



<b>Planning Committee Date</b>	7 February 2023
<b>Report to Lead Officer</b>	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
<b>Reference</b>	22/01971/FUL
<b>Site</b>	346 Milton Road, Cambridge
<b>Ward / Parish</b>	Kings Hedges
<b>Proposal</b>	Demolition of existing double garage and shed, and erection of a detached single storey dwelling to the rear
<b>Applicant</b>	Mr Evangelos Giannoudis
<b>Presenting Officer</b>	Tom Chenery
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	1.Parking/Highways Issues 2.Impact on the Character of the Area 3. Neighbour Amenity
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## 1.0 Executive Summary

- 1.1 The application seeks to demolish the existing double garage in the rear garden space of the application site and erect a bungalow style dwelling in its place.
- 1.2 The proposal is not considered to cause harm to the character and appearance of the area and is designed appropriately.
- 1.3 The proposal is not considered to cause undue harm to the amenity or living conditions of neighbouring occupiers and would provide an acceptable level of amenity for future occupiers.
- 1.4 The proposal would not have any significant adverse effect upon the Public Highway and would not result in any undue highways safety implications.
- 1.5 Officers recommend that the Planning Committee APPROVE the proposal.

## 2.0 Site Description and Context

None-relevant	X	Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1	X
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	

- 2.1 346 Milton Road comprises a two storey detached dwellinghouse which benefits from a long rear garden and two bay garage and associated parking to the rear. There is a shingle access track along the rear of the neighbouring properties which provides access to a number of garages and off street parking.
- 2.2 To the north and south of the site, the prevailing character is semi-detached dwellings set back from Milton Road with large outbuildings and gardens to the rear.
- 2.3 Opposite the access track are a number of residential allotments to which gain access from a gate directly opposite the application site. The Church

of St George is also located to the south east of the site which is a Grade II Listed Building.

### **3.0 The Proposal**

- 3.1 Demolition of existing double garage and shed, and erection of a detached single storey dwelling to the rear.
- 3.2 The development seeks to demolish the existing pre fabricated double bay garage which is located towards the rear boundary of No.346 Milton Way. In its place would be a two bedroom bungalow style dwelling with a floorspace of 110m<sup>2</sup>. The proposal would benefit from a 55m<sup>2</sup> rear garden and two allocated parking spaces. Access would be gained from the shingle access track to the rear/south which adjoins Kendal Way to the north east of the site.
- 3.3 The original planning application was submitted with an acceptable red line which included the access track but an incorrect ownership certificate. This has since been amended to Certificate D and a full re-consultation has commenced after the amended certificate was received.
- 3.4 A similar proposal was brought to Planning Committee on 4<sup>th</sup> September 2019. The application was for the erection of a single storey dwelling to the rear of 348 Milton Road (planning reference 19/0400/FUL).

### **4.0 Relevant Site History**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
C/96/0885	Erection of two storey rear extension	Approved
C/00/171	Erection of single storey front and rear extensions to existing dwelling	Approved
19/0400/FUL	Erection of a single storey dwelling to the rear of 348 Milton Road	Approved

- 4.1 The dwelling has been extended previously in the form of extensions to the front and rear. A dwelling in the rear garden similar to this scheme was approved at the neighbouring property. The application was determined at planning committee on September 4<sup>th</sup> 2019 to which the proposal was resolved to grant planning permission in line with the Officers' recommendation.
- 4.2 Within the discussion it was noted concerns were raised for access for emergency vehicles. An informative relating to fire access was added to the decision notice.

### **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 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 50: Residential space standards

Policy 51: Accessible homes

Policy 52: Protecting garden land and subdivision of dwelling plots

Policy 53: Flat conversions

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 70: Protection of priority species and habitats

Policy 71: Trees

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

## **6.0 Consultations**

### **6.1 Local Highways Authority**

6.2 No significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

### **6.3 Environmental Health**

6.4 The development is acceptable subject to the imposition of conditions

### **6.5 Sustainable Drainage Officer**

6.6 No Response

## **7.0 Third Party Representations**

7.1 5 representations have been received.

7.2 Those in objection have raised the following issues:

- Character, appearance and scale
- Residential amenity impact (impacts on daylight, sunlight, enclosure, privacy, noise and disturbance, light pollution)
- Construction impacts
- Highway safety
- Car parking and parking stress
- Impact on and loss of hedgerow

7.3 One comment neither objecting to nor supporting the application.

## **8.0 Member Representations**

8.1 Not applicable

## **9.0 Local Groups / Petition**

9.1 Milton Road Residents' Association has made a representation objecting to the application on the following grounds:

- Poor Access
- Car and Parking Issues
- Poor living accommodation
- Sets a precedent
- Issues with boundary location

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 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.

10.4 The principle of development is considered to be acceptable provided the proposal complies with the above criteria which will be assessed below.

### **10.5 Design, Layout, Scale and Landscaping**

10.6 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.

10.7 The application proposes to demolish the existing double garage in the rear garden and rear boundary of the site and erect a bungalow style dwelling in its place.

10.8 Milton Road is characterised by two storey semi detached dwellings with large rear gardens. Many rear gardens benefit from large outbuildings and garages which bound the rear boundary. These dwellings are set back from Milton Road with car parking/gardens to the front.

10.9 To the rear of dwellings is an unsealed access track which is wide enough for one way traffic and allows for access to the rear garage, outbuildings and parking spaces for dwelling along Milton Road.

10.10 While there is a strong linear pattern of development along Milton Road, there is also a strong character of single storey outbuildings and double garage backland development directly to the north east of the site. To the south east of the site there is a row of bungalow style dwellings which are

considered to be backland development. These dwellings are situated behind dwellings on Milton Road and form part of the character of the area.

10.11 To the north east of the site and directly adjacent to the application site is a single storey bungalow style dwelling, similar to that within this application which gained planning permission under application reference 19/0400/FUL.

10.12 The dwelling would not be dissimilar to the height and appearance of existing garages or dwellings located along the private drive or in close proximity to the site and as a result, would be in keeping with this pattern of development. A materials condition is recommended to ensure the proposal would be of a high quality finish.

10.13 Overall, due to the scale, siting and design of the proposed development, it is appropriate to the surrounding pattern of development and the character of the area and would not constitute overdevelopment.

10.14 Overall, the proposed development would contribute positively to its surroundings and would relate acceptably to the host dwelling. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

#### **10.15 Amenity**

10.16 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.

#### **10.17 Neighbouring Properties**

10.18 The proposal would be accessed via the private unsealed access track to the rear of the site which adjoins Kendal Way to the north east. The principal dwellings to be impacted by the development are No's 344, 346 and 348 Milton Road. The proposal would also impact upon the recently approved and constructed dwelling within the rear garden of No.348 Milton Road. For the purposes of this report, it will be known as 348a Milton Road.

10.19 The proposed dwelling will be in the rear garden space of the host dwelling No.346 Milton Road. The proposal would subdivide the plot with a 1.8m high close boarded fence situated 12.5m from the rear building line of No.346. The proposed dwelling itself would be located some 18m from the rear building line of No.346. Due to the scale of the proposal which would be single storey in height as well as the separation distance between the two dwellings, the proposal is not considered to cause any

undue loss of light, privacy, outlook, or appear overbearing to No.346 Milton Road.

- 10.20 The proposal would be located on the shared boundary with No's. 344. The shared boundary treatment to the south with No.344 consists of a mature hedgerow and 1.8m high boundary fence. The mature hedgerow measures approximately 3m in height.
- 10.21 The proposed dwelling would have an eaves height of approx. 2.75m and a ridge height of 3.7m. The proposal would also be situated 21m from the built form of the adjacent dwelling (No.344). Due to the modest scale of the proposal, the separation distance between the two properties and the mature boundary treatment that exists between the two dwellings, the proposal is not considered to cause any undue loss of light, privacy, outlook, or appear overbearing to No.344 Milton Road.
- 10.22 No.348 Milton Road is located some 20m from the proposal. As a result of the modest scale of the proposal and this separation distance, the development will not cause any undue harm to the amenity or living conditions of this neighbouring property.
- 10.23 The recently approved bungalow to the north east is located on the boundary with the application site. There would be a 1m separation between these two dwellings as a result of the side access to the rear garden within this development. The proposal would be of a similar scale to the adjacent bungalow but would protrude some 1.2m from No.348a's rear building line. As a result, the proposal would not cause any undue harm to the amenity or living conditions of this adjacent neighbour (No.348a).
- 10.24 All other neighbours are far enough removed from the proposal that it would not cause harm to their amenity or living conditions.
- 10.25 Overall, the proposal adequately respects 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.
- 10.26 Amenity of Future Occupiers
- 10.27 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).
- 10.28 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	2	4	1	70	110	+40

10.29 Garden Size(s)

10.30 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. A garden area of 55sqm would be provided which is sufficient for the size of the property and would allow a space to sit, hang out washing, kick a football etc.

10.31 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 and adaptable dwellings to be met with 5% of affordable housing in developments of 20 or more self-contained affordable homes meeting Building Regulations requirement part M4(3) wheelchair user dwellings. 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.

10.32 Construction and Environmental Impacts

10.33 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.

10.34 The Council's Environmental Health team have assessed the application and recommended that they have no objections to the development subject to the imposition of a condition regarding construction hours and piling as well as an Electrical Vehicle Charging point. These conditions are considered to be acceptable in order to limit the impact the proposal would have on adjacent occupiers given their proximity to the site.

10.35 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.

**10.36 Highway Safety and Transport Impacts**

- 10.37 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.
- 10.38 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.
- 10.39 Access to the site would be from Kendal Way to the North via the unsealed private access track.
- 10.40 Third party representations have raised concern over the impact of the development on the existing private drive, its ongoing maintenance responsibility and Highways safety concerns as a result of the development. However, as the maintenance of the private drive is not a planning concern, and the Highways Authority have raised no objection to the proposal, it is considered that the proposal will not result in adverse access impacts.
- 10.41 The addition of at most, two vehicles, would not be an intensification of the use, particularly as there is currently access and parking for more than two vehicles at the moment.
- 10.42 A concern has also been raised regarding access to the allotments and the turning area and parking being reduced as a result of the development. The land is private and as a result any issues with loss of parking or turning areas is a civil matter which cannot be considered within this application.
- 10.43 The proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

#### **10.44 Cycle and Car Parking Provision**

##### 10.45 Cycle Parking

- 10.46 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.

- 10.47 Cycle Parking is located at the front of the dwelling in a covered bike store which would provide 2 cycle spaces. The proposal would comply with the cycle parking guidance set out in appendix L of the Local Plan.
- 10.48 Car parking
- 10.49 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. 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.
- 10.50 The proposal would provide an adequate amount of car parking in line with Appendix L of the Local Plan.
- 10.51 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.
- 10.52 The plans do not indicate the location of the EV Charge point and it is therefore necessary to add a condition to any permission given to ensure the proposal complies with the SPD.
- 10.53 The proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

#### **10.54 Trees**

- 10.55 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 131 of the NPPF seeks for existing trees to be retained wherever possible.
- 10.56 An objection has been raised regarding the location of the proposed dwelling and its proximity to the hedgerow on the shared boundary with No.344 Milton Road. The objection is noted, however, the hedgerow is a boundary hedge located within the back garden of the residential properties. It does not form part of the local landscape character and it is not protected by virtue of any tree protection orders or a defined Conservation Area.

10.57 The applicant has not indicated that any hedgerow would be removed. The removal of any hedgerow by the applicant would be a civil matter and can not be considered within this planning application.

10.58 The proposal would accord with policies 59 and 71 of the Local Plan.

### **10.59 Biodiversity**

10.60 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.

10.61 Given that the development is in the rear garden of the application site and in line with the guidance within the Cambridge Biodiversity SPD, it is necessary to add a condition that requires the development to deliver biodiversity net gain.

10.62 Subject to this appropriate condition, 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, 69 and 70 of the Cambridge Local Plan (2018).

### **10.63 Third Party Representations**

10.64 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

<b>Third Party Comment</b>	<b>Officer Response</b>
Party walls	This is a civil matter between different landowners in which the local planning authority has no role. The Party Wall Act 1996 governs the process by which party walls and associated disputes are handled.
Ownership	The applicant(s) have confirmed that the correct certificate of ownership has been served.

## **10.65 Planning Balance**

- 10.66 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).
- 10.67 The proposal would not cause harm to the character and appearance of the area or to neighbouring or future occupiers. The proposal would also not have any highways safety implications and would comply with the parking and cycle parking guidance set out within Appendix L of the Local Plan.
- 10.68 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

## **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.

## **11.0 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 shall take place above ground level, other than demolition, until details of the external surfaces to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

- 4 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)

- 5 No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments (including gaps for hedgehogs) to be erected. The boundary treatment for each dwelling shall be completed before that/the dwelling is occupied in accordance with the approved details and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59).

6. No dwelling, hereby permitted, shall be occupied until the curtilage of that dwelling has been fully laid out and finished in accordance with the approved plans. The curtilage shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 52, 55 and 56).

7. 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 appropriate DEFRA metric in force at the time of application for discharge; 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 appropriate DEFRA metric in force at the time of application for discharge; 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 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.

8. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the provision within the curtilage of the dwelling house(s) of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.

Reason: To 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)).

9. Notwithstanding the provisions of Schedule 2, Part 2, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no fences, gates, walls or other means of enclosure forward of the principal elevation shall be erected within the curtilage of the dwellinghouse(s) without the granting of specific planning permission.

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)).

10. 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).

11. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

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

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

12. 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 at least one active electric vehicle charge point will be designed and installed with a minimum power rating output of 7kW to serve the approved allocated on-plot parking space for the proposed residential unit. 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).

13. 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)

- 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 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).

---

---

### **Informative**

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.

---

---

### 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