



Planning Committee Date	6 November 2024
Report to	Cambridge City Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	23/03579/FUL
Site	35 Milton Road
Ward / Parish	West Chesterton
Proposal	Demolition of existing houses and mixed use redevelopment of 4 semi-detached dwellings and 7 flats with ground floor commercial space, together with access, landscape, parking and associated infrastructure. Resubmission of 22/04306/FUL
Applicant	The Whitfield Group
Presenting Officer	Phoebe Carter
Reason Reported to Committee	Third party representations
Member Site Visit Date	N/A
Key Issues	<ol style="list-style-type: none">1. Scale of development2. Neighbour Amenity Impact
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks planning permission for demolition of existing houses and mixed use redevelopment of 4 semi-detached dwellings and 7 flats with ground floor commercial space, together with access, landscape, parking and associated infrastructure.
- 1.2 The application would make efficient use of a site on a developed corner plot which is located in a highly sustainable location. The scheme is considered to provide a high quality, sustainable development which would not have any significant adverse impact on residential amenity of the neighbouring occupiers.
- 1.3 Officers recommend that the Planning Committee approve subject to conditions.

2.0 Site Description and Context

- 2.1 The application site is 35 and 37 Milton Road, two detached two storey dwellings which are set within long linear plots. Both dwellings are set back from the highway with an area to the front for parking. The private amenity space extends to the rear of both properties. The southwest boundary of No. 35 extends along Gilbert Road with a separate vehicular access from Gilbert Road.
- 2.2 The site, situated on the T-junction of Gilbert Road and Milton Road is within a predominantly residential neighbourhood. The site is bordered to the north west by residential dwellings and the private amenity space to the rear of the dwellings, to the northeast is a Bed & Breakfast, residential dwellings extend further along both roads. On the south eastern side of Milton Road there is a mixture of residential dwellings. To the south west, on the opposite junction of Gilbert Road, is The Fellow's House which is an apart hotel.
- 2.3 Mitcham's Corner, a District Centre with a wide range of shops and services is located approx. 150m to the southwest of the site. Milton Road, Gilbert Road and Mitcham's corner are served by a wide range of local and district bus services and a dedicated cycle route into the town centre which is approx. 1 mile away.

3.0 The Proposal

- 3.1 Demolition of existing houses and mixed use redevelopment of 4 semi-detached dwellings and 7 flats with ground floor commercial space, together with access, landscape, parking and associated infrastructure.
- 3.2 The site is located on the corner of Milton Road and Gilbert Road and comprises two detached dwellings which are set back from the street with parking to the front, accessed off Milton Road, with linear gardens to the rear extending along Gilbert Road. No. 35 Milton Road also has a garage

to the rear accessed off Gilbert Road. The site falls just outside the designated Mitcham's Corner Opportunity Area, which extends to the south western side of Gilbert Road.

- 3.3 The site forms a prominent plot within the frontage of Milton Road and Gilbert Road and is considered to be a 'gateway' into the designated area of Mitcham's Corner.
- 3.4 To the north, the site is adjacent to residential dwellings and associated gardens of the dwellings of Milton Road and Gilbert Road which extend to the north-east and north west respectably. On the south eastern side of Milton road lies pairs of semi-detached properties with detached dwellings interspersed between and an apartment block which recently has had approval (set out below) for a new building onsite as well as additional storeys added. Overall, the scale of development varies from 2 storey to 4 storey with a range of architectural design and materials. To the south west of the site, on the opposite side of Gilbert Road, is The Fellow's House Aparthotel, which comprises four stores in height and has a mix of materials containing brick, render and timber cladding. Additional tall buildings extend beyond The Fellow's House. As such, there is a mix of development, in scale, appearance and form around the junction and plots.
- 3.5 The site is not located within a designated Conservation Area and is located within a Controlled Parking Zone.
- 3.6 The application has been amended to address representations and further consultations have been carried out as appropriate.

4.0 Relevant Site History

Reference	Description	Outcome
22/04306/FUL	Demolition of existing houses and mixed use redevelopment of 4 semi-detached dwellings and 7 flats with ground floor commercial space, together with access, landscape, parking and associated infrastructure	Withdrawn
17/1328/FUL	Conversion of existing dwellinghouse to form 2no 2bed flats, 2no 1 bed flats, following a two storey front and side, part two, part single storey rear extensions. Bike and bin storage to the rear.	Permitted
17/0822/FUL	Conversion of existing dwelling house to form 3No 2bed flats and 1No 1 bed flat following a two storey front and side extensions and part two storey part single storey rear extension	Permitted

Local Applications

The Fellows House, 33A Milton Road, Cambridge

18/1519/S73	Section 73 application to vary condition 2 (Approved Drawings) of permission ref 16/1966/S73 (amendment to 14/0052/FUL - proposed mixed use development consisting of a sui generis aparthotel (133 Units), 5no. class C3 residential townhouse units, class D2 Community space, underground car parking (80 spaces), and cycle parking (150 spaces)) to allow reduction in building height, increase in basement footprint, additional ventilation, revisions to cycle parking, amendments to fenestration and other minor amendments detailed in accompanying cover letter.	Permitted
16/1966/S73	Section 73 application to vary condition 2 of ref: 14/0052/FUL to replace the approved drawings with new drawings that are listed in the cover letter dated 8th November 2016.	Permitted
14/0052/FUL	Proposed mix use development consisting of a sui generis aparthotel (133 Units), 5no. class C3 residential townhouse units, class D2 Community space, underground car parking (80 spaces), and cycle parking (150 spaces)	Permitted

Mayfair Court

23/02431/FUL	New residential block containing six flats along with access, car parking, associated landscaping and infrastructure following demolition of existing garage block and store.	Permitted
--------------	---	-----------

24/02235/PRIOR	Construction of two additional floors to create 8 No. flats.	Prior Approval Not Required
22/02658/PRIOR	Construction of two additional floors to create 4no. studios and 2no. 2-bed flats	Prior Approval Refused
22/04570/PRIOR	Construction of two additional floors to create 6no flats (2no studio flats on the third floor and 2no 2bed units on the 4th floor).	Prior Approval Given

5.0 Policy

5.1 National

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 3: Spatial strategy for the location of residential development

Policy 5: Sustainable transport and infrastructure

Policy 22: Mitcham's Corner Opportunity Area

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 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space
Policy 50: Residential space standards
Policy 51: Accessible homes
Policy 52: Protecting garden land and subdivision of dwelling plots
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 64: Shopfronts, signage and shop security measures
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

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
Mitcham’s Corner Development Framework SPD (2018)

6.0 Consultations

6.1 County Highways Development Management – No Objection

6.2 Following the provision of visibility splays the holding objection has been removed, and the effect of the proposed development upon the Public Highway should be mitigated subject to conditions regarding visibility splays, pedestrian visibility splays, falls and levels, bound materials, access width and existing dropped kerbs removed. And informative is recommended regarding works to the highway.

6.3 Lead Local Flood Authority – No Objection

6.4 Conditions recommended regarding surface water drainage and surface water drainage avoided during construction works. Additional informatives are recommended regarding infiltration, green roofs, pollution control and construction surface water maintenance.

6.5 Urban Design and Conservation Team – Further information

- 6.6 Overall, the design and layout of the proposal is acceptable. Still have concerns with the cycle store to the front of the dwelling and recommend a revised scheme in line with at Darwin Green with a spilt approach store to the front of dwelling. It would also be helpful for applicants to conform where they envisage on-street servicing of the proposed commercial unit.
- 6.7 With these changes Urban Design would be in a position to support the application. Conditions regarding materials details, sample panel and advertisement details are recommended.
- 6.8 Access Officer – No Objection**
- 6.9 The dwellings are designed to a good standard. Recommend a dwelling instead of retail unit in this location.
- 6.10 Senior Sustainability Officer – No Objection**
- 6.11 No objection, although more stringent water efficiency standards are sought. Conditions are recommended regarding Carbon reduction, BREEAM Design Stage, BREEAM Post Construction Certification and Water Efficiency. Informatives are recommended regarding Part O of the Building Regulations.
- 6.12 Landscape Officer – No Objection**
- 6.13 Landscape concerns has largely been addressed in the revised plan, and details regarding hard and soft landscaping and tree planting including larger species to the fronts of Units A, B and C can be achieved via condition. A further condition is recommended to ensure details of the Green Roof is secured.
- 6.14 It is recommended that the boundary between Unit A and Unit B parking/front gardens and the street should be demarcated by a low brick wall in keeping with the prevailing streetscape in the area.
- 6.15 Ecology Officer – No Objection**
- 6.16 No objection subject to a condition requesting proposed swift box provision numbers, specification and location be secured.
- 6.17 Environmental Health – No Objection**
- 6.18 The development is acceptable subject to conditions regarding noise assessment, construction/demolition hours, demolition / construction / delivery hours, construction/demolition noise/vibration and piling, dust, lighting and noise insulation. An informative is recommended regarding assessments being carried out in accordance with the Greater Cambridge Sustainable Design and Construction SPD.
- 6.19 Police Architectural Liaison Officer – No Objection**

6.20 Recommend details to be secured by condition including boundary, cycle parking, external lighting and waste storage.

6.21 Fire Authority – No Objection

6.22 No objection subject to a condition ensuring adequate provision be made for fire hydrants.

7.0 Third Party Representations

7.1 3 representations in objection have been received and a further 4 representations in objection have been received following the amendments.

7.2 Those in objection have raised the following issues:

- Principle of development
- Character, appearance and scale
- Density and overdevelopment
- Residential amenity impact (impacts on daylight, sunlight, privacy, noise and disturbance)
- Space standards/external amenity space
- Rental or for market sale
- Should be affordable housing
- Construction impacts
- Use of commercial unit
- Highway safety
- Car parking and parking stress
- Loss of biodiversity
- Impact on and loss of trees

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 It is noted that the site falls outside of, albeit adjacent to, the Mitcham's Corner Opportunity Area. Policy 22 of the Local Plan of the policy aims to strive to achieve high quality design of new development, as well as redevelopment proposals, to enhance the public realm and provide a sense of place. There is also an emphasis on supporting less dependency on car ownership and providing infrastructure to support more sustainable modes of transport. Given the location of the site on the edge of the designated area, the vicinity of the site is considered to be a 'gateway' into Mitcham's Corner.

8.5 The principle of the development is acceptable and in accordance with policies 3 and 52.

8.6 Design, Layout, Scale and Landscaping

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

8.8 The proposal is to demolish the existing two dwellings on the site and replace it with 11 dwelling units, an increase in nine residential units, and a commercial building with a maximum height of 2.5 storeys.

8.9 Fronting Gilbert Road are two pairs of two and a half storey dwellings (Units A and B). These dwellings have been designed to reflect a modern appearance of the 1930's dwellings on Gilbert Road. The dwellings have been set back to retain the existing building line of the dwellings on the street which have driveways to the frontage. The ridge height of these dwellings, at 9.3 metres, is in keeping with the neighbouring dwellings on Gilbert Road adjacent to the development. It is considered that the appearance of the dwellings responds will to the character of the local area, with the architectural language reflecting traditional details of the neighbouring properties in regard to the arches and gables.

8.10 To the front of the dwelling is a shared car parking area providing one space per dwelling. To the front and side of the car parking area is proposed to be landscaped to help soften the frontage, and limit the views of the car parking area, which would help retain the green street character and provide a better outlook for properties along Gilbert Road. There is separate pedestrian access to the dwellings with cycle stores for each of the dwellings to the front. Officers note the comments submitted from Urban Design regarding the cycle stores and whether they should be removed for a split arrangement. However, it is not considered that the proposal would harm the character of the streetscene to warrant a refusal of the application in this case.

- 8.11 It is recommended that a condition is attached to any permission granted removing permitted development rights in regard to extensions, outbuildings, porches and dormers. Officers consider these necessary to ensure that the proposal would not give rise to any loss of amenity to future occupiers and neighbouring dwellings amenity.
- 8.12 Fronting Milton Road is a two and a half storey building with a single storey element. Part of the ground floor, on the corner of Milton Road and Gilbert Road, would be used as a commercial space. The remaining building would form seven units which would comprise:
- Ground Floor – 1x studio unit, 1x 1 bed 2 person unit
 - First Floor – 2x studio unit, 1x 1 bed 2 person unit
 - Second Floor – 2x studio unit
- 8.13 All of the dwellings within Unit C have private amenity space in the form of balconies/terraces.
- 8.14 The proposed building is extending to a maximum height of 10.1 metres, which is stepping up from the neighbouring dwellings on Milton Road and the dwellings proposed to front Gilbert Road. The step up in height on the corner is considered to be proportionate to the surrounding buildings and, as the building on the junction, is likely to be more prominent in this position. This would create a gradated step up to the junction from Units A and B, and the existing dwellings fronting Milton Road, to Unit C, a combination of residential and commercial units. Additionally, located on this corner plot the proposed building would be viewed in conjunction with The Fellow's House, a 4 storey building located on the opposite side of the junction to the southwest of the site. The proposal would be perceived as a transition between The Fellow's House, located within the Mitcham's Corner Opportunity Area, and the lower scale of residential properties on Milton Road and Gilbert Road respectively.
- 8.15 This building continues the design features seen on the semi-detached dwellings with arch features and gable ends. The proposed building is considered to read as a coherent development. Urban Design supports the design of the building and the material detailing as it helps break up the frontage when viewed from street level. Whilst the building steps forward of the neighbouring dwelling it would retain an area for landscaping and allow for the planting of trees on the frontage which will help soften the corner.
- 8.16 The commercial space on the ground floor would be classified as Class E and available to be used for a range of uses. The proposal is just outside of the Mitcham's Corner District Centre and is in an area with a high footfall. Officers consider that a small commercial unit, subject to restrictions set out below, would be acceptable within this location on a prominent junction. The commercial unit has a slightly different architectural design to the residential units, distinguishing the use of the unit and creating a step in scale to form a more prominent corner to the site which is considered acceptable.

- 8.17 No details of the signage has been provided for the commercial unit. An informative will be provided onto any permission granted to ensure that an Advertisement Planning Application is submitted so the LPA can ensure that the proposal is acceptable.
- 8.18 The Design and Access Statement has set out a material palette to consisting of red brick in response to the surrounding house material palette. A bronze coated metal cladding is proposed for detailing to create an interest and contrasting material and the proposed roofs are proposed in zinc. It is considered that the materials would be acceptable in design terms, but a materials condition is required to ensure the proposed materials would successfully integrate with the wider streetscene.
- 8.19 Unit C, within the open foyer, has an allocated area for post-boxes for the residential units within the building in accordance with the details set out within Policy 57 of the Cambridge Local Plan 2018.
- 8.20 The proposal provides a suitable dwelling size mix in accordance with Policy 45 of the Local Plan with the provision of smaller units and the larger dwellings. As the proposal is for the net increase in 9 residential units the proposed development would not trigger the requirement for affordable housing to be achieved and contributions sought.
- 8.21 It is noted that some clearance of trees has already occurred on site, however the site falls outside of the Conservation Area and the trees were not protected. In landscaping terms, whilst this is disappointing, it is considered that subject to adequate replacement planting is provided with adequate planting is provided of species that would reach sufficient size to help break up the roofline. Additional information has been provided regarding the proposed tree planting which shows an adequate level of planting. The proposed plans show that the flat roofs are proposed to be green, in accordance with Policy 31 of the Cambridge Local Plan.
- 8.22 To the frontage of Milton Road, some of the existing hedges are proposed to be retained to the frontage on Milton Road helping to create a better transition to the new development.
- 8.23 Conditions regarding Soft and hard landscaping, tree pits and green roofs are recommended to ensure that the planting size and amount is satisfactory.
- 8.24 It is recommended that a low brick wall is proposed to the frontage of Units A and B to keep with the prevailing character of the streetscape in Gilbert Road. The condition regarding Hard and Soft Landscaping includes details of boundary treatments and therefore this could be dealt with via a condition.
- 8.25 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 31, 35, 46 55, 56, 57 and 59 and the NPPF.

8.26 Carbon Reduction and Sustainable Design

- 8.27 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.
- 8.28 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 8.29 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.
- 8.30 The application is supported by an Energy Strategy Statement by Perpetua in Perpetuum Ltd. The report sets out the approach being taken to sustainable design and construction is supported and has included a number of measures including:
- Carbon reduction of 30.4% over the Part L 2021 compliant baseline for residential units achieved through a combination of fabric and energy efficiency improvements and air source heat pumps.
 - Green roofs on flat roof elements
 - External shading provisions of arch details to balconies of the apartments, alongside deep window reveals. These should help solar gains.
 - Achievement of BREEAM excellent for the non-residential floorspace, with a current score of 75.30%
 - Achievement of water efficiency of 108.47l/p/d for the residential units.
- 8.31 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions relating to carbon reduction technologies and water efficiency for the residential and commercial units. Additionally, for the commercial units conditions are recommended to ensure achievement of BREEAM excellent. The combination of measures set out above would reduce the dwellings regulated CO2 emissions and enough compliance with Building Regulations Part L 2021. Additionally, the commercial unit would achieved BREEAM

excellent ensuring that the proposal is in accordance with Policy 28 of the Cambridge Local Plan 2018.

8.32 It is noted that whilst the number of units which benefit from either dual aspect or cross ventilation has been increased from the previously withdrawn application, there is still one single aspect unit (flat 1 – ground floor) which would not meet the definition of cross ventilation as set out within Part O of the Building Control Regulations. An informative is therefore recommended to ensure the development complies with Part O and Part F of the Building Control Regulations, to ensure the building adopts a design to minimise overheating.

8.33 In response to the water scarcity issues that the Cambridge Water revised draft Water Resources Management Plan, September 2023, is seeking to respond to, it is recommended that an informative is added to any permission granted to encourage applicants to achieve a design standard of water use of no more than 100 l/p/d.

8.34 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

8.35 Biodiversity

8.36 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.

8.37 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends several conditions requesting proposed swift box provision numbers, specification and location to be secured via condition. It is noted that the application was submitted prior this type of development being subject to the Environment Act 2021 and statutory BNG provisions and therefore a statutory 10% Net Gain on site is not required in this instance.

8.38 In consultation with the Council's Ecology Officer, subject to an 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 enhancement. Taking the above into account, the proposal is compliant with 57 and 70 of the Cambridge Local Plan (2018).

8.39 Water Management and Flood Risk

- 8.40 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.
- 8.41 The site is in Flood Zone 1 and is therefore considered at medium risk of surface water flooding.
- 8.42 The applicants have submitted a Drainage Strategy, updated Microdrainage Calculations, Drainage Plan and maintenance plan. The documents submitted demonstrate that surface water from the proposed development can be managed through the use of green roofs, permeable paving and an attenuation tank, restricting surface water discharge to 0.8l/s. Water quality has been addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 8.43 Based on these the Lead Local Flood Authority has advised that they have no objections in principle to the proposed development subject to conditions regarding surface water drainage and surface water run off from the construction phase. Additional informatives are suggested regarding infiltration, green roofs, pollution control and construction surface water maintenance. The conditions and informatives suggested are considered reasonable and necessary to ensure to mitigate harmful impacts in regard to surface water drainage.
- 8.44 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.

8.45 Highway Safety and Transport Impacts

- 8.46 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.
- 8.47 Para. 115 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.
- 8.48 Currently there is access to number 35 Milton Road from both Milton Road (to the front driveway of the property) and off Gilbert Road (to a detached garage located within the rear garden) and No. 37 Milton Road has dropped kerb access to the front driveway off Milton Road. The application proposes a single dropped kerb access off Gilbert Road for the four dwelling houses. No access is now proposed fronting Milton Road as none of the flat units have off-street parking. Visibility splays have been shown on the proposed site plan to ensure that there is adequate visibility for vehicles exiting the site.

- 8.49 The application is supported by a Transport Assessment and has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority, who following the submission of the visibility splays, have raised no objection to the proposal subject to conditions regarding visibility splays, pedestrian visibility splays, falls and levels, bound material, access width and the blocking up of the existing accesses. An informative is recommended to ensure that any works to public highway are sought from the Highways Authority. Given the location of the site on the corner of the development it is considered reasonable and necessary to ensure a Traffic Management Plan is submitted to the Local Highways Authority.
- 8.50 Officers note that comments have been made regarding impact on highway safety due to the proposed access being located within close proximity to the T-Junction with Gilbert Road and Milton Road. There are currently two accesses close to the junction on Milton Road which are proposed to be closed off as part of the application and there is an existing dropped kerb access onto Gilbert Road serving the garage of 35 Milton Road which also has a gated access. Officers consider the removal of the two access in close proximity to Milton Road would be an improvement on the existing situation. Whilst it is accepted that the existing garage, accessed off Gilbert Road, appears to have minimal use for vehicular access at the current time it could be used at any point in the future. The garage, due to the gates, would require a car to park over the pedestrian footpath to enable the gates to be opened, there is no turning space for vehicles would be required to exit in reverse and has no pedestrian visibility splays with a fence of approx. 1.8metres preventing safe access on the Public Highway.
- 8.51 The proposal would introduce a new access, approx. 10metres closer to the T-junction than the existing access on Gilbert Road, for a more intensive use (four car parking spaces). However, the proposal would allow for achievable visibility splays and size of the access would allow two cars to pass each other off the street and enable cars to exit in a forward motion. Given the above it is not considered that the proposal would impact the safe functioning of the public highway.
- 8.52 These conditions are considered reasonable and necessary to ensure the safe and effective operation of the adopted highway and should be imposed upon any consent granted.
- 8.53 Subject to conditions, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

8.54 Cycle and Car Parking Provision

8.55 Cycle Parking

- 8.56 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.

- 8.57 Cycle parking accommodates covered secure cycle parking to the front of each dwelling. Each cycle store would provide a minimum of 4 cycle spaces in accordance with the Cycle Parking Guide for New Residential Dwelling 2010 and Appendix L of the Local Plan.
- 8.58 The flats all have a private, secure, covered cycle parking accessed off Milton Road which has sufficient space for 10 cycles, over the recommended figure set out within Appendix L of the Local Plan 2018. Additionally, there are a further three Sheffield stands for visitor parking to the front of the entrance.
- 8.59 The commercial unit has 8 cycle parking spaces to the front of the unit. Appendix L sets out that 2 spaces should be provided for every 5 members of staff and 1 visitor space per 50sq metres of floorspace. The café unit is 63sq metres and therefore 2 cycle spaces should be provided. Given that the parking is directly to the front of the unit, it would be in an area which is subject to natural surveillance on the corner. The overprovision of spaces in this location is supported as there is a shortfall of spaces within the vicinity.
- 8.60 Overall, the provision of cycle parking is in accordance with policy.
- 8.61 Car parking
- 8.62 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls.
- 8.63 Each dwelling house, 4 bedroom, is served by a single off-street car parking space. The provision of a single car parking space per dwelling is in accordance with the Figure 11, Appendix L of the Local Plan.

8.64 The seven flat units would be a car-capped development. These units are a maximum of 1 bed 2 person units. Gilbert Road has no on street parking and the surrounding streets fall within different Controlled Parking Zones. There would therefore be no on street parking for surrounding properties and the proposed units would not be eligible for parking permits. Officers consider that the site is a suitable location for a car-free development for these smaller units as the closest district centre, Mitchams Corner District Centre, is located 120m to the south. There are other Local and Neighbourhood centres within 500 metres of the site. Additionally, it is also noted that the site is in close proximity to public transport links as Milton Road, Gilbert Road and Mitcham's Corner are all served by different local and district bus routes. The closest bus stops are within 100m (Gilbert Road) and 150m (Milton Road). There is also a newly dedicated cycle path on Milton Road. Overall, it is considered the site is located within a sustainable location near to the city centre and a district centre. Officers consider that for units of this size it is a suitable site for a car free development.

8.65 Officers acknowledge concerns raised over parking pressures on already busy roads within Cambridge as a result of the new development. However, the lack of on-site parking spaces for the flats is acceptable given the scheme is located within a sustainable location, near to the city centre and a district centre.

8.66 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.

8.67 Amenity

8.68 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.

8.69 Neighbouring Properties

8.70 Impact on No. 2 Gilbert Road

8.71 No. 2 Gilbert Road is to the north west of the site and the rear boundaries of No's 35 and 37 Milton Road formed the side boundary of the property. It is a detached property with projection front and rear gables at two storey with a single storey rear extension. It is noted that the proposed site plan does not show in full the single storey side and rear extension which has been built out however, having visited the property it is not considered that this would impact the Officer Assessment.

8.72 The proposed two and a half storey dwellings are set back 1.5 back from the front elevation of No. 2 Gilbert Road and the closest proposed dwelling is set 1.5 metres off the boundary. The rear elevation of the proposed

dwelling projects 3.1 metres from the two storey rear elevation of No. 2. No.2 is also set off the boundary by approx. 1.2 metres. The window in the first floor rear extension would not intersect the 45 degree line and it is therefore considered that the proposal would lead to any significant loss of light or overbearing impact on that window.

- 8.73 The single storey side and rear extension has velux windows in both roofslopes and also has a floor to ceiling window in the rear elevation of the extension. The single storey extension would project approximately 5.5metres beyond the rear elevation of the proposed dwelling. Whilst there might be a slight loss of light with the first velux window, which would finish approximately in-line with the rear elevation of the proposed dwelling, the room has multiple other windows and therefore is not considered to be significantly harmful as to warrant a refusal of the application in this instance.
- 8.74 In terms of overlooking, the new rear facing windows would introduce new windows in close proximity to the boundary of No. 2 which previously wasn't developed. However, it is not considered that the new rear facing windows would significantly impact on the privacy of the occupation of the neighbouring dwelling as they would face down the garden, much like the existing windows in No. 4 Gilbert Road which is standard within city developments. It is not considered that the level of overlooking would significantly impact on the privacy of the property to the extent it would harm the residential amenity. Additionally, given the single storey rear extension extending significantly beyond the rear elevation of the property it would prevent views of the area of the garden most used for sitting out and amenity directly adjacent to the dwelling.
- 8.75 Windows are proposed on the side elevation of the dwellings. At ground floor this would provide a secondary window to the kitchen and a window is proposed to serve a bathroom. These windows are noted on the plan as obscure glazed and therefore no overlooking is considered to arise. No section has been provided so a condition can be attached to ensure the velux windows are 1.7m from floor level to prevent overlooking.
- 8.76 Overall, where the proposal might lead to a loss of light in one velux window it is not considered that the proposal would lead to a harmful loss of privacy, light or overbearing impact on this property.
- 8.77 No 39 Milton Road.
- 8.78 No. 39 Milton Road is a semi-detached property set to the northeast of the site. It is currently used as a bed and breakfast (use class C1).
- 8.79 The block of flats fronting Milton Road are set 5 metres from the side elevation of No. 39 and do not project beyond the rear elevation of the property. Given the above it is not considered that the proposal would not give rise to any loss of light or overbearing impact on this property. All windows above ground floor to this development are obscure glazed or

have windows above 1.7metres above floor level. It is therefore considered, subject to a condition, that these windows would not give rise to any harmful level of overlooking.

- 8.80 The proposed dwelling houses rear boundaries would adjoin the side boundary of No. 39 Milton Road which has a single storey rear extension and outbuilding close to the south west boundary. The dwellings are set 11 metres from the rear boundary of the property. The proposed depth of the garden is sufficient to not lead to a harmful level of overlooking, subject to conditions regarding boundary treatments. Additionally, it is not considered that the proposal would lead to a harmful level of overbearing impact.
- 8.81 A shadow study has been provided to support the application. It is not considered that the proposal would given rise to any significant level of harm to the rear amenity area, or dwelling, of No. 39 Milton Road.

Other Neighbour Impacts

- 8.82 The Fellow's House and 70 – 80 Milton Road are located on the opposite side of the streets. Given the separation of the highway it is not considered that the proposal would lead to the occupants experiencing an unreasonable loss of light, outlook or loss of privacy due to the position of the site.
- 8.83 Future Occupants
- 8.84 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).
- 8.85 All the units provided would meet or exceed the nationally described internal space standards. The internal floor areas of the property are set out on the proposed site plan and within the Design and Access Statement, as required by Policy 50 of the Cambridge Local Plan 2018.
- 8.86 Garden Size(s)
- 8.87 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers.
- 8.88 Each of the units also has access to a private amenity area, in the form of a balcony or terrace area of a minimum of 5sq metres. The terraces have been designed to ensure that these would not directly overlook private amenity space of other dwellings. The dwelling houses provide a linear garden to the rear of approx. 84sq metres which is considered to be of a sufficient space to accommodate a table for sitting out, along with a place to dry clothes and provide play area for children.

- 8.89 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.
- 8.90 The development would provide a lift access to the flat units and would generally cater for all users. The Access Officer has reviewed the application and is support of the units provided. A condition shall be imposed to ensure the development complies with the regulations under M4(2) Building Regulations, in accordance with Policy 52 of the Cambridge Local Plan 2018. The Design and Access Statement submitted states the proposal would comply with these standards and therefore, Officers consider that the layout and configuration enables inclusive access and future proofing.
- 8.91 Construction and Environmental Impacts
- 8.92 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 demolition, dust, construction hours, piling/vibration impact and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 8.93 It is noted that comments have been received from third parties regarding noise impact from the Air Source Heat Pumps (ASHP). The ASHP's are proposed in the rear garden on the dwellings within enclosures and are positioned on the roof of the flat units. An Acoustic Design and Strategy report has been submitted in support of the application which has been reviewed by the Council's Environmental Health team. Conditions are recommended regarding plant and noise assessment and a further noise insulation compliance condition has been recommended to ensure that the insulation scheme and mitigation requirements set out in the report shall be fully implemented, maintained and not altered to ensure that the amenity of the neighbouring properties is not harmed.
- 8.94 A condition has been recommended for an alternative ventilation scheme for the habitable rooms on the Milton Road and Gilbert Road facades to negate/replace the need to open windows, in order to negate/replace the need to open windows, in order to protect future occupiers from external traffic noise. Given the siting on the junction of these roads this is considered reasonable and necessary in this instance.
- 8.95 Commercial Unit
- 8.96 The proposed commercial unit is located fronting Milton Road and is proposed to fall under Use Class E. Given the wide use available within the use class, and design and layout of the proposed site in close proximity to residential uses it is considered reasonable and necessary to restrict the use of the premise to exclude Use Class E(d) Indoor Sport, recreation or fitness and Use Class E(f) Creche, day nursery or day centre.

8.97 No Odour Filtration Units/Extraction mechanism is proposed as part of the overall design of the commercial unit. Therefore, to protect the amenity of the neighbouring properties, a condition would be attached to any permission granted prohibiting cooking on site for the commercial uses approved.

8.98 Additionally, to protect the amenity of the neighbouring properties, conditions are recommended regarding the hours of opening and operational collection and delivery hours.

8.99 To minimise the effects of light pollution on the surrounding area, and immediate properties, a condition is recommended to ensure details are submitted regarding external lighting and the extent and levels of illumination over the site and on adjacent land and nearest light sensitive receptors.

8.100 Subject to the recommended conditions, the proposal is considered to be in accordance with Policies 34 and 35 of the Cambridge Local Plan 2018.

8.101 Summary

8.102 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#.

8.103 Third Party Representations

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

Third Party Comment	Officer Response
Rental or Market Sale	Officers cannot control whether the site is going to be marketed for rental or market sale. This is not a material planning consideration.
Affordable Housing	The number of units provided as part of the scheme is under the requirement for the provision of affordable homes. Officers therefore are not in a position to ensure the supply of affordable housing as part of the scheme in accordance with Policy

8.105 Other Matters

8.106 Bins

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

- 8.108 The waste refuse stores for the commercial unit and flats are set to the rear of the Unit C, accessed directly from Gilbert Road. The waste storage areas are separated to ensure that the commercial and residential waste stores are independent. The areas are considered sufficient for the allocation of 7 units and the commercial unit.
- 8.109 The dwellings have bin stores set within the rear gardens of the properties which would accommodate 2no. 240l bins. The access routes to the public highway have gates which are shown on the plans to be 1m in width which is considered sufficient.
- 8.110 The proposed layouts conforms to the guidance within the RECAP Waste Management Plan and, subject to a condition to ensure that they are secured prior to occupation, the proposal accords with Policy 57 of the Cambridge Local Plan 2018.

8.111 Planning Balance

- 8.112 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).
- 8.113 Summary of harm
- 8.114 In terms of harm, officers acknowledge that the proposed development would involve a significant increase in the density of development on existing garden land and the addition of taller and more visible buildings which would have an impact from short distances on Gilbert Road and Milton Road. However, the site is not in a Conservation Area, close to any listed building, and the proposals are considered to be in keeping with the scale of building on the junction and providing a step down towards the residential developments. The design is supported.
- 8.115 Officers acknowledge that the proposal would involve the loss of existing vegetation and biodiversity on the site. Whilst some weight should be given to the loss of the existing vegetation and biodiversity the proposal has submitted a landscaping scheme, and conditions are in place to ensure that additional trees and green roofs are planted.
- 8.116 Summary of benefits
- 8.117 Officers consider that the proposed development would make efficient use of a site in an urban area and on a key corner which is located in a highly sustainable location. The scheme is considered acceptable in terms of its impact on character, neighbouring properties and in terms of future occupants' amenity
- 8.118 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

9.0 Recommendation

9.1 Approve subject to:

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

10.0 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 Surface Water Drainage

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed

o Drainage Strategy, MTC Engineering, Ref: 2889 - FRA & DS, Rev: A, Dated: June 2022

o Updated microdrainage calculations, Dated: 17 July 2023

o Drainage Plan, MTC Engineering, Ref: 2889-04, Rev: C, Dated: 29th February 2024

o Maintenance Plan, MTC Engineering, Ref: 2889 - SuDS Maintenance Plan, Rev: C
o Letter to LLFA, MTC Engineering, Ref: MJB/2889, Dated 14th May 2024

shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) Site Investigation and test results to confirm infiltration rates;
- f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Permissions to connect to a receiving watercourse or sewer;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts.

4 Surface Water during Construction

No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.

5 Traffic Management Plan

No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

6 Noise Attenuation

No development (including demolition, enabling works or piling shall commence until a demolition/construction noise and vibration impact assessment associated with the development, has been submitted to and approved in writing by the local planning authority. The assessment shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration on construction and open sites and include details of any piling and mitigation/monitoring measures to be taken to protect local residents from noise or vibration. The development shall be carried out in accordance with the approved measures.

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

7 Dust

No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority.

The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

8 Tree Pits

No development shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

9 Carbon Reduction

No dwelling shall be occupied until the approved carbon reduction strategy for that dwelling as set out in Briary Energy September 2023 has been implemented in full. Any associated renewable and / or low carbon technologies shall thereafter be retained and remain fully operational in accordance with the approved details.

Water efficiency measures for the scheme shall be implemented in accordance with the optional requirement as set out in Part G of the Building Regulations, which requires all dwellings to achieve a design standards of water use of no more than 110 litres/person/day.

Reason: In the interests of reducing carbon dioxide emissions and to make efficient use of water (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

10 BREEAM Design Stage Certification

Within 12 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

11 BREEAM Post Construction

Within 12 months following first occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

12 Water Efficiency (Residential Compliance)

Water efficiency measures for the scheme shall be implemented in accordance with the optional requirement as set out in Part G of the Building Regulations, which requires all dwellings to achieve a design standards of water use of no more than 110 litres/person/day.

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).

13 Commercial Water Efficiency

The non-residential element of the development hereby approved shall not be used or occupied until a water efficiency specification, based on the BREEAM Wat01 water efficiency calculator, has been submitted to and approved in writing by the local planning authority. The specification shall demonstrate achievement of 5 credits for water efficiency (Wat01).

Reason: To ensure that development makes efficient use of water in accordance with policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD.

14 Nest Boxes

No development above ground level shall commence until a scheme for the provision of nest boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, their specification and location. No building shall be occupied until the nest boxes have been provided for that building in accordance with the approved scheme.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2018 policies 57, 59 and 70).

15 Bin and Bike Compliance

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).

16 Visibility Splays

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. 23-23-200 Rev C. 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).

17 Pedestrian Visibility Splays

The development, hereby permitted, shall not be occupied or brought into use, until a 2.0 x 2.0 metres pedestrian visibility splays shown on the drawings shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high. 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).

