30hrs, seven days a week.

Reason: in the interests of highway safety

Informatives:

- 1) 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.
- 2) The construction activities that are permitted within the extended hours of operation should be limited to those activities which cause the least noise and will not give rise to excessive noise, disturbance, vibration or dust.

Other regulatory regimes which may affect construction working remain in force and are not affected by this change. Applicants should be mindful of their responsibilities with regards to health and safety, the environment, and the local community, separate to the planning considerations. This includes control of working hours under sections 60 and 61 of the Control of Pollution Act 1974. It could be a criminal offence if extended working hours are implemented without first seeking permission through this route, where applicable.

In the usual way, communities may contact their local authority and register concerns over excessive noise, vibration, odour, light or dust. The local authority has a duty to investigate complaints and is required to take enforcement action under the relevant legislation.

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Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs