



Planning Committee Date Report to Lead Officer	3 rd August 2022 Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference	22/01952/FUL
Site	108 Suez Road Cambridge Cambridgeshire CB1 3QD
Ward / Parish	Romsey
Proposal	Single storey rear, and rear roof extension including a juliet balcony. Erection of new linked 2bed dwelling and associated works.
Applicant	Mr Tony DeSimone, Shelford Road Developments Ltd
Presenting Officer Reason Reported to Committee	Alice Young Third party representations
Member Site Visit Date Key Issues	N/A 1. Character and Appearance 2. Amenity
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks planning permission to erect a single storey rear and rear roof extension, including Juliet balcony, to 108 Suez Road and erect an attached two storey two-bedroom dwelling and associated works.
- 1.2 The proposed dwelling would be of an appropriate scale, massing and design, adopting matching materials and a bay window which is a distinctive architectural feature present in the surrounding landscape. It's siting on the end of the terrace would be compatible with the spatial layout of Suez Road without leading to a cramped development form. Residential amenity of surrounding neighbours would be preserved while providing a high-quality living environment for the future occupiers of the proposed dwelling and accommodating adequate bins and bike storage within each respective plot. The proposed dwelling would achieve the carbon emissions reduction and water efficiency policy requirements, while providing biodiversity enhancements on site which will be secured via conditions. There are no objections from technical consultees.
- 1.3 Taking into account the above, officers recommend that the Planning Committee approve the application subject to conditions.

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 application site comprises a two storey end of terrace dwelling located on the south-western corner of Suez and Hobart Road. To the north-west of the application site Suez Road is divided by a barrier that only allows pedestrians and cyclists through but not vehicles.
- 2.2 The site is located within a residential area which has a traditional neighbourhood design with rows of terraces fronting the street with parking to the front and long gardens to the rear. Buff brick and pantile clay tiles form the material pallet.

2.3 The application site falls outside the controlled parking zone, the conservation area and does not contain any TPO trees. There are no site specific designated site constraints.

3.0 The Proposal

3.1 The proposal seeks planning permission to erect a single storey rear and rear roof extension, including Juliet balcony, to 108 Suez Road and erect an attached two storey two bedroom dwelling and associated works. One car parking space would be provided for either dwelling, 108's car parking space would front Suez Road as existing and the car parking for the proposed dwelling would be accessible from Hobart Road. Bins and bikes would be sited in designated structures in the rear gardens of the respective properties.

3.2 The proposal is similar to a previously refused application which is now being assessed by the Planning Inspectorate. This application was for the works proposed as part of 22/01952/FUL and an additional dwelling located to the rear of 108 Suez Road. This was refused under delegated authority as the additional dwelling (plot 2) would give rise to an unacceptable overshadowing impact to existing and surrounding neighbours and plot 2 would adversely impact upon the character and appearance of the area. The application seeks to address these reasons for refusal through the removal of plot 2.

3.3 It is also important to note that the application is almost identical to 16/1944/FUL which was approved under delegated authority.

4.0 Relevant Site History

Reference	Description	Outcome
21/03304/FUL	Retention of existing dwelling, erection of 1no. linked 2 bedroom dwelling and 1no. 1 bedroom detached dwelling, along with a new parking bay accessed from Suez Road and associated works	Appeal submitted
16/1944/FUL	Single storey rear extension and roof extension to existing house. Two storey side and rear extension to form 3 bed dwelling known as 108A Suez Road.	Approved
15/1311/FUL	Conversion of existing house, side and rear extension to form 3no residential flats	Refused
15/0036/FUL	Proposed conversion of existing house, side and rear extension to form 4 residential flats.	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)

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 35: Human health and quality of life

Policy 36: Air quality, odour and dust

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 58: Altering and extending existing buildings

Policy 59: Designing landscape and the public realm

Policy 70: Protection of priority species and habitats

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
Open Space SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

6.0 Consultations

6.1 County Highways Development Management – No objection

6.2 Recommended conditions: contractor parking; pedestrian visibility splays; driveway levels and a highways permission informative.

6.3 Sustainable Drainage Officer – No objections.

6.4 Recommended conditions:

- Surface water drainage scheme
- Foul water drainage scheme

6.5 Environmental Health – No objection.

6.6 Recommended conditions:

- Construction / delivery hours
- Demolition / construction collections / deliveries
- Piling
- EV charging residential

7.0 Third Party Representations

7.1 2 representations have been received.

7.2 Those in objection have raised the following issues:

- Character, appearance and scale
- Highway safety
- Car parking and parking stress

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 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.

8.3 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.

8.4 The principle of the development is acceptable and compliant with policy 3 and 52. This will be discussed in the relevant sections of the report.

8.5 Design, Layout, Scale and Landscaping

8.6 Policies 52, 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.

8.7 The proposed dwelling, by virtue of its siting on the end of the terrace and hipped roof design, would conform to the spatial layout of the area which is characterised by front facing properties and in turn would reinforce the terrace row. At two storey in scale, the proposal would be appropriately scaled whilst drawing from the surrounding context by utilising matching materials and incorporating a bay fronted window which is distinctive architectural feature of the area. The proposed dwelling would result in bringing built form closer to the northern boundary and include the removal of a mature tree and hedging. However, the dwelling has been designed to set the two-storey mass further away from the northern boundary, retaining a degree of openness. It is important to note that subdivisions such as this are not uncommon in the area, noting no. 107A directly to the east of the site which too is sited within close proximity to the northern site boundary. Therefore, by virtue of the siting, scale, massing, design and materiality of the proposed dwelling, the proposal would be in character with the surrounding area.

8.8 The proposed extensions to 108 Suez Road would be identical to those which could be erected under permitted development and therefore by default would not harm the character of the area.

8.9 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 52, 55, 56, 57, 58 and 59 and the NPPF.

8.10 Carbon Reduction and Sustainable Design

8.11 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.

- 8.12 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.
- 8.13 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.
- 8.14 The application is supported by a Design and Access Statement which states that the development aims to achieve 10% carbon emissions reduction from Part L of Building Regulations for each house and as a minimum water efficiency of 110L per person per day. The development also seeks to reduce energy consumption by the use of passive construction measures, active energy efficient equipment low carbon technology and the potential for connection to district heating systems as they become viable in the future. Conditions will secure carbon reduction of 10% and water efficiency of a minimum of 110L per person per day to ensure the development complies with policy requirements.
- 8.15 The proposal, subject to the recommended conditions, is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

8.16 Biodiversity

- 8.17 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.
- 8.18 The proposal seeks to enhance the planting on site throughout by having a mix of low level and larger trees proposed. Yet, no information as to whether the proposal would deliver biodiversity net gain has been submitted. Officers consider it therefore necessary to secure biodiversity net gain on site via condition.
- 8.19 Officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species

and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57 and 70 of the Cambridge Local Plan (2018).

8.20 Water Management and Flood Risk

- 8.21 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.
- 8.22 No drainage information has been submitted in support of the application.
- 8.23 However, the Council's Sustainable Drainage Engineer has advised that the proposed development is acceptable in respect to drainage subject to conditions requiring a surface water and foul water drainage scheme to be submitted and approved by the Council. These conditions are considered reasonable and necessary to ensure the development proceeds on a basis which does not result in additional surface water flooding.
- 8.24 Policy 31 requires all flat roofs to be green or brown providing it is acceptable in the historic environment. Flat green roofs are proposed on the cycle stores which complies with policy 31. While the flat roof of the dormer is not a green roof, officers consider this acceptable as this could be carried out without planning permission under permitted development, and a green roof here would not be practical to maintain.
- 8.25 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

8.26 Highway Safety and Transport Impacts

- 8.27 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.
- 8.28 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.
- 8.29 The proposal includes two vehicular accesses, one from Suez Road and another from Hobart Road.
- 8.30 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority, who raise no objection to the proposal subject to the recommended conditions outlined in paragraph 6.2. These conditions are considered reasonable and necessary to impose.

8.31 It is noted that third parties have raised concerns regarding the consequent impact of additional on street cars on highway safety. However, the Highway Authority do not object to the application and officers consider that, given the sustainable location of the site (with goods and services within close proximity, including transport links) and the parking provision proposed, a significant spill over effect of car parking on the street would not arise. Moreover, pedestrian visibility splays will be secured via condition to ensure the proposed accesses have adequate visibility to mitigate against conflict. Officers are satisfied that the proposal would not prevent the safe functioning of the highway.

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

8.33 Cycle and Car Parking Provision

8.34 Cycle Parking

8.35 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.

8.36 The proposal would provide one designated cycle store per dwelling, located in the rear garden. These cycle stores are of a size to meet the requirements in policy for the number of bedrooms for each dwelling with the plot one store providing space for two and 108 three cycle parking spaces. These purpose built cycle stores, while not located to the front of the dwellings, cannot be given the size requirements to house the required number of cycles without the loss of a car parking space. Despite this, officers consider that the cycle stores are conveniently located, covered and secure, as required by policy.

8.37 Car parking

8.38 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. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

- 8.39 One car parking space is proposed for each dwelling which does not exceed the maximum requirements. While the site is in a sustainable location nearby to Mill Road where there are facilities and public transport links to the rest of the city, it is noted from the site visit that this part of Suez Road experiences on street car parking pressure. This was noted as part of the third-party objections. Given this, alongside the size of the proposed dwelling, officers consider that the parking provision on site is contextually appropriate in this instance.
- 8.40 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. A condition will secure this EV charging provision as it is considered reasonable and necessary.
- 8.41 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.

8.42 Amenity

- 8.43 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.
- 8.44 Neighbouring Properties
- 8.45 The proposed extensions to 108 Suez Road as stated would be of a scale and massing identical to what can be erected without the need for planning permission. Given this, the proposed extensions would not result in a significant adverse impact to the southern neighbour no. 110 in terms of overbearing, overshadowing or overlooking.
- 8.46 With regards to the impact arising from the proposed dwelling, given the built form would not project beyond that of the proposed extensions of no. 108, this would result in no overbearing, overshadowing or overlooking to no. 108 or 110. By virtue of the separation distance between the proposed dwelling and no. 133 Hobart Road, significant overbearing and overshadowing would not arise from the development. The proposed dwelling would overlook the front garden of no. 133 Hobart Road, but given this area is not private, this impact is acceptable.

8.47 The proposal would increase the comings and goings to the site due to the increase in occupation. However, given the residential nature, the spatial layout of the site in relation to the surrounding area and the separation distance, officers consider that this would not be significant.

8.48 Future Occupants

8.49 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).

8.50 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 (m²)	Proposed size of unit	Difference in size
1	2	3	2	70	70	0

8.51 The proposed dwelling meets the internal space standards and all habitable rooms would have a pleasant outlook and adequate light levels.

8.52 Garden Size(s)

8.53 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. The proposed and existing dwelling would have good sized rear gardens proportionate to the number of occupiers and would facilitate socialising, drying of washing and play.

8.54 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. While the Design and Access Statement submitted states the proposal would comply with these standards, officers note that level access has not been provided. Therefore, Officers consider that it is necessary to impose a condition to require this, notwithstanding the proposed plans. With this condition, the proposed layout and configuration would enable inclusive access and future proofing.

8.55 Construction and Environmental Impacts

8.56 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.

8.57 The Council's Environmental Health team have no objection to the application and have recommended several conditions to prevent excessive noise and disturbance to neighbours. These conditions are considered reasonable and necessary to impose to preserve amenity.

8.58 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, 57 and 58.

8.59 Third Party Representations

8.60 All third-party representations have been addressed in the preceding paragraphs.

8.61 Other Matters

8.62 Bins

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

8.64 Bins would be located in the rear gardens of both properties within the 30m maximum dragging distance from the roadside. This is considered acceptable and in accordance with the RECAP Waste Guide and policy 57.

8.65 Planning Balance

8.66 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).

8.67 The proposal would create a high-quality contextually responsive development which provides a good living environment for both the future occupiers of the existing and proposed dwelling on site in a sustainable and ecologically sensitive way. While the proposal would result in the loss of a notable tree, officers consider that the benefits regarding biodiversity enhancement, housing delivery and sustainability here outweigh the loss of this unprotected tree.

8.68 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.

8.69 Recommendation

8.70 **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 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 development above ground level, other than demolition, shall commence until a scheme for the provision and implementation of surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

Reason: To ensure appropriate surface water drainage and to prevent the increased risk of flooding. (Cambridge Local Plan 2018 policies 31 and 32).

- 4 No development above ground level shall commence until a scheme for the provision and implementation of foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

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

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

assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

Development shall be carried out in accordance with the approved statement.

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

- 6 No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

- i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the latest appropriate DEFRA metric;
- iii) Identification of the existing habitats and their condition on-site and within receptor site(s);
- iv) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the latest appropriate DEFRA metric;
- v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with the latest DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, Cambridge Local Plan 2018 policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

- 7 No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV

installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;

b) 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;

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

c) boundary treatments (including gaps for hedgehogs) indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

- 8 Prior to the installation of any electrical services, an electric vehicle charge point scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall make provision for one active charge point for the dwelling hereby approved, and the active charge point should have a minimum power rating output of 3.5kW.

The approved electric vehicle charge points shall be installed prior to first occupation of the relevant dwelling and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF 2021) paragraphs 107, 112, 174 and 186, Policies 36 and 82 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

- 9 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).

- 10 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).

- 11 The development, hereby permitted, shall not be occupied or brought into use, until visibility splays have been provided each side of the vehicular access in full accordance with the details indicated on the submitted plan No . The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81).

- 12 The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway and uses a bound material for the first 5 metres metres to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81).

- 13 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).

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

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

- 15 Notwithstanding the approved plans, the building hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51)

- 16 The materials to be used in the external construction of the development, hereby permitted, shall follow the specifications in accordance with the details specified within the application form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions)).

- 17 The bin and bike stores associated with the proposed development, including any planting associated with a green roof, shall be provided prior to first occupation in accordance with the approved plans and shall be retained thereafter. Any store with a flat or mono-pitch roof shall incorporate, unless otherwise agreed in writing by the local planning authority, a green roof planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick.

Reason: To ensure appropriate provision for the secure storage of bicycles and refuse, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

Informative

1. In order to facilitate the upgrade of heating systems to efficient (i.e. heat pump) electric heating, radiators shall be sized and fitted on the basis of running at a maximum of 45°C flow temperature to all residential units. In addition, for all residential units identify an appropriate space for external air source heat pump units that are acceptable within permitted development requirements for noise, proximity to boundaries and physical size and provide valved and blanked pipe work connections between the external unit and the primary heating installations (heating pump and hot water tank) to enable the use of the heat pump system with minimum disruption upon gas boiler removal. The hot water tank is to incorporate sufficient heat exchanger area and storage volume to allow a designated heat pump system with domestic hot water capabilities to be used without the need for replacement or upgrade.
2. The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level.
3. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features. In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.
4. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway. A separate permission must be sought from the Highway Authority for such works.

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