18 Car Parking

The development, hereby permitted, shall not be occupied or brought into use until the car parking for the residential dwelling houses has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented and retained as such.

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

19 Access Width

The vehicular access on Gilbert Road shall be a minimum width of five [5] metres, for a minimum distance of five [5] metres measured from the near edge of the highway carriageway and retained as such.

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

20 Closure of accesses

Prior to the first occupation of the development the existing dropped kerbs (garage accesses) along the frontage of the site shall be raised to a full height kerb (except at the proposed access point) and the footway shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of highway safety.

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

21 Plant, machinery or equipment noise assessment

No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

22 External Lighting

No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme if required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

a. the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to receptors)

b. the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors All artificial lighting must meet the Obtrusive Light Limitations for Exterior

Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded).

Where required, the mitigation scheme shall be carried out as approved and retained as such.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34)

23 Material Details

No development shall take place above ground level, other than demolition, until details of the external materials 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, 57 (for new buildings) and/or 58 (for extensions)).

24 Material Sample Panel

No brickwork above ground level shall be laid until a sample panel of external materials has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with (Cambridge Local Plan 2018 policies 55 and 57).

25 Hard and Soft Landscaping

No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of

plants, species, plant sizes and proposed numbers/densities where appropriate;

- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);
- f) an implementation programme.

The development shall be fully carried out in accordance with the approved details. If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

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

26 Green Roofs

No development above ground level, other than demolition, shall commence until details of the biodiverse roof(s) have been submitted to and approved in writing by the Local Planning Authority.

Details shall include the following:

- a) means of access for maintenance,
- b) plans and sections showing the make-up of the sub-base to be used,
- c) The proposed seed mix and any other features for biodiversity (such as log piles)

The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

All works shall be carried out and maintained thereafter in accordance with the approved details.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018; Policy 31).

27 Obscure Glazed Windows

The development, hereby permitted, shall not be occupied until the proposed first and second floor windows in the Northwest [rear] elevation of Unit C [flat units] the development have, apart from any top hung vent, been fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity and shall be fixed shut or have

restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The glazing shall thereafter be retained in accordance with the approved details.

Reason: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 55, 57).

28 Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no enlargement, improvement or other alteration of the dwellinghouses, additions or alterations to the roofs, buildings or enclosures incidental to the enjoyment of the dwellinghouses falling within Classes A, B, C, D and E shall be constructed.

Reason: To protect and preserve the character and appearance of the area and to protect the amenity and living conditions of neighbouring occupiers in accordance with Policy HQ/1 of the South Cambridgeshire District Council Local Plan (2018).

29 No development above ground level shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

Reason: To ensure an adequate water supply is available for emergency use.

30 Driveway Drainage and Materials

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 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).

31 Noise Construction Hours

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).

32 Demolition and Construction Hours

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).

33 Construction and Demolition Hours

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).

34 Noise Insulation Compliance

The noise insulation scheme and mitigation requirements (residential and commercial) as stated within the Cahill Design Consultants "RIBA Stage 2 Acoustic Design & Strategy report" dated 22nd June 2022 - Revision 1.2 shall be fully implemented, maintained and not altered.

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

35 Alternative ventilation scheme

Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms on the Milton Road & Gilbert Road façades 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 source air from the rear of the development away from Milton / Gilbert Road. 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 protect amenity/human health (Cambridge Local Plan 2018 policy 35 and 36).

36 Class E (d, f) restriction

The premises shall not be used for E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms) or E(f) Creche, day nursery or day centre (not including a residential use).

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

37 Hours of Opening (GF Use Class E)

The Class E use shall not open outside of the hours of 07:00 and 23:00hrs.

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

38 Operational Collection and Delivery Hours

Collections from and deliveries to the ground floor commercial uses shall not be made outside the hours 0700-2100 Monday-Saturday and 0900-1700 on Sundays and Bank/Public Holidays.

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

39 Use Class E(b) Use - Odour Filtration / Extraction

Cooking on site is prohibited for the commercial uses hereby approved.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 2018 policy 36).

40 M4(2) dwellings

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)

Informatives

1 Part O and F of Building Regulations

In line with the transitional arrangements set out in the relevant approved documents, the Council expects the development hereby approved to meet the requirements of Parts O and F of Building Regulations. Where meeting these requirements results in any changes to the design of the proposals hereby approved, these amendments shall be submitted and approved by way of formal application to the local planning authority.

2 Infiltration

Infiltration rates should be worked out in accordance with BRE 365/CIRIA 156. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.

3 Green Roofs

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

4 Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

5 Construction Surface Water Maintenance

Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.

6 Highways Licence for Works

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.

7 SPD informative

To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices:

- o 6: Requirements for Specific Lighting Schemes
- o 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
- o 8: Further technical guidance related to noise pollution

8 Advertisement Consent

An Advertisement Consent is required to be submitted to the Local Planning Authority for permission for any advertisement on the commercial unit in accordance with The Town and County Planning (Control of Advertisements)(England)Regulation 2007. Further information can be found at: <https://assets.publishing.service.gov.uk/media/5a755a88e5274a3cb2869c26/326679.pdf>

9 Demolition Notice

Before the existing property is demolished, a Demolition Notice will be required from the Building Control section of the council's planning department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation.