



## Cambridge City Council Planning

**Date:** Wednesday, 7 March 2018

**Time:** 10.00 am

**Venue:** Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

**Contact:** [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk), tel:01223 457013

### Agenda

#### 1 Order of Agenda

The Planning Committee operates as a single committee meeting but is organised with a two part agenda and will be considered in the following order:

- **Part One**  
Major Planning Applications  
Start time: 10am
- **Part Two**  
Minor/Other Planning Applications  
Start time: 1pm

There will be a thirty minute lunch break before part two of the agenda is considered. With a possible short break between agenda item two and three which will be subject to the Chair's discretion.

If the meeting should last to 6.00pm, the Committee will vote as to whether or not the meeting will be adjourned. If the decision is to adjourn the Committee will agree the date and time of the continuation meeting which will be held no later than seven days from the original meeting.

- 2 Apologies
- 3 Declarations of Interest
- 4 Minutes - To Follow

## **Part 1: Major Planning Applications (10am)**

5	16/2012/S73 - Station Area Redevelopment (Blocks C1, C2, D1 and F1)	(Pages 17 - 66)
6	17/1550/FUL - Jupiter and Leda House	(Pages 67 - 122)
7	17/2258/S73 - AstraZeneca, 1 Francis Crick Avenue	(Pages 123 - 182)
8	17/2192/FUL - Mill Road Depot	(Pages 183 - 198)

## **Part 2: Minor/Other Planning Applications (1pm)**

9	17/1019/FUL - 560 Newmarket Road	(Pages 199 - 224)
10	18/0031/FUL - 51 George Street	(Pages 225 - 248)
11	17/2090/FUL - Moghul Tandoori, 182 Sturton Street	(Pages 249 - 264)
12	17/1926/FUL - 8 & 8A Oak Tree Avenue	(Pages 265 - 282)
13	17/2211/FUL - 42 Birdwood Road	(Pages 283 - 292)
14	17/1518/FUL - 15 Fontwell Road	(Pages 293 - 304)
15	17/2093/FUL - 190-192 Mill Road and 2B Cockburn Street	(Pages 305 - 326)

**Planning Members:** Hipkin (Chair), Smart (Vice-Chair), Blencowe, Hart, Holt, Nethsingha, Sarris and Tunnacliffe

**Alternates:** Bird, Holland and Page-Croft

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# **Appendix 1 – Development Plan Policy, Planning Guidance and Material Considerations**

(Updated August 2015)

## **1.0 Central Government Advice**

**1.1 National Planning Policy Framework (March 2012)** – sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

## **1.2 Planning Practice Guidance (March 2014)**

The guidance complements the National Planning Policy Framework and provides advice on how to deliver its policies.

Guidance is provided in relation to the following:

- Advertisements
- Air quality
- Appeals
- Before submitting an application
- Climate change
- Conserving and enhancing the historic environment
- Consultation and pre-decision matters
- Crown Development
- Design
- Determining a planning application
- Duty to cooperate
- Ensuring effective enforcement
- Ensuring the vitality of town centres
- Environmental Impact Assessment
- Flexible options for planning permissions
- Flood Risk and Coastal Change
- Hazardous Substances
- Health and wellbeing
- Housing and economic development needs assessments
- Land affected by contamination
- Land stability
- Lawful development certificates
- Light pollution
- Local Plans

Making an application  
Minerals  
Natural Environment  
Neighbourhood Planning  
Noise  
Open space, sports and recreational facilities, public rights of way and local green space  
Planning obligations  
Renewable and low carbon energy  
Rural housing  
Strategic environmental assessment and sustainability appraisal  
Travel plans, transport assessments and statements in decision-taking  
Tree Preservation Orders and trees in conservation areas  
Use of Planning Conditions  
Viability  
Water supply, wastewater and water quality  
When is permission required?

**1.3 Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A only):** Model conditions.

**1.4 Community Infrastructure Levy Regulations 2010**

Paragraph 122 Places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Paragraph 123 Other than through requiring a highway agreement to be entered into, a planning obligation (“obligation A”) may not constitute a reason for granting planning permission to the extent that

- (a) obligation A provides for the funding or provision of an infrastructure project or provides for the funding or provision of a type of infrastructure; and
- (b) five or more separate planning obligations that—
  - (i) relate to planning permissions granted for development within the area of the charging authority; and

(ii) which provide for the funding or provision of that project, or provide for the funding or provision of that type of infrastructure

have been entered on or after 6th April 2010

### **Development Plan policy**

## **2.0 The Cambridgeshire and Peterborough Minerals and Waste Plan (Development Plan Documents) July 2011**

**Minerals and Waste Core Strategy** : this sets out the Councils' strategic vision and objectives for future development and management of minerals and waste within Cambridgeshire and Peterborough, including strategic site allocations over the Plan period to 2026. The document also contains a suite of development control policies to guide minerals and waste development.

**Minerals and Waste Site Specific Proposals Plan** : this sets out the Councils' allocations for site specific proposals for future development and management of minerals and waste within Cambridgeshire and Peterborough. It identifies site specific land allocations for future minerals and waste management development and other supporting site specific policies.

**Proposals Maps**: Map A: shows minerals and transport proposals; Map B: shows waste management proposals; Map C: shows Mineral Safeguarding Areas.

## **3.0 Cambridge Local Plan 2006**

3/1 Sustainable development  
3/3 Setting of the City  
3/4 Responding to context  
3/6 Ensuring coordinated development  
3/7 Creating successful places  
3/9 Watercourses and other bodies of water  
3/10 Subdivision of existing plots  
3/11 The design of external spaces  
3/12 The design of new buildings  
3/13 Tall buildings and the skyline  
3/14 Extending buildings  
3/15 Shopfronts and signage

4/1 Green Belt

4/2 Protection of open space  
4/3 Safeguarding features of amenity or nature conservation value  
4/4 Trees  
4/6 Protection of sites of local nature conservation importance  
4/8 Local Biodiversity Action Plans  
4/9 Scheduled Ancient Monuments/Archaeological Areas  
4/10 Listed Buildings  
4/11 Conservation Areas  
4/12 Buildings of Local Interest  
4/13 Pollution and amenity  
4/14 Air Quality Management Areas  
4/15 Lighting

5/1 Housing provision  
5/2 Conversion of large properties  
5/3 Housing lost to other uses  
5/4 Loss of housing  
5/5 Meeting housing needs  
5/7 Supported housing/Housing in multiple occupation  
5/8 Travellers  
5/9 Housing for people with disabilities  
5/10 Dwelling mix  
5/11 Protection of community facilities  
5/12 New community facilities  
5/15 Addenbrookes

6/1 Protection of leisure facilities  
6/2 New leisure facilities  
6/3 Tourist accommodation  
6/4 Visitor attractions  
6/6 Change of use in the City Centre  
6/7 Shopping development and change of use in the District and Local Centres  
6/8 Convenience shopping  
6/9 Retail warehouses  
6/10 Food and drink outlets.

7/1 Employment provision  
7/2 Selective management of the Economy  
7/3 Protection of Industrial and Storage Space  
7/4 Promotion of cluster development  
7/5 Faculty development in the Central Area, University of Cambridge  
7/6 West Cambridge, South of Maddingley Road  
7/7 College and University of Cambridge Staff and Student Housing

7/8 Anglia Ruskin University East Road Campus  
7/9 Student hostels for Anglia Ruskin University  
7/10 Speculative Student Hostel Accommodation  
7/11 Language Schools

8/1 Spatial location of development  
8/2 Transport impact  
8/4 Walking and Cycling accessibility  
8/6 Cycle parking  
8/8 Land for Public Transport  
8/9 Commercial vehicles and servicing  
8/10 Off-street car parking  
8/11 New roads  
8/12 Cambridge Airport  
8/13 Cambridge Airport Safety Zone  
8/14 Telecommunications development  
8/15 Mullard Radio Astronomy Observatory, Lords Bridge  
8/16 Renewable energy in major new developments  
8/17 Renewable energy  
8/18 Water, sewerage and drainage infrastructure

9/1 Further policy guidance for the Development of Areas of Major Change  
9/2 Phasing of Areas of Major Change  
9/3 Development in Urban Extensions  
9/5 Southern Fringe  
9/6 Northern Fringe  
9/7 Land between Madingley Road and Huntingdon Road  
9/8 Land between Huntingdon Road and Histon Road  
9/9 Station Area

10/1 Infrastructure improvements

#### Planning Obligation Related Policies

3/7 Creating successful places  
3/8 Open space and recreation provision through new development  
3/12 The Design of New Buildings (*waste and recycling*)  
4/2 Protection of open space  
5/13 Community facilities in Areas of Major Change  
5/14 Provision of community facilities through new development  
6/2 New leisure facilities  
8/3 Mitigating measures (*transport*)  
8/5 Pedestrian and cycle network



- 8/7 Public transport accessibility
- 9/2 Phasing of Areas of Major Change
- 9/3 Development in Urban Extensions
- 9/5 Southern Fringe
- 9/6 Northern Fringe
- 9/8 Land between Huntingdon Road and Histon Road
- 9/9 Station Area
- 10/1 Infrastructure improvements (*transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects*)

#### 4.0 **Supplementary Planning Documents**

- 4.1 **Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.
- 4.2 **Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012):** The Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. It provides advice on assessing planning applications and developer contributions.
- 4.3 **Cambridge City Council (January 2008) - Affordable Housing:** Gives advice on what is involved in providing affordable housing in Cambridge. Its objectives are to facilitate the delivery of affordable housing to meet housing needs and to assist the creation and maintenance of sustainable, inclusive and mixed communities.
- 4.4 **Cambridge City Council (March 2010) – Planning Obligation Strategy:** provides a framework for securing the provision of new and/or improvements to existing infrastructure generated by the

demands of new development. It also seeks to mitigate the adverse impacts of development and addresses the needs identified to accommodate the projected growth of Cambridge. The SPD addresses issues including transport, open space and recreation, education and life-long learning, community facilities, waste and other potential development-specific requirements.

**4.5 Cambridge City Council (January 2010) - Public Art:** This SPD aims to guide the City Council in creating and providing public art in Cambridge by setting out clear objectives on public art, a clarification of policies, and the means of implementation. It covers public art delivered through the planning process, principally Section 106 Agreements (S106), the commissioning of public art using the S106 Public Art Initiative, and outlines public art policy guidance.

**4.6 Old Press/Mill Lane Supplementary Planning Document (January 2010)** Guidance on the redevelopment of the Old Press/Mill Lane site.

**4.7 Eastern Gate Supplementary Planning Document (October 2011)** Guidance on the redevelopment of the Eastern Gate site. The purpose of this development framework (SPD) is threefold:

- To articulate a clear vision about the future of the Eastern Gate area;
- To establish a development framework to co-ordinate redevelopment within
- the area and guide decisions (by the Council and others); and
- To identify a series of key projects, to attract and guide investment (by the Council and others) within the area.

## **5.0 Material Considerations**

### **5.1 City Wide Guidance**

**Arboricultural Strategy (2004)** - City-wide arboricultural strategy.

**Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001)** - This document aims to aid strategic and development control planners when considering biodiversity in both policy development and dealing with planning proposals.

**Cambridge Landscape and Character Assessment (2003)** – An analysis of the landscape and character of Cambridge.

**Cambridge City Nature Conservation Strategy (2006)** – Guidance on habitats should be conserved and enhanced, how this should be carried out and how this relates to Biodiversity Action Plans.

**Criteria for the Designation of Wildlife Sites (2005)** – Sets out the criteria for the designation of Wildlife Sites.

**Cambridge City Wildlife Sites Register (2005)** – Details of the City and County Wildlife Sites.

**Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)** - a tool for planning authorities to identify and evaluate the extent and nature of flood risk in their area and its implications for land use planning.

**Strategic Flood Risk Assessment (2005)** – Study assessing the risk of flooding in Cambridge.

**Cambridge and Milton Surface Water Management Plan (2011)** – A SWMP outlines the preferred long term strategy for the management of surface water. Alongside the SFRA they are the starting point for local flood risk management.

**Cambridge City Council (2011) - Open Space and Recreation Strategy:** Gives guidance on the provision of open space and recreation facilities through development. It sets out to ensure that open space in Cambridge meets the needs of all who live, work, study in or visit the city and provides a satisfactory environment for nature and enhances the local townscape, complementing the built environment.

The strategy:

- sets out the protection of existing open spaces;
- promotes the improvement of and creation of new facilities on existing open spaces;
- sets out the standards for open space and sports provision in and through new development;
- supports the implementation of Section 106 monies and future Community Infrastructure Levy monies

As this strategy suggests new standards, the Cambridge Local Plan 2006 standards will stand as the adopted standards for the time-being. However, the strategy's new standards will form part of the evidence base for the review of the Local Plan

**Balanced and Mixed Communities – A Good Practice Guide (2006)**  
– Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

**Green Infrastructure Strategy for the Cambridgeshire Sub-Region (2006)** - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change and as a material consideration in the determination of planning applications and appeals.

**A Major Sports Facilities Strategy for the Cambridge Sub-Region (2006)** - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

**Cambridge Sub-Region Culture and Arts Strategy (2006)** - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

**Cambridgeshire Quality Charter for Growth (2008)** – Sets out the core principles of the level of quality to be expected in new developments in the Cambridge Sub-Region.

**Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)** - sets out in more detail how existing council policy can be applied to proposals for tall buildings or those of significant massing in the city.

**Cambridge Walking and Cycling Strategy (2002)** – A walking and cycling strategy for Cambridge.

**Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004)** – Guidance on how development can help achieve the implementation of the cycle network.

**Cambridgeshire Design Guide For Streets and Public Realm (2007)**: The purpose of the Design Guide is to set out the key principles and aspirations that should underpin the detailed discussions about the design of streets and public spaces that will be taking place on a site-by-site basis.

**Cycle Parking Guide for New Residential Developments (2010)** – Gives guidance on the nature and layout of cycle parking, and other

security measures, to be provided as a consequence of new residential development.

**Air Quality in Cambridge – Developers Guide (2008)** - Provides information on the way in which air quality and air pollution issues will be dealt with through the development control system in Cambridge City. It compliments the Sustainable Design and Construction Supplementary Planning Document.

**The Cambridge Shopfront Design Guide (1997)** – Guidance on new shopfronts.

**Roof Extensions Design Guide (2003)** – Guidance on roof extensions.

**Modelling the Costs of Affordable Housing (2006)** – Toolkit to enable negotiations on affordable housing provision through planning proposals.

**Buildings of Local Interest (2005)** – A schedule of buildings of local interest and associated guidance.

**Interim Planning Policy Guidance on the Protection of Public Houses in the City of Cambridge (2012)** - This interim guidance will provide a policy framework prior to adoption of the new Local Plan to clarify the circumstances when it is acceptable for a public house to be lost to alternative uses and when it is not acceptable. The guidance will also be used to help determine planning applications relating to the loss of a current or former public house to alternative uses.

## 5.2 Area Guidelines

**Cambridge City Council (2003)–Northern Corridor Area Transport Plan:**

**Cambridge City Council (2002)–Southern Corridor Area Transport Plan:**

**Cambridge City Council (2002)–Eastern Corridor Area Transport Plan:**

**Cambridge City Council (2003)–Western Corridor Area Transport Plan:**

The purpose of the Plan is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual

development sites in the area should contribute towards a fulfilment of that transport infrastructure.

**Brooklands Avenue Conservation Area Appraisal (2013)**  
**Cambridge Historic Core Conservation Area Appraisal (2006)**  
**Castle and Victoria Road Conservation Area Appraisal (2012)**  
**Chesterton and Ferry Lane Conservation Area Appraisal (2009)**  
**Conduit Head Road Conservation Area Appraisal (2009)**  
**De Freville Conservation Area Appraisal (2009)**  
**Kite Area Conservation Area Appraisal (1996)**  
**Mill Road Area Conservation Area Appraisal (2011)**  
**Newnham Croft Conservation Area Appraisal (2013)**  
**New Town and Glisson Road Conservation Area Appraisal (2012)**  
**Riverside and Stourbridge Common Conservation Area Appraisal (2012)**  
**Southacre Conservation Area Appraisal (2013)**  
**Storeys Way Conservation Area Appraisal (2008)**  
**Trumpington Conservation Area Appraisal (2010)**  
**West Cambridge Conservation Area Appraisal (2011)**

Guidance relating to development and the Conservation Area including a review of the boundaries.

**Jesus Green Conservation Plan (1998)**  
**Parkers Piece Conservation Plan (2001)**  
**Sheeps Green/Coe Fen Conservation Plan (2001)**  
**Christs Pieces/New Square Conservation Plan (2001)**

Historic open space guidance.

**Hills Road Suburbs and Approaches Study (March 2012)**  
**Long Road Suburbs and Approaches Study (March 2012)**  
**Barton Road Suburbs and Approaches Study (March 2009)**  
**Huntingdon Road Suburbs and Approaches Study (March 2009)**  
**Madingley Road Suburbs and Approaches Study (March 2009)**  
**Newmarket Road Suburbs and Approaches Study (October 2011)**

Provide assessments of local distinctiveness which can be used as a basis when considering planning proposals

**Station Area Development Framework (2004)** – Sets out a vision and Planning Framework for the development of a high density mixed use area including new transport interchange and includes the **Station Area Conservation Appraisal**.

**Southern Fringe Area Development Framework (2006)** – Guidance which will help to direct the future planning of development in the Southern Fringe.

**West Cambridge Masterplan Design Guidelines and Legal Agreement (1999)** – Sets out how the West Cambridge site should be developed.

**Mitcham's Corner Area Strategic Planning and Development Brief (2003)** – Guidance on the development and improvement of Mitcham's Corner.

**Mill Road Development Brief (Robert Sayle Warehouse and Co-Op site) (2007)** – Development Brief for Proposals Site 7.12 in the Cambridge Local Plan (2006)

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## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	16/2012/S73	<b>Agenda Item</b>	
<b>Date Received</b>	16th November 2016	<b>Officer</b>	Michael Hammond
<b>Target Date</b>	15th February 2017		
<b>Ward</b>	Petersfield		
<b>Site</b>	Station Area Redevelopment Land Off Tenison Road Blocks C1/C2, D1 And F1 Of The CB1 Station Area Masterplan, Cambridge		
<b>Proposal</b>	Section 73 application to remove condition 33 of permission 13/1041/S73 (noise levels in external leisure/amenity areas).		
<b>Applicant</b>	Hill Partnerships		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The publication of a new British Standard has altered the approach to assessment of external noise impact.</li> <li>- The residents of the flats with affected balconies will have access to public open space on adjacent land which will not experience such high levels of noise.</li> <li>- Given that the flats are now occupied it would be impractical to incorporate physical mitigation measures into the balcony structures.</li> </ul>
RECOMMENDATION	APPROVAL

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site relates to Blocks C1, C2, D1 and F1 of the CB1 station redevelopment. These blocks are situated either side of Great Northern Road which connects Tenison Road and the main taxi pickup point at the station. There are public open spaces within close proximity to the site. The surrounding area is made up of a mixture of residential and commercial uses.

- 1.2 The site falls within the air quality management area, the controlled parking zone and is adjacent to the Central Conservation Area.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks to remove condition 33 of permission 13/1041/S73 which relates to noise levels in external leisure/amenity areas.
- 2.2 Condition 33 of permission 13/1041/S73 is stated as follows:

*“Before any residential or other noise sensitive development (as defined by PPG 24) is commenced a noise attenuation scheme and/or phased attenuation measures shall be submitted to and approved by the local planning authority in order to demonstrate that no primary external leisure/amenity area associated with the proposed dwellings (rear gardens, balconies) will be affected by a daytime (0700-2300) outdoor noise level in excess of 50 dB LAeq, 16 hours or a night time (2300-0700) outdoor noise level in excess of 50 dB LAeq, 8 hours Any phased measures that form part of the noise attenuation scheme shall be completed prior to the occupation of any proposed residential or other noise sensitive development that requires protection by the requirements of this condition.*

*Reason: To protect amenity of the occupants of residential and other noise sensitive development (Cambridge Local Plan 2006 policy 4/13).”*

- 2.3 The reason why permission is sought to remove this condition is because the noise levels experienced in the balconies overlooking Great Northern Road, as well as the amenity space between blocks D1 and F1, are too high and the requirements of condition 33 can therefore not be met. The applicant does not consider this condition necessary due to the lack of practical mitigation measures and the provision of alternative outdoor amenity areas for the affected occupants.

2.4 The application is accompanied by the following information:

1. Noise information/ mapping
2. Noise survey
3. Cover letter
4. Map of outdoor spaces around CB1

### 3.0 SITE HISTORY

3.1 The site has an extensive planning history but of relevance are:

Reference	Description	Outcome
13/1041/S73	Minor material amendments to outline planning permission reference 08/0266/OUT (the CB1 masterplan outline application) comprising an alteration to conditions 4 and 5 to enable an increase in the height of Block C1/C2, a basement car park under Block D1 and minor adjustments to Blocks C1/C2, D1 and F1.	Permitted.
08/0266/OUT	The comprehensive redevelopment of the Station Road area	Permitted.

### 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

### 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

## 5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/4 3/7 3/8 3/12 4/13 9/1 9/9

## 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)
Material Considerations	<u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008)
	<u>Area Guidelines</u> Station Area Development Framework (2004) includes the Station Area Conservation Appraisal.

## 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF

will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## **6.0 CONSULTATIONS**

### **Cambridgeshire County Council (Highways Development Management)**

6.1 No objection.

#### **Environmental Health**

##### Original Comments (14/12/2016)

- 6.2 Condition 33 was recommended to protect future occupants of the CB1 development via acoustic mitigation if necessary, from traffic noise adversely impacting amenity areas (including balconies).
- 6.3 Application 13/1041/S73 concerns the “pink phase” of CB1 which includes blocks C1, C2, D1 and F1. During pre-application discussions and within my formal responses to the reserved matters applications and S73 applications, I advised that the balconies of the residential blocks overlooking the northern access road (NAR) would require careful acoustic mitigation to achieve the stated 50 dB  $L_{Aeq}$  within condition 33, which would most likely require winter gardens / acoustic shielding. This was not incorporated into the design and subsequent acoustic assessments have concluded that the balcony noise levels would not achieve 50 dB  $L_{Aeq}$ , as predicted.
- 6.4 Since the CB1 outline permission (where the condition originated) and the 13/1041/S73 application, BS 8233:2014 advises that it is desirable that the noise levels in external amenity areas does not exceed 50 dB  $L_{Aeq,T}$  with an upper guideline value of 55 dB  $L_{Aeq,T}$  which would be acceptable in noisier environments. BS 8233:2014 recognises that values are not achievable in all circumstances. However, the guidance also states that the development should be designed to achieve the lowest practicable levels in these external amenity spaces.

- 6.5 Supporting acoustic documentation has not been provided within this application. Details are required on what acoustic mitigation has been installed within the balconies to achieve the lowest practical traffic noise level. My aforementioned memo/comments have highlighted concerns with the most recent Stroma traffic noise assessment which requires further explanation if to be used as a justification for not achieving the requirements of condition 33 and its removal from permission 13/1041/S73.

Comments on additional information (25/01/2017)

- 6.6 I have been re-consulted on the application due to the submission of an email of Peter McKeown of Carter Jonas dated 15th December 2016. The email advises (with the provision of a Hilson Moran amenity document dated 12 September 2011) that as an alternative amenity space, residents of blocks C1, C2, D1 & F1 can use the amenity space of blocks L1 - L4. Whilst this is a possibility, it is highly unlikely as an alternative to their balconies due to being located approximately 150-200m from their residences.
- 6.7 The most likely alternative amenity space would be the park space that is located between blocks D1 and F1. It is my understanding that acoustic mitigation of this public area was not possible. There is no current acoustic data concerning the park space between D1 and F1 and therefore users will be exposed to elevated traffic noise levels, based upon the reported levels within the 2013 URS assessment.
- 6.8 Adequate supporting data has not been provided to justify the removal of condition 33 as previously discussed within my aforementioned memo and therefore the additional information remains outstanding.

Comments on further information (31/01/2018)

- 6.9 Cass Allen (CA) have submitted a document titled "Vesta, Cambridge – noise levels affecting balconies on Great Northern Road" (ref LR01-17613 Rev 4) dated 15th December 2017.
- 6.10 The CA document advises that the noisiest balconies overlooking Great Northern Road would be subjected to noise levels of 62 dB LAeq, 16hrs during daytime hours.

- 6.11 The CA document advises that the external amenity area noise levels stated within BS8233:2014 (50 – 55 dB LAeq, T) are not intended for smaller balconies as explained within section 7.7.3.2 of that British Standard. I agree with section 7.7.3.2 and CA that small balconies for drying clothes and growing pot plants would not be used as an amenity space regularly frequented by occupants for relaxation or dining, for example, and therefore would not be expected to achieve the recommended BS8233:2014 noise levels. However, the balconies that are subjected to this planning application are large enough to contain table and chairs (as explained within the Carter Jonas letter dated 20th December 2017) which are likely to be regularly frequented by occupants during fair weather. It is our opinion that the recommended external amenity noise levels of BS8233:2014 would be relevant for balconies of this size.
- 6.12 If the predicted worse case balconies were subjected to traffic noise levels within the recommended BS8233:2014 noise levels of 50 – 55 dB LAeq, T by incorporating additional mitigation such as the absorptive ceiling and/or the existing balcony screening (if the reduction has not already been applied), I would not object from an Environmental Health perspective to the removal of condition 33.
- 6.13 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:
- 28 Great Northern Road
  - 81 Great Northern Road
  - 107 Great Northern Road
  - 108 Great Northern Road
  - 117 Great Northern Road
  - 6 Athlone, Staffordshire Street
  - 20 Ravensworth Gardens
  - 80 Ravensworth Gardens
  - 30 Lyndewode Road

7.2 The representations can be summarised as follows:

- There is a high degree of noise experienced in the area and the condition should remain.
- Balcony doors often have to be left open in the Summer for ventilation purposes
- Noise pollution experienced in flats.
- The loose manhole covers make noise after every car runs over them.
- The traffic load needs to be better controlled.
- Mitigation solutions for the existing flats should be implemented.
- The developers should meet the condition as originally proposed.
- Air pollution from vehicle traffic
- Safety issues/ difficulty crossing road.

7.3 Councillor Robertson has commented on the application. A summary of the comments are provided below:

- The noise levels taken on 3<sup>rd</sup> August 2016 cannot be representative of the noise experienced since the station square opened on 17<sup>th</sup> October 2016. A new assessment should be carried out.
- The Environmental Health officer advised the developer at earlier stages that winter gardens/ acoustic shielding would be required to reduce traffic noise levels.
- It is not appropriate to remove the condition just because the developer has chosen to ignore it.
- The application should be refused and the applicant should be required to find ways to apply acoustic mitigation.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Residential amenity
2. Third party representations



## **Residential Amenity**

Impact on amenity of existing occupiers

### Background

- 8.2 Condition 33 of permission 13/1041/S73 required it to be demonstrated that no primary external leisure/ amenity areas would experience outdoor noise levels in excess of 50db at certain periods of the day. This condition was applied to protect the amenity of the occupants of residential and other noise sensitive developments.
- 8.3 The Environmental Health Team raised concerns with the forward-facing balconies of Blocks C1, C2, D1 and F1 due to the proximity to the public highway of Great Northern Road and likely noise levels they would experience. The application 13/1041/S73 was permitted without any changes to the balcony designs or any other mitigation measures.
- 8.4 Following the approval of 13/1041/S73, an application to discharge condition 33 was made. The acoustic assessment undertaken in August 2016 as part of this discharge of condition application stated that the noise levels experienced in the balconies and the external public amenity space between blocks D1 and F1 exceed the 50db limit imposed by the condition. As such, the condition could not be discharged.
- 8.5 A noise survey was carried out at the site in October 2017. This consisted of a combination of an attended noise monitor at ground-level and an unattended noise monitor 4m above ground level on a lamp post along Great Northern Round outside the residential flats. Taking into account the difference in distance, the resultant predicted noise level on the balconies are 62 dB LAeq, 16hr during the daytime and 57 dB LAeq, 8hr during the night-time. These are all in excess of the criteria set out in condition 33.

### Exploration of mitigation measures

- 8.6 In response to the inability to meet the requirements of the condition, concepts of mitigation measures were explored between the applicant and Council planning officers. The suggestion of retrofitting some form of winter balcony

arrangement on the existing balconies was discussed the developers advised that this would not be feasible from a construction perspective and would likely not be compliant with building regulations in any case. As a result, no mitigation solution was identified for the private balconies.

- 8.7 The idea of a large acoustic screen outside the public amenity space between blocks D1 and F1 was explored as a mitigation measure for this public outdoor space. Whilst this would likely limit the noise levels experienced below the required 50db threshold, concerns were raised from a safety perspective by Council officers as the public space would lack any active surveillance and the space would be vulnerable to crime and anti-social behavior. Consequently, no practical mitigation solution was identified for the public open space.
- 8.8 It is also pertinent to note that there has been a change in the relevant British Standard guidance with respect to sound insulation and noise reduction for buildings. The original planning condition of outline permission 08/0266/OUT, as then adopted under permission 13/1041/S73, was formulated, in part, by the guidance contained within the British Standard document 'Sound insulation and noise reduction for buildings' (BS8233: 1999). Since the approval of the original outline permission, a new version of this British Standard document (BS8233: 2014) has been published.
- 8.9 For new developments, the new guidance advises that it is desirable that the external noise level does not exceed 50 dB LAeq,T with an upper guideline value of 55 dB LAeq,T which would be acceptable in noisier environments. The document acknowledges that the recommended values are not achievable in all circumstances. However, the guidance advises that the development should be designed to achieve the lowest practicable levels in these external amenity spaces and that acoustic mitigation will be required if these figures cannot be achieved to attain the lowest practicable level.
- 8.10 The Environmental Health Team has acknowledged that based on the amenity noise levels provided in the latest noise assessment in August 2016, the levels of noise would likely be satisfactory from an Environmental Health perspective. Notwithstanding this, it is important to highlight that the noise levels are higher at present than those cited within the August

2016 report due to the opening of the Great Northern Road in October 2016 which experiences frequent and high volumes of traffic movements.

- 8.11 Referring back to the summary of the British Standard guidance in paragraph 8.8, it could be argued that acoustic mitigation measures have been explored and that the noise levels experienced, albeit higher than the recommended guidelines, are the lowest practical levels.
- 8.12 The Environmental Health Team has stated that if additional mitigation such as the absorptive ceiling and/or the existing balcony screening were installed they would not object to the removal of the condition. The concept of winter balconies was previously explored as a mitigation option, as referred to in paragraph 8.6 of this report. However this was not deemed feasible due to design and building regulation difficulties. I am also of the view that retrofitting absorptive ceilings in all of the units would not be reasonable given that all of the flats are occupied.

#### Alternative amenity spaces

- 8.13 The case has also been made by the applicant that there are alternative areas of open space in close proximity to the site to compensate for the high levels of noise that the open space between blocks D1 and F1 are subject to.
- 8.14 Firstly, to the south of blocks C1 and C2 there is an approximately 2000m<sup>2</sup> area of open space which residents of the affected blocks can access. This open area is less exposed than the affected area of open space between blocks D1 and F1 as it is enclosed by high buildings on all sides. It has reasonable active surveillance and is set back an adequate distance from Great Northern Road. Although no data has been provided in respect of noise levels, based on the site context and surroundings, I consider it likely that the noise levels are considerably lower than those experienced within the open space adjacent to blocks D1 and F1. Therefore, I believe this open space to be an acceptable form of alternative open space for the residents of blocks C1, C2, D1 and F1.
- 8.15 Secondly, the green triangle adjacent to Tenison Road and Lyndewode Road has been referenced. This space is relatively

small in size and in my view serves more as an aesthetical enhancement to the street scene rather than a destination for local residents. The traffic levels are generally less heavy than that of Great Northern Road but the space is exposed. In my opinion, this is not a suitable alternative open space for the affected residents.

8.16 Thirdly, the Botanic Garden has been cited as an alternative outdoor space for residents. Whilst I appreciate this space if of a high quality, I am of the view that this cannot be considered as an alternative location by virtue of the fact that it is not publically accessible as a financial contribution is required to enter it.

8.17 Finally, to the south of the blocks, there is the large main area of open space within the CB1 development. It is appreciated that this large area of open space is currently hoarded off from the public and is not currently in use. It is understood that this is due to a contractor issue when the underground drainage tank was installed and the need for this to effectively be re-installed. Nevertheless, the intention is for this to be realised as public open space for residents of the area. The space is less than 250m from the affected blocks which equates to roughly a three minute walk. Evidence has been provided that the noise levels within the open space fall under the recommended 50db threshold. In my opinion, the open space in question is relatively easy for residents of the affected blocks to access and is of a suitable quality for use.

### Conclusion

8.18 Overall, I consider the applicant has demonstrated that no practical mitigation measures can be implemented to lower noise levels below the required 50db and that there are alternative sources of public outdoor amenity spaces for occupants of the residential blocks. Therefore, I am of the view that the condition is no longer needed and recommend that it should be removed accordingly.

8.19 In my opinion the proposal provides an acceptable living environment and an appropriate standard of residential amenity for existing and future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7, 3/12 and 4/13.

## Third Party Representations

8.20 The third party representations have been addressed in the table below:

<u>Comment</u>	<u>Response</u>
<ul style="list-style-type: none"> <li>- There is a high degree of noise experienced in the area and the condition should remain.</li> <li>- Noise pollution experienced in flats.</li> <li>- Mitigation solutions for the existing flats should be implemented.</li> <li>- The developers should meet the condition as originally proposed.</li> <li>- Balcony doors often have to be left open in the Summer for ventilation purposes</li> </ul>	<p>Whilst I sympathise with the concerns raised by some of the residents of the affected blocks, I do not consider it to be reasonable to resist the removal of this condition. It is accepted that the noise levels experienced are significant and that these are above the recommended guidelines. Options for mitigating the high noise levels have been suggested in preliminary discussions with the local planning authority but none of these solutions are practically possible. In light of the lack of any viable mitigation measures, the condition can no longer be deemed necessary in my view.</p>
<p>The loose manhole covers make noise after every car runs over them.</p>	<p>This is a matter for the installer of the manhole cover and I do not considerate reasonable to control this through this planning application.</p>
<p>The traffic load needs to be better controlled.</p>	<p>The movement of vehicles along Great Northern Road was a matter for the original planning applications relating to this development. This application solely relates to noise levels experienced in the affected areas and the traffic demands of the area have already been assessed through the previous applications.</p>

Air pollution from vehicle traffic	The proposed removal of condition 33 relates to noise levels only and I do not consider it reasonable to control air pollution through this application.
Safety issues/ difficulty crossing road.	This is a highway safety issue that is controlled by the County Council and is not a planning consideration under this application.

## 9.0 CONCLUSION

- 9.1 It is considered that sufficient information has been demonstrated to show that no practical mitigation measures can be implemented to lower noise levels below the required 50db in the affected areas. Alternative sources of public outdoor amenity spaces for occupants of the residential blocks have been identified. Approval and subsequent removal of condition 33 of 13/1041/S73 is recommended.

## 10.0 RECOMMENDATION

**APPROVE** subject to the following conditions:

1. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of seven years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

3. Conditions 3 to 62 of planning permission 13/1041/S73 (as set out below) shall continue to apply to this permission. Where such conditions pertaining to 13/1041/S73 have been discharged, the development of 16/2012/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

4. No development on any phase shall commence until approval of the details of the appearance, landscaping, layout and scale within that phase (hereinafter called the reserved matters) has been obtained from the local planning authority in writing.

Reason: To ensure that all necessary details are acceptable (East of England Plan policies ENV6 and ENV7 and Cambridge Local Plan 2006 policies 3/1, 3/2, 3/4, 3/7, 3/11, 3/12, 3/13, 4/4, 4/10, 4/11, 4/12 and 9/9).

5. The development should be carried out in accordance with the mitigation measures as set out in the Environmental Statement as approved under planning application reference 08/0266/OUT.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement (Cambridgeshire and Peterborough Structure Plan 2003 policy P6/1 and P9/8 and Cambridge Local Plan policies 9/9 and 10/1).

6. The development should be carried out in accordance with the approved Development Proposal Parameter Plans refs RSHP\_100\_X\_P\_PP10 REVC; RSHP\_0003\_P\_PMP REVD; RSHP\_0004\_P\_PMP REVD; RSHP\_0005\_P\_PMP REVD; RSHP\_0006\_P\_PMP REVD; RSHP\_0007\_P\_PMP REVD; RSHP\_0008\_P\_PMP REVD; RSHP\_0009\_P\_PMP REVD; RSHP\_0009\_P\_PMP REVD; 217382/EAD/SK1020 REV P10, A297\_PL 011 Location Plan, A297\_PL 012 Site Plan, A297\_PL 034 Section EE through C1/C2, A297\_PL 040 Proposed Parking, A297\_PL 041 Ground Floor Plan, A297\_PL 042 First Floor Plan, A297\_PL 043 Second Floor Plan, A297\_PL 044 Third Floor Plan, A297\_PL 045 Fourth Floor Plan and A297\_PL 046 Fifth Floor Plan in respect of Blocks C1/C2, D1 and F1 only. (omission of 'unless otherwise agreed in writing by the Local Planning Authority'.)

Reason: To ensure that the development is implemented within the approved parameters upon which the Environmental Statement is based (Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1 and P9/8 and Cambridge Local Plan policies 9/9 and 10/1).

7. Prior to or concurrently with the submission of the first of the reserved matters application(s), a Site Wide Phasing Plan shall be submitted to the Local Planning Authority for approval. The Phasing Plan shall include the proposed sequence of development across the entire site, the extent of the development phases/plots, phased removal of trees and include timing information by reference to the commencement or completion of development of any phase or the provision of any other element or to any other applicable trigger point and in particular shall identify the phased delivery of the following infrastructure:
- a) The Transport Interchange including works to the Station buildings and the laying out of the Station Square.
  - b) The bus only link road and Hills Road/Brooklands Avenue junction.
  - c) The Northern Access Road
  - d) The Southern Access Road
  - e) Works to Station Road/Tenison Road junction.
  - f) Works to Hills Road/Station Road junction
  - g) structural landscaping/planting provisions
  - h) informal open space.



- i) community meeting room facilities.
- j) health care facilities.
- k) police facilities.
- l) environmental mitigation measures specified in the Environmental Statement.

No development shall commence apart from enabling works agreed in writing by the Local Planning Authority until such time as the phasing plan has been approved in writing by the Local Planning Authority. The provision of the features shall be carried out in accordance with the approved timing contained within the phasing plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that major infrastructure provision and environmental mitigation is provided in time to cater for the needs and impacts arising out of the development (Cambridge Local Plan 2006 policies 9/9 and 10/1).

8. Prior to or concurrently with the submission of the first application for approval of Reserved Matters a Site Wide Public Realm and Landscape Strategy shall have been submitted to and approved in writing by the Local Planning Authority. The Site Wide Public Realm and Landscape Strategy shall be prepared in accordance with the principles established by this outline consent.

The Site Wide Public Realm and Landscape Strategy shall more particularly but not exclusively include:

1. The street hierarchy including the extent of the adoptable highway, process for adoption of streets, typical street cross-sections, street trees and detailed design elements
2. A management plan that includes long-term design objectives, management responsibilities and management and maintenance schedules/specifications for all landscape areas, including hard and soft elements, for a minimum period of 25 years.
3. The character and treatment of the structural planting to the development areas

4. The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate.
5. The landscape treatment of roads through the development
6. A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details
7. Ecological mitigation and bio-diversity enhancement proposals
8. Details of the public realm to include public art, materials, signage, utilities and any other street furniture, including litter bins, including comprehensive designs for key areas of public realm within the site, such as public squares and transport interchanges etc
9. A lighting strategy to maximise energy efficiency and minimise light pollution, paying particular attention to the use of security lighting and its design, siting, and operation in relation to existing neighbouring properties and those which are to be constructed as part of the development
10. Methodology for ensuring access for all within the public realm including meeting the needs of disabled people.
11. Details of the ways in which the design of the public realm and landscape strategy will assist in reducing the threat or perceived threat of crime, avoid insecurity and contribute to improving community safety.
12. Location of traffic signage, lights, CCTV cameras, services and associated works to demonstrate that these features will not prejudice the growth to full maturity of new trees.
13. Proposals for the retention / relocation of both the statue of Ceres and the salvaged crane base.

Thereafter, there shall be no variation or amendment to the approved Public Realm and Landscape Strategy unless formally agreed in writing by the Local Planning Authority.

Reason: To ensure high quality design and co-ordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11 and 9/9.

9. Any application for approval of reserved matters subsequent to and including the first shall be in accordance with the Public Realm and Landscape Strategy approved by the Local Planning Authority and as part of the application for Reserved Matters approval the Design and Access Statement shall incorporate a statement demonstrating compliance with the approved Public Realm and Landscape Strategy.

Reason: To ensure high quality design and coordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11 and 9/9.

10. Prior to or concurrently with the submission of the first application for approval of Reserved Matters a Site Wide Estate Management Strategy shall have been submitted to and approved in writing by the Local Planning Authority. The Estate Management Strategy shall be prepared in accordance with the principles established by this outline consent.

The Estate Management Strategy shall more particularly but not exclusively include:

1. Management arrangements for on site security and CCTV provision.
2. Supervision and management of basement car parks, other parking areas and servicing areas, including measures to be used to ensure that rail users do not use car parking spaces associated with residential and commercial uses and are limited to use of the multi-storey car park and Station Square only.
3. Supervision and management of cycle parking provision including visitor parking and parking within the Station Square and other open spaces.

4. Management and maintenance of the public realm including roads, footpaths, cycleways, hardsurfaced areas and green space.
5. External building maintenance including cleaning regimes.

Thereafter, there shall be no variation or amendment to the approved Estate Management Strategy unless formally agreed in writing by the Local Planning Authority.

Reason: To ensure high quality design and co-ordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11, 3/12 and 9/9.

11. Any application for approval of reserved matters subsequent to and including the first shall be in accordance with the Estate Management Strategy approved by the Local Planning Authority and as part of the application for Reserved Matters approval the Design and Access Statement shall incorporate a statement demonstrating compliance with the approved Estate Management Strategy.

Reason: To ensure high quality design and coordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11, 3/12 and 9/9.

12. All reserved matters applications shall include a detailed landscaping scheme (including detailed designs and specifications) for the development parcel that is being sought for approval. The details shall be accompanied by a design statement that demonstrates how the proposal accords with the approved Public Realm and Landscape Strategy. The landscape designs and specifications shall include the following:

## Soft Landscaping

- a) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs (including tree pit details) to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.

## Hard Landscaping

- b) Full details of all proposed methods of boundary treatment including details of all gates, fences, walls and other means of enclosure both within and around the edge of the site.
- c) Utility routes, type and specification.
- d) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units and signs.
- e) 1:500 plans (or at a scale otherwise agreed) including cross-sections, of footpaths and cycleways.
- f) Details of all hard surfacing materials (size, type and colour)

The landscaping within the development parcel shall be implemented in accordance with the approved phasing plan, unless an alternative programme for provision is otherwise agreed in writing by the Local Planning Authority. No development within the applicable development parcel for which approval is sought shall commence until the detailed landscaping scheme has been approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the amenity of future residents and users of the development and to ensure high quality design and coordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11 and 9/9.

13. Any trees or plants provided as part of any landscaping scheme, within a period of 5 years from the completion of the development, which die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the local planning authority gives written consent to any variation. No development within the site for which reserved matters approval is sought shall commence until the landscaping scheme has been approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To ensure satisfactory arrangements are in place for replacement planting to ensure proper provision of landscaped areas (Cambridge Local Plan policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4 and 9/9)

14. All reserved matters applications shall include a management plan that includes long-term design objectives, management responsibilities and management and maintenance schedules/specifications for all landscape areas, including hard and soft elements, for a minimum period of 5 years.

All landscape management and maintenance plans shall include where applicable, but not be limited to, the following details: an explanation of planting design objectives; planting, grass cutting, weeding and pruning schedules; management details relating to SUDS features; inspection, repair and maintenance details relating to hard landscaping (including tracks, paths, boundary treatment, play equipment, street furniture; litter picking, etc); a programme of management activities and monitoring and operational restrictions; a maintenance programme for the establishment period of the planting. The landscape management plan shall be carried out as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of landscaped areas (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/8, 3/11, 3/12, 4/2, 4/3, 4/4, and 9/9).

15. Any reserved matters application for residential development shall include a plan showing the distribution of market and affordable dwellings, including a schedule of dwelling size (by number of bedrooms) within the reserved matters site for which approval is sought. No development shall commence within the site for which reserved matters approval is being sought until such time as the affordable housing distribution and dwelling mix has been approved in writing by the local planning authority. The affordable housing units shall be provided in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the scheme provides an appropriate balance and mix of housing units (Cambridge Local Plan policies 3/7, 5/5, and 9/9 and Cambridge City Council Affordable Housing supplementary planning document)

16. A1, A3, A4 and A5 floorspace permitted within the site shall not exceed an overall gross external floor area of 5255 sq m, unless otherwise agreed in writing with the Local Planning Authority.

Reason: For certainty and to ensure that the floorspace is appropriate for the proposed infrastructure, respects the environmental constraints of the site and does not have an adverse impact on existing local centres (Cambridge Local Plan policy 6/8).

17. No development of a residential building shall take place until an interim certificate following a design stage review, based on design drawings, specifications and commitments, has been issued by a Code for Sustainable Homes Licensed Assessor (CSHLA) to the Local Planning Authority, indicating that all proposed market and affordable dwellings are capable of achieving a minimum of level 4 of the Code for Sustainable Homes.

All residential buildings shall be constructed to meet the applicable CSH specified minimum level. Prior to the occupation of any residential building, a certificate following a post-construction review, shall be issued by a CSHLA to the Local Planning Authority, indicating that the relevant code level has been met. In the event that 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 unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

18. If any reserved matters application is submitted after one year from the date of outline planning permission and if a specific policy regarding the CSH or its successor that stipulates a higher requirement than level 4 (or equivalent under the new rating scheme), is formally adopted as part of the Local Development Framework prior to the making of any such reserved matters application and it is not demonstrated that to require full compliance would not be economically or technically viable, the specified higher CSH (or equivalent requirement) specified by the new policy shall apply pursuant to condition 16. The CSH (or equivalent) pre-assessment report issued by an accredited CSHLA and a certificate by the same following a post-construction review shall continue to apply pursuant to condition 16.

Reason: The period of consent for which outline planning permission is given is for a longer period than the standard 3-year permission. There is likelihood, given that Government policy on sustainable development is moving rapidly, particularly with the trajectory for zero carbon housing by 2016, that new policies will be adopted within the Local Development Framework that will require a higher CSH or equivalent requirement that, without this condition, could not be accounted for. The local planning authority considers that this approach is consistent with the aims and objectives of PPS1 Delivering Sustainable Development (2005) and PPS1 Planning and Climate Change (2007)



19. No development of a non-residential building shall take place until a pre-assessment BREEAM report - which is based upon an approved BREEAM phasing plan for provision of non-residential buildings - prepared by an approved BREEAM Licensed Assessor, indicating that the building is capable of achieving the applicable 'Excellent' rating as a minimum, has been issued to the Local Planning Authority.

All non-residential buildings shall be constructed to meet the applicable approved BREEAM 'Excellent' rating as a minimum. Prior to the occupation of any non-residential building, a certificate following a post-construction review, shall be issued by an approved BREEAM Licensed Assessor to the Local Planning Authority, indicating that the relevant BREEAM rating has been met. In the event that 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 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

20. If any reserved matters application is submitted after one year from the date of outline planning permission and if a specific policy regarding BREEAM or its successor that stipulates a higher requirement than BREEAM Excellent or equivalent under the new rating scheme is formally adopted as part of the Local Development Framework prior to the making of any such reserved matters application and it is not demonstrated that to require full compliance would not be economically or technically viable, the specified higher BREEAM or equivalent requirement specified by the new policy shall apply pursuant to condition 18. The BREEAM (or equivalent) pre-assessment report issued by an accredited BREEAM (or equivalent) licensed assessor and a certificate by the same following a post-construction review shall continue to apply pursuant to condition 18.

Reason: The period of consent for which outline planning permission is given is for a longer period than the standard 3-year permission. There is likelihood, given that Government policy on sustainable development and renewable energy is moving rapidly, that new policies will be adopted within the Local Development Framework that will require a higher renewable energy percentage requirement that, without this condition, could not be accounted for. The local planning authority considers that this approach is consistent with the aims and objectives of PPS1 Delivering Sustainable Development (2005) and PPS1 Planning and Climate Change (2007)

21. The approved renewable energy technologies to meet 15% of the development's carbon emissions shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

22. If any reserved matters application is submitted after three years from the date of outline planning permission and if a specific policy regarding renewable energy that stipulates a higher on-site renewable energy percentage requirement is formally adopted as part of the Local Development Framework prior to the making of any such reserved matters application and it is not demonstrated that to require full compliance would not be economically or technically viable, the specified higher on-site renewable energy percentage requirement specified by the new policy shall apply pursuant to condition 20 The Energy Statement, installation, operation and maintenance of the renewable energy technologies shall continue to apply pursuant to condition 20

Reason: The period of consent for which outline planning permission is given is for a longer period than the standard 3-year permission. There is likelihood, given that Government policy on sustainable development and renewable energy is moving rapidly, that new policies will be adopted within the Local Development Framework that will require a higher renewable energy percentage requirement that, without this condition, could not be accounted for. The local planning authority considers that this approach is consistent with the aims and objectives of PPS1 Delivering Sustainable Development (2005) and PPS1 Planning and Climate Change (2007)

23. Unless otherwise agreed in writing by the local planning authority, a strategic site wide surface water strategy shall be submitted to and approved in writing by the local planning authority concurrently with the first of the reserved matters applications submitted for approval. The strategy shall be based upon a SUDS hierarchy, as espoused by the DTI publication 'Sustainable Drainage Systems CIRIA C609' and the Cambridge City Council Sustainable Design and Construction supplementary planning document (2007). The strategy shall maximise the use of measures to control water at source as far as is practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

The strategy shall include details of all flow control systems and the design, location and capacity of all strategic SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and monitoring arrangements/responsibilities, including detailed calculations to demonstrate the capacity of the measures to adequately manage surface water within the site without the risk of flooding to land or buildings. Details of phasing during drainage operations and constructions shall also be included. The approved drainage works shall be carried out in their entirety, fully in accordance with phased drainage operations agreed in writing by the local planning authority.

Reason: To ensure a satisfactory and sustainable method of surface water drainage during construction and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policy 4/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

24. Any reserved matters application shall include a detailed surface water strategy pursuant to the reserved matters site for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy. The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

The strategy shall include details of all flow control systems and the design, location and capacity of all strategic SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and monitoring arrangements/responsibilities, including detailed calculations to demonstrate the capacity of the measures to adequately manage surface water within the site without the risk of flooding to land or buildings.

Reason: To ensure a satisfactory and sustainable method of surface water drainage and to prevent increased risk of flooding to third parties. (Cambridge Local Plan 2006 policies 4/16 and 8/18 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

25. Prior to or concurrently with the submission of the first of the reserved matters application, a site wide Ecological Conservation Management Plan shall be submitted to the local planning authority for approval. The Plan shall accord with and give effect to the principles for such a Plan proposed in the Environmental Statement submitted with the application.

As a matter of principle, the Plan shall set out an objective of enhancing the net biodiversity of the site as a result of development and shall include:

- a) Contractor responsibilities, procedures and requirements.

- b) Full details of appropriate habitat and species surveys (pre and post-construction), and reviews where necessary, to identify areas of importance to biodiversity.
- c) Details of measures to ensure protection and suitable mitigation to all legally protected species and those habitats and species identified as being of importance to biodiversity both during construction and post-development, including consideration and avoidance of sensitive stages of species life cycles, such as the bird breeding season, protective fencing and phasing of works to ensure the provision of advanced habitat areas and minimise disturbance of existing features.
- d) Detail how habitat and species management and enhancement shall be provided alongside measures to provide habitat restoration and creation to deliver targets in the Cambridgeshire and UK Biodiversity Action Plans such as: the provision of bat and bird boxes on buildings and on trees around the site; the provision of other nesting features for bird species such as bird ledges; reptile hibernacula including small log and rubble piles; and the management of grassland; enhancements to improve its value to wildlife.
- e) A summary work schedule table, confirming the relevant dates and/or periods that the prescriptions and protection measures shall be implemented or undertaken by within.
- f) Confirmation of suitably qualified personnel responsible for over-seeing implementation of the EMP commitments, such as an Ecological Clerk of Works, including a specification of role.
- g) A programme for long-term maintenance, management and monitoring responsibilities for a period of 12 years to ensure an effective implementation of the Ecological Conservation Management Plan ensuring periodic review of the objectives and prescriptions.

No development shall commence until such time as the Ecological Conservation Management Plan has been approved in writing by the Local Planning Authority. All species and habitat protection and creation measures shall be carried out in accordance with the approved Ecological Conservation Management Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development of the site enhances ecology (Cambridge Local Plan 2006 policies 4/3, 4/6, 4/7 and 4/8).

26. Any reserved matters application shall include an Ecological Conservation Management Plan Statement that demonstrates how it accords with the aims and objectives of the Ecological Conservation Management Plan. It shall detail which specific ecological measures are proposed and the timing for their delivery. No development shall commence within the site for which reserved matters approval is being sought until such time as the Ecological Conservation Management Plan Statement has been approved in writing by the Local Planning Authority. The ecological measures shall be carried out in accordance with the approved details and timing of delivery.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006 policies 4/3, 4/6, 4/7 and 4/8).

27. 5% of short term car parking spaces and 5% of long term car parking spaces within the multi storey car park and 5% of all other parking spaces within the rest of the development shall be suitable for, and reserved for, people with disabilities.

Reason: To ensure an appropriate level of car parking provision for people with disabilities (Cambridge Local Plan policy 8/10 and appendix C).

28. Car parking provision shall not exceed a maximum of 425 car parking spaces to serve the office accommodation (B1a use class) and 232 car parking spaces to serve the residential accommodation (C3 use class).

Reason: To ensure an appropriate level of car parking provision in the interests of sustainable development and impact on air quality. (Cambridge Local Plan policies 4/14 and 8/10 and appendix C).

29. Any reserved matters application for a building shall include details of facilities for the covered, secure parking of bicycles for use in connection with the use of the building. The facilities shall be provided in accordance with the approved details before use of the development commences and shall thereafter be retained and shall not be used for any other purpose unless otherwise agreed in writing by the local planning authority.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2006 policy 8/6).

30. Any reserved matters application shall include details of foul water drainage pursuant to the reserved matters site for which approval is sought. No development shall commence until details of the foul water drainage for the site have been approved in writing by the local planning authority. The drainage works shall be constructed in accordance with the approved details prior to the occupation of any part of the development hereby approved.

Reason: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property (Cambridge Local Plan 2006 policies 4/16 and 8/18).

31. Notwithstanding the submitted contamination report as part of the Environmental Statement, prior to the commencement of development, a contaminated land assessment and associated remedial strategy, together with a timetable of works, shall be submitted to and approved in writing by the local planning authority. The contaminated land assessment and associated remedial strategy shall adhere to the following points:

- a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval. The desk study shall detail the history of the site uses including any use of radioactive materials and propose a site investigation strategy based on the relevant information discovered by the desk study. No investigations shall occur on site prior to approval of the investigation strategy by the Local Planning Authority.

- b) The site investigation, including relevant soil, soil gas, radioactivity, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.
- c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority for approval. The approval of the Local Planning Authority to such remedial works as are required shall be obtained prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.
- d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.
- e) If, during the works, contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority
- f) Upon completion of the works, a closure report shall be submitted to and approved by the Local Planning Authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: In order to ensure that any contamination of the site is identified and remediation measures are appropriately undertaken to secure full mitigation in the interests of environmental and public safety. (Cambridge Local Plan 2006 policy 4/13).



32. Prior to the commencement of development, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include the consideration of the following aspects of construction:
- a) Site wide construction and phasing programme.
  - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
  - c) Construction hours.
  - d) Delivery times for construction purposes.
  - f) Soil Management Strategy
  - g) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
  - h) Maximum noise mitigation levels for construction equipment, plant and vehicles.
  - i) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
  - j) Maximum vibration levels.
  - k) Dust management and wheel washing measures.
  - l) Use of concrete crushers
  - m) Prohibition of the burning of waste on site during demolition/construction.
  - n) Site lighting.
  - o) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
  - p) Screening and hoarding details.
  - q) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
  - r) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
  - s) External safety and information signing and notices.
  - t) Liaison, consultation and publicity arrangements including dedicated points of contact.
  - u) Consideration of sensitive receptors.
  - v) Prior notice and agreement procedures for works outside agreed limits.
  - x) Complaints procedures, including complaints response procedures.
  - y) Membership of the Considerate Contractors Scheme.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

33. All reserved matters applications shall include a detailed Construction Method Statement for the development parcel that is being sought for approval. The details shall be accompanied by a statement that demonstrates how the proposal accords with the approved Construction Environmental Management Plan. In addition the CMS shall also provide a specific construction programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices. Thereafter the development shall be undertaken in accordance with the agreed details unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

34. Before any residential or other noise sensitive development (as defined by PPG 24) is commenced a noise attenuation/insulation scheme and/or phased attenuation measures (having regard to the building fabric, glazing and mechanical ventilation) shall be submitted to and approved by the Local Planning Authority in order to demonstrate the scheme shall achieve internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and Noise Reduction for Buildings Code of Practice'. The approved scheme shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: To protect amenity of the occupants of residential and other noise sensitive development (Cambridge Local Plan 2006 policy 4/13).

35. Prior to the commencement of the development hereby approved (including any pre-construction, demolition or enabling works), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228: Noise and Vibration Control On Construction and Open Sites, especially Part 1: 1997 'Code Of Practice (COP) for basic information and procedures for noise and vibration control', Part 2: 'Guide to noise and vibration control legislation for construction and demolition including road construction and maintenance' and Part 4: 'COP for noise and vibration control applicable to piling operations', (if the construction process is to involve piling operations). Development shall be carried out in accordance with the approved details.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

36. In the event of the foundations for any building requiring piling, prior to the development of the building taking place, a report/method statement shall be submitted to and approved in writing by the Local Planning Authority detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228: Part 4: 'COP for noise and vibration control applicable to piling operations'. Development shall be carried out in accordance with the approved details.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

37. All reserved matters applications shall include a detailed scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant. The scheme as approved shall be fully implemented prior to the occupation of the building.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

38. Where appropriate reserved matters applications shall include a detailed scheme for odour control to minimise the amount of odour emanating from the said building, including full technical details for the operation for extract flues. The scheme as approved shall be fully implemented prior to the occupation of the building.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

39. Applications for reserved matters approval, shall be supported by a Detailed Waste Management Plan (DWMP). The DWMP shall include details of:

- a) the anticipated nature and volumes of construction waste.
- b) measures to ensure the maximisation of the reuse of waste.
- c) measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
- d) any other steps to ensure the minimisation of waste during construction
- e) the location and timing of provision of facilities pursuant to criteria b/c/d.
- f) proposed monitoring and timing of submission of monitoring reports.
- g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.

Unless otherwise agreed in writing, thereafter the implementation, management and monitoring of construction waste shall be undertaken in accordance with the agreed details and no individual building subject to a Detailed Waste Management Plan shall be occupied until the Waste Management Closure Report has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the sustainable management of construction waste (Cambridge Local Plan policy 3/1 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

40. No construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority in advance.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

41. No collection or deliveries to the site shall be carried for the purposes of construction outside the hours of 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the local planning authority in advance.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

42. Where appropriate, full details of on-site storage facilities for waste, including waste for recycling, for that development parcel shall be submitted with all applications for reserved matters approval. Such details shall identify the specific positions of where wheelie bins, recycling boxes or any other means of storage will be stationed and the arrangements for the disposal of waste. No buildings shall be occupied until the approved facilities have been provided for that building and the facilities shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers, to safeguard visual amenity and to ensure adequate waste storage and recycling provision (Cambridge Local Plan 2006 policy 3/12).

43. Prior to the commencement of development a detailed scheme for changes to the Carter Cycle Bridge shall be submitted to and approved by the local planning authority in writing. The detailed scheme shall include a detailed topographical and vegetation survey and a vegetation to be removed plan and shall include an assessment of the impact of the works on the residential amenities currently enjoyed by the occupiers of adjacent dwellings. The works to the cycle bridge shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety and to safeguard the visual amenity of nearby residents (Cambridge Local Plan 2006 policies 3/4, 8/2 and 9/9).

44. Prior to commencement of development a detailed scheme for alterations of the junction of Station Road with Hills Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

45. Prior to commencement of development a detailed scheme for alterations of the junction of Tenison Road with Station Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

46. Prior to commencement of development a detailed scheme for alterations of the junction of Hills Road with Brooklands Avenue and creation of a fourth arm to the junction shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the use of the multi storey car park or the occupation of any other part of the development or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

47. Prior to commencement of development a detailed scheme for alterations of the junction of the proposed Northern Access Road with Tenison Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the occupation of any development on Blocks C1, C2, D1, F1, F2, G1 and G2 or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

48. Prior to commencement of development a detailed scheme for alterations of the junction of the proposed Southern Access Road with Station Road shall be submitted to and approved by the local planning authority in writing. The works to the junction shall be implemented in accordance with the approved details in advance of the occupation of any development on Blocks I1, I2, K1, K2, L1, L2, L3, L4, M1 and M2 or in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

49. Prior to the commencement of development a detailed scheme for the temporary Northern Access Road, including the junction onto Station Road and details of taxi queuing, shall be submitted to and approved in writing by the local planning authority. The temporary Northern Access Road shall be implemented in accordance with the approved details in advance of the use of the multi-storey car park. The temporary Northern Access Road shall not be closed or obstructed until such time as the Northern Access Road is in place and provides a complete link between Tenison Road and the station square/multi-storey car park.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

50. On completion and opening of the Multi-Storey Car Park the temporary car park shall cease operation and be closed.

Reason: To safeguard against an over provision of off street parking in the interests of promoting sustainable development and to accord with the City Council's parking standards. (Cambridge Local Plan 2006 policies 8/10 and 9/9).

51. Prior to or concurrently with the submission of the first of the reserved matters application(s) relating to student accommodation, a Student Departure and Arrival Traffic Management Strategy shall be submitted to and approved in writing by the local planning authority. Thereafter the approved Student Departure and Arrival Traffic Management Strategy shall be applicable to all student accommodation within the application site boundary and shall be operational upon first occupation of any block of student accommodation. Arrivals and departures of all occupiers of the student accommodation shall be carried out in accordance with the approved Student Departure and Arrival Traffic Management Strategy, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of highway safety and to safeguard the amenities of nearby residents (Cambridge Local Plan 2006 policies 3/4 and 8/2).



52. The detailed design of the bus interchange shall be the subject of a reserved matters submission. The design shall include details of the layout, arrangement and allocation of bus stops, bus shelters, information systems customer waiting facilities and facilities for bus drivers.

Reason: For the avoidance of doubt and in the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

53. Prior to the commencement of development a detailed scheme for the temporary bus interchange facilities shall be submitted to and approved in writing by the local planning authority. The temporary bus interchange shall be implemented in accordance with the approved details in advance of the cessation of use of the existing bus stops. The temporary bus interchange shall not be closed or obstructed until such time as the permanent bus interchange is operational.

Reason: In the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

54. With the exception of a maximum of 13 car parking spaces for use by occupiers of commercial space within the Multi Storey Car Park building and a maximum of 42 car parking spaces for use for operational purposes associated with the railway, the Multi Storey Car Park hereby permitted shall be used solely by railway users. The number of car parking spaces available for use by rail users shall not exceed 619 spaces. Prior to the commencement of use of either any temporary car park for railway users or the multi storey car park hereby permitted, full details of a strategy to prevent use of the temporary car park for railway users and/or the multi storey car park by non-railway users shall be submitted to and approved by the local planning authority in writing. The development shall be implemented in accordance with the approved strategy.

Reason: To safeguard against an over provision of off street parking in the interests of promoting sustainable development and to accord with the City Council's parking standards. (Cambridge Local Plan 2006 Spatial Strategy and policies 8/10 and 9/9).

55. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2006 policy 4/9)

56. Any reserved matters application for development that includes an underground car park shall include full details of the ventilation method for the underground car park.

Reason: To enable the impact of ventilation plant serving underground car parking to be fully considered in the interests of residential amenity. (Cambridge Local Plan 2006 policy 3/4 and 4/13).

57. The maximum permitted car parking level for all residential development shall be 0.7 space/residential unit and for all commercial development 1space/125 sq m. All reserved matters applications for residential and commercial development shall be supported by evidence to demonstrate that the proposed car parking provision will not have an adverse impact on air quality in the light of information derived from the on site continuous air quality monitoring station. In the event that adverse impacts are identified it is expected that the amount of on site car parking will be reduced.

Reason: To safeguard against an over provision of off street parking in the interests of promoting sustainable development, to accord with the City Council's parking standards and to mitigate against the potential adverse impact of addition car parking within the AQMA. (Cambridge Local Plan 2006 Spatial Strategy and policies 4/14, 8/10 and 9/9).

58. Any reserved matter application for development within 5 metres of the route of the Cambridgeshire Guided Bus shall be supported by full details of design and construction methodology, facing materials, openings and maintenance of all building elevations within 5 metres of the route of the Cambridgeshire Guided Bus. The development shall thereafter be carried out in accordance with the approved details unless otherwise agreed by the local planning authority in writing.

Reason: To safeguard the route of the Cambridgeshire Guided Bus in the interests of improving accessibility and highway safety (Cambridge Local Plan 2006 policies 8/2 and 9/9).

59. Notwithstanding the information detailed on the parameter plans, no building shall exceed 50m AOD in height.

Reason: In the interests of safety and to safeguard the operation of Cambridge Airport. (Cambridge Local Plan 2006 policy 3/4)

60. Prior to the commencement of any works affecting a listed building or Building of Local Interest full details of the means by which historic buildings and features will be protected during construction works shall be submitted to and approved in writing by the local planning authority. The development shall not commence until the agreed protection measures have been implemented.

Reason: To safeguard the visual amenities and historic fabric of listed buildings and Buildings of Local Interest (Cambridge Local Plan 2006 policies 4/10 and 4/12)

61. Prior to or concurrently with the submission of the first application for approval of Reserved Matters a Site Wide Traffic Management Design Strategy shall have been submitted to and approved in writing by the Local Planning Authority. The Site Wide Traffic Management Design Strategy shall be prepared in accordance with the principles established by this outline consent.

The Site Wide Traffic Management Design Strategy shall more particularly but not exclusively include:

- a) A signage strategy for signage associated with traffic management within the application site.
- b) The materials to be used for road markings associated with parking restrictions
- c) The materials to be used for the construction of guardrails.
- d) Palette of materials including integration with adjacent hard surfaced areas.
- e) The materials to be used for traffic calming measures such as build-outs, cushions and humps.
- f) Materials to be used for tactile paving

Thereafter, there shall be no variation or amendment to the approved Traffic Management Design Strategy unless formally agreed in writing by the Local Planning Authority.

Reason: To allow consideration to be given to the means by which signage and street clutter can be kept to a minimum and to ensure high quality design and co-ordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11, 4/11 and 9/9.

- 62. Prior to the commencement of development a detailed scheme for the means by which access to Station Square and the bus only link from Hills Road will be restricted to authorised vehicles shall be submitted to and approved by the local planning authority in writing. Such details shall include physical features and signage to prevent access by cars, taxis and other unauthorised vehicles. The approved scheme shall be implemented in advance of first use of the bus interchange or in accordance with a timetable agreed in writing by the local planning authority.

Reason: To ensure high quality design and co-ordinated development in accordance with Cambridge Local Plan policies 3/7, 3/11 and 9/9.

**INFORMATIVE:** The Applicant is advised to use its best endeavours to retain the original design consultants who were engaged to prepare the masterplan, parameter plans and design Statement/Design and Access Statement, in an advisory role when developing and submitting reserved matters applications. It is advised that only qualified design teams with the necessary design skills and experience should develop design solutions for reserved matters applications to ensure that the vision of the site approved by the outline application is met.

**INFORMATIVE:** To satisfy condition 33 which requires the submission of a noise insulation scheme, the applicant is advised that the noise level from plant vents etc. associated with this application should not raise the existing background level by more than 3 dB both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises, both those existing in the area and any proposed noise sensitive premise within the development, itself. Tonal / impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises.

It is recommended that the agent/applicant submits a noise survey/data in accordance with the principles of BS4142: 1997 Method for rating industrial noise affecting mixed residential and industrial areas or similar, which is specifically related to plant from buildings which have been approved under a full permission, at a later date. This will indicate/predict if noise generation from the plant is acceptable. Full acoustic calculations need to be detailed.

Such a survey should include details of proposed type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points, attenuation details of any intended enclosures, silencers or barriers and hours of operation.

**INFORMATIVE:** To satisfy condition 34 which requires the submission of a scheme for noise insulation to the building envelope, the applicant / developer must ensure that the residential units fronting the principal roads are acoustically protected by a noise insulation scheme, to ensure the internal noise level within the habitable rooms, and especially bedrooms comply with British Standard 8233:1999 ¿Sound Insulation and noise reduction for buildings-Code of Practice¿ derived from the World Health Organisation Guidelines for Community Noise: 2000. The code recommends that a scheme of sound insulation should provide internal design noise levels of 30 LAeq (Good) and 40 LAeq (Reasonable) for living rooms and 30 LAeq (Good) and 35 LAeq (Reasonable) for bedrooms. Where sound insulation requirements preclude the opening of windows for rapid ventilation and summer cooling acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulation AD F: Ventilation will also need consideration.

It is likely that the residential units with rooms fronting the roads façade will require non-openable acoustic double-glazing and some form of forced ventilation or comfort cooling such as air conditioning as part of any noise insulation scheme. Due to the relatively high ambient noise levels it is likely that a ducted ventilation system which intakes on the quiet side of the building not fronting the roads will be required.

**INFORMATIVE:** With regard to construction noise / vibration the applicant is advised to contact:

- i. The Considerate Contractors Scheme
- ii. The Health & Safety Executive, 14 Cardiff Road, Luton, LU1 1PP: -Tel No: 01582 444200 concerning health and safety regulation requirements associated with the construction and operational phases. Considering the age of these buildings asbestos may be present and will need to be removed in accordance with appropriate regulations.

The Environment Agency, Brampton Environment District, Bromholme Lane, Brampton, Huntingdon, Cambs, PE28 4NE, Tel no: 01480414581 for advice regarding, the removal and disposal of waste and adherence with Agency pollution prevention guidelines. The waste produced on the site during demolition / construction will be subject to the general Duty Of Care under the Environmental Protection Act 1990 and is likely to be subject to control under the Waste Management Licensing Regulations 1994 and the Special Waste Regulations 1996 (hazardous waste).

**INFORMATIVE:** To satisfy condition 35 which requires the submission of a demolition / construction noise and vibration impact reports, the following should be included in any report: details regarding the phasing of the demolition, the demolition activities of each phase, the timetable for that phasing, associated predicted noise and vibration levels at the nearest noise sensitive locations, details of any noise/vibration mitigation measures and noise/vibration monitoring. The report should also detail liaison, consultation and public relation arrangements. This report could detail phase schemes as they progress. In relation to environmental construction noise impact we recommend the developer uses the standard the City Council requires in relation to noise levels when letting contracts, known as clause 109 Noise Control.

**INFORMATIVE:** To satisfy condition 42 which requires the submission of details for on site waste storage the applicant should contact the Waste Strategy Officer for further advice and clarification regarding the provision of waste storage and collection requirements

**INFORMATIVE:** The following conditions will be applied to any listed building consent or conservation area consent to be granted for demolition works:

A: No works for the demolition or part demolition of a listed building, the buildings of local interest, or of the Deity buildings shall be commenced unless and until:

- a) a contract has been let, in each case, for a replacement development which has the benefit of full planning permission;

- b) the building has been recorded and items / features / materials worthy of salvage identified, to a specification to be agreed by the City Council's Historic Environment Manager and the County Council's Development Control Archaeologist; the completed record has been approved by them; and copies of the record have been deposited with the City and County Councils and the Cambridgeshire Collection.

B: Items features or materials noted as worthy of salvage shall be carefully removed for re-use, within the CB1 development where possible; the re-use or other disposal of such items shall be subject to the prior written approval of the City Council.

**INFORMATIVE:** Listed building consent and Conservation Area Consent will be required in advance of any works to the listed Station Building and other buildings within the Conservation Area. The grant of Outline Planning Permission should not be regarded as pre-determining the outcome of these applications which will be considered on their own merits.

**INFORMATIVE:** This development has been approved subject to conditions and following the prior completion of a section 106 planning obligation/a unilateral undertaking, because subject to those requirements it is considered to generally conform to the Development Plan, particularly the following policies:

East of England plan 2008: SS1, SS2, SS3, SS4, E2, H1, H2, T1, T2, T3, T4, T5, T8, T9, T13, T14, T15, ENV6, ENV7, ENG1, CSR1, CSR2 and CSR4

Cambridgeshire and Peterborough Structure Plan 2003: P6/1, P9/8 and P9/9.

Cambridge Local Plan 2006: 3/1, 3/2, 3/3, 3/4, 3/5, 3/6, 3/7, 3/8, 3/11, 3/12, 3/13, 3/15, 4/3, 4/4, 4/6, 4/7, 4/9, 4/10, 4/11, 4/12, 4/13, 4/14, 4/15, 4/16, 5/1, 5/5, 5/9, 5/10, 5/11, 5/12, 5/13, 5/14, 6/3, 6/8, 6/10, 7/1, 7/2, 7/7, 7/9, 7/10, 8/1, 8/2, 8/3, 8/4, 8/5, 8/6, 8/7, 8/9, 8/10, 8/11, 8/13, 8/16, 8/18, 9/1, 9/2, 9/9, 10/1.

**INFORMATIVE:** The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.



These reasons for approval can be a summary of the reasons for grant of planning permission only. For further detail on the decision please see the officer report by visiting the Council Planning Department.

**INFORMATIVE:** Conditions 43 and 47 are to be determined by the Planning Committee and reference should be made to this requirement in any application to discharge these conditions.

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## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	17/1550/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	14th September 2017	<b>Officer</b>	Charlotte Burton
<b>Target Date</b>	14th December 2017		
<b>Ward</b>	Trumpington		
<b>Site</b>	Jupiter And Leda House 10 And 20 Station Road Cambridge CB1 2JD		
<b>Proposal</b>	The demolition of the existing 10 & 20 Station Road (Jupiter & Leda House) and the construction of a new office building comprising 14,274sqm (GIA) of Class B1(a)/Class B1(b) floorspace including ancillary accommodation/facilities with a single basement of 3,322 sqm (GIA) providing 98 car parking spaces, with associated plant and 482 cycle parking spaces at grade level, hard and soft landscaping including a pocket park and access from Station Road.		
<b>Applicant</b>	Brookgate CB1 Limited		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposed building is of a scale, massing and design which are appropriate to its setting within an Area of Major Change and of a sufficiently high quality to respond well to the immediate context.</li> <li>• The Outline consent for the Station Area development and the previous schemes on the site are very significant material considerations and I have set out the differences between the approved plans and the current application in my report.</li> </ul>
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	<ul style="list-style-type: none"> <li>The application includes mitigation measures to ensure that all of the impacts of the development are dealt with both independently and as part of the wider Masterplan.</li> </ul>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site forms part of a larger area which is the subject of the CB1 Station Area Redevelopment proposals for which outline planning permission was granted in April 2010. Specifically the application relates to Blocks J3 and J4 of the Masterplan.
- 1.2 The site is at the western end of Station Road. Kett House is sited immediately to the west of the site which is a 5 storey office building. Properties fronting onto Hills Road back onto the south western boundary of the site, including the Centennial Hotel. Directly opposite the site lies Salisbury Villas which are three storey substantial Victorian properties. To the east is 22 Station Road which was built as part of the CB1 development.
- 1.3 The site is within the Station Area Redevelopment Framework Boundary and within the Central Conservation Area No.1. The Station buildings are grade II listed. There are several mature trees in the vicinity of the site, including trees on the Station Road frontage, which are subject to protection by virtue of their location in the Conservation Area. The site falls within the controlled parking zone.

## 2.0 THE PROPOSAL

- 2.1 The proposals seek full planning permission for the demolition of Jupiter House and Leda House and the construction of a single new office building comprising 14,274sqm (GIA) of Class B1(a)/Class B1(b) floorspace with a single basement providing 98 car parking spaces and 482 cycle parking spaces at ground level. A 'pocket park' is to be formed between the building and the boundary with Kett House.
- 2.2 Planning permission has already been granted for the construction of two separate office buildings on 10 and 20

Station Road subject to completion of related s106 Agreements. These decisions are a significant material consideration in this case. The following table sets out a comparison between the descriptions of the two proposals for the sites.

	<b>Floorspace</b>	<b>Car Parking</b>	<b>Cycle Parking</b>
10 Station Road (15/2271)	5654sqm	37 spaces	193 spaces
20 Station Road (15/0865 and 15/0864)	7421sqm	40 spaces	254 spaces
Total	13,075sqm	77 spaces	447 spaces
Current Scheme	14,274sqm	98 spaces	482 spaces

2.3 Another key difference between the current scheme and those previously approved is that the proposed use of the building has been changed to include both office use (Class B1a) and research and development use (Class B1b).

2.4 The application is for full planning permission which means that the scheme is not required to accord with the Parameter Plans that were agreed as part of the Outline Approval for CB1. However the Outline Approval should be regarded as having some weight in decision making.

2.5 The application is accompanied by the following supporting information:

- Planning Statement
- Acoustic Report
- Air Quality Statement
- Archaeology Statement
- Daylight/Sunlight Assessment
- D&A Statement
- Ecology Report
- Drainage Strategy
- BREEAM Assessment
- Energy Strategy
- Heritage Statement

- Transport Statement and Travel Plan
- Operational Waste Strategy
- Landscape Proposals/Management Plan
- Estate Management Strategy
- Phase Specific Investigation Plan

2.6 Since the original submission the following additional information has been submitted:

- Transport Assessment Addendum
- Updated Air Quality Assessment
- Additional surface water drainage information
- Visuals showing the view from Hills Road
- Comparative elevations for illustrative purposes

### **3.0 SITE HISTORY**

3.1 The key planning history comprises:

08/0266/OUT	<p>CB1 Station Area Redevelopment: A/C</p> <p>The comprehensive redevelopment of the Station Road area, comprising up to 331 residential units (inclusive of 40% affordable homes), 1,250 student units; 53,294 sq m of Class B1a (Office) floorspace; 5,255 sq m of Classes A1 /A3/A4 and/or A5 (retail) floorspace; a 7,645 sq.m polyclinic; 86 sq.m of D1 (art workshop) floorspace; 46 sq m D1 (community room); 1,753 sq m of D1 and/or D2 (gym, nursery, student/community facilities) floorspace; use of block G2 (854 sq.m) as either residential student or doctors surgery, and a 6,479 sq.m hotel; along with a new transport interchange and station square, including 28 taxi bays and 9 bus stops (2 of which are double stops providing 11 bays in total), a new multi storey cycle and car</p>
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park including accommodation for c. 2,812 cycle spaces, 52 motorcycle spaces and 632 car parking spaces; highway works including improvements to the existing Hills Road / Brooklands Avenue junction and the Hills Road / Station Road junction and other highway improvements, along with an improved pedestrian / cyclist connection with the Carter Bridge; and works to create new and improved private and public spaces.

15/0865/FUL	20 Station Road: Demolition of Leda House and construction of a new 6 storey office building comprising 7421sq.m (GEA) of office floorspace (Class B1); 254 cycle spaces; associated plant; hard and soft landscaping; a basement with 40 car parking spaces and 3 motorcycle bays; infrastructure works (Scheme A)	Resolution to grant consent subject to completion of S106 Agreement
15/0864/FUL	20 Station Road: Demolition of Leda House and construction of a new 6 storey office building comprising 7421sq.m (GEA) of office floorspace (Class B1); 254 cycle parking spaces; associated plant; hard and soft landscaping; a basement with 40 car parking spaces and 5 motorcycle bays; infrastructure works including basement car park ramp (Scheme B)	Resolution to grant consent subject to completion of S106 Agreement

15/2271/FUL	10 Station Road: The demolition of Jupiter House and the construction of a new office building comprising 5,654 sqm (GIA) of Class B1(a) floorspace including ancillary accommodation/facilities with a single basement of 1,715 sqm (GIA) providing 37 car parking spaces, with associated plant and new sub-station, 193 cycle parking spaces at street level and two options for provision of access to the development and for hard and soft landscaping.	Resolution to grant consent subject to completion of S106 Agreement
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#### 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	Public meeting/exhibition	No
	DCF	No

#### 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

#### 5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/4 3/7 3/11 3/12 3/13
	4/4 4/9 4/11 4/13 4/14 4/15
	7/1 7/2
	8/2 8/3 8/4 8/5 8/6 8/9 8/10 8/11 8/13 8/16
	8/18
	9/1 9/9
	10/1



### 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction RECAP Waste Management Design Guide Planning Obligation Strategy Public Art
	<u>Citywide:</u> Biodiversity Checklist Cambridge City Nature Conservation Strategy Cambridge and South Cambridgeshire Strategic Flood Risk Assessment Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan Cambridgeshire Quality Charter for Growth Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012) Cambridge Walking and Cycling Strategy Cambridgeshire Design Guide For Streets and Public Realm Air Quality in Cambridge – Developers Guide Cambridge Cluster at 50 The Cambridge economy: retrospect and prospect Final report to EEDA and partners March 2011
	<u>Area Guidelines:</u> Southern Corridor Area Transport Plan Station Area Development Framework/Station Area Conservation Appraisal New Town and Glisson Road Area Conservation Appraisal

#### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

### 6.0 CONSULTATIONS

#### **Cambridgeshire County Council (Highways Development Management)**

##### Comments provided on original submission

- 6.1 Concerns about control point for access, vehicles waiting to access the site and size of car parking spaces in basement. Conditions/informatives recommended.

##### Comments in relation to further submission 23.11.2017

- 6.2 The revised vehicle tracking drawings are acceptable and larger vehicles in the car park agreed as management issue.

#### **Cambridgeshire County Council (Transport Assessment Team)**

##### Initial comment 06.10.2017

- 6.3 Objection. Clarification is required regarding existing trip generation. The proposed trip rates presented are consistent with those presented in the CB1 Revised Transport Assessment. However further details are required on car

parking. The car parking provision is below maximum car parking standards. Measures to prevent staff from parking in the surrounding area are required and securing car parking surveys of local streets. The cycle parking provision is above minimum cycle parking standards. The details of the visitor parking management should be detailed and secured as part of a cycle management strategy as part of the Travel Plan for the site.

Comment on additional information 01.12.2017

- 6.4 No objection. The issues raised have been sufficiently addressed. The car parking provision is acceptable, provided the car parking surveys of local streets are secured. The cycle management strategy of visitor parking should be secured as part of the Travel Plan for the site. The trip generation and car parking accumulation is acceptable subject to off-site car parking on residential streets being provided as part of the mitigation package.

The County Council require that the following should be secured through condition or S106 agreement:

- Travel Plan with cycle management strategy
- Car park surveys of local residential streets
- A payment of £300,000 should be made to the County Council towards delivery of the information centre.
- A payment of £150,000 should be made to the County Council towards the Tenison Road Area Traffic Calming scheme.

**Environmental Health**

Initial comment 06.10.2017

- 6.5 Air Quality Assessment required.

Recommend conditions for:

- Plant noise insulation
- Construction hours
- Collection during construction
- Construction/demolition noise/vibration & piling
- Dust condition
- Emergency generator
- Contaminated land

- Artificial lighting
- Electric vehicle charging points

#### Comment on air quality assessment 03.01.201

- 6.6 No objection. The proposal represents further intensification of the site compared with the current use, the original CB1 Masterplan and earlier planning applications. The traffic changes associated with the proposed development are below the screening threshold and there is not CHP proposed. The three gas fired boilers represent an intensification of the site but will represent minimal impact due to the replacement of older less efficient boilers with new low NOx boilers. The report confirms that the combustion plant will be vented from the roof at a minimum height of 1m above roof level. This is acceptable. The use of low NOx boilers and the installation of EV charge points should be secured through conditions.

### **Urban Design and Conservation Team**

#### Initial comment

- 6.7 Additional Information required.

The proposals are a storey taller than that envisaged through the Outline. A visualisation from Hills Road is needed to assess whether the increased scale and massing of 10 Station Road section of the building will be apparent above the Hills Road terraced houses.

Unconvinced by the applicant's assessment that considers overlooking to adjacent properties. Measures to prevent overlooking from the office building into adjacent existing properties and associated amenity spaces need to be incorporated into the elevations.

The Daylight and Sunlight Report demonstrates that affected rooms are unlikely to experience noticeable changes in daylighting levels.

The proposed elevations clearly define the base, middle and top of the building. The revisions to the massing 'envelope' create a well-balanced and symmetrical elevation to Station Road.

The design of the elevations and materials these have been developed to respond to Kett House to the west and 22 Station Road to the east. The overall materials palette is consistent with the establishing palette in CB1.

The glazed centre section of the scheme creates an atrium space for circulation and reception. The intention is for this space to continue through the building to connect into a courtyard garden that terminates this axis through the building. The approach to the elevations is supported in design terms.

The pedestrian and cycling arrangements are consistent with the approach taken on the previous schemes at 10 and 20 Station Road and are considered acceptable in design terms.

Recommend conditions:

- Materials samples
- Glass types
- Sample panel
- External treatment of the cycle stores
- Details of all solar panels
- Secure access to car park
- Lighting plan
- Rooftop plant
- Ramp retaining walls
- Clifton Villa Gate Pier

#### Comment on additional information 22.12.2017

- 6.8 The applicant has submitted the views requested in our previous comments on the application to demonstrate the impact of the proposed scheme when looking over the terraced houses that front on to Hill Road. These are based on agreed viewpoints from the previous applications. We have assessed the views which helpfully show the approved schemes and the proposals to allow an easy comparison between the two to be made. These views reveal that the proposed scheme will present an increased scale and massing over the approved scheme. However the increase is relatively modest and is not considered harmful in views across the Central Conservation Area.

The applicant is not proposing to make any amendments to the proposals to address concerns relating to overlooking of adjacent existing properties. We acknowledge that the rear elevation is an improvement over the escape stairs on the approved scheme and that the windows are narrower and use chamfered brickwork to minimise overlooking. However we still have some concerns and accordingly would suggest that obscure glazing/film may be required. This could be covered via appropriate condition should the application be approved.

#### **Head of Streets and Open Spaces (Landscape Team)**

#### Comments 02.10.2017 & 11.01.2018

- 6.9 Acceptable. The atrium planting areas, green wall and planters on the upper levels are supported but only if it can be achieved correctly and maintained adequately. Full details of the internal green wall should be submitted and again the advice of specialist interior landscape professionals sought to select the right species for the internal environment. Support roof terrace planting. Confirmation required that all planters in the pocket park/rear garden area will be automatically irrigated and recommendations for maintenance. Recommend conditions for hard and soft landscaping scheme, landscape maintenance and management plan, tree pit details and green roof details

## **Senior Sustainability Officer (Design and Construction)**

Initial comment 28.09.2017

- 6.10 No objection. The overall approach to sustainable design and construction and renewable energy provision, energy efficiency and carbon reduction is supported. The Energy Strategy sets out that by taking a hierarchical carbon reduction of 29.73% is predicted. This approach is supported. In terms of renewable energy provision, a 75 m2 photovoltaic panel array is proposed. A BREEAM pre-assessment report shows that the office space is capable of achieving the BREEAM 'excellent' requirement. This approach is supported. Recommend conditions for renewable energy implementation and BREEAM. Clarification is required in relation to BREEAM credits for water consumption and the provision of electric vehicle charging points as part of the basement car park.

Comment on additional information 07.11.2017

- 6.11 No objection. The applicant has now clarified that greywater recycling is not to be utilised for the scheme, although rainwater will be used for irrigation as part of a site wide approach. The scheme will still lead to a 40% reduction in water consumption, which is supported. With regards to electric vehicle charging points, it has been confirmed that 5 spaces are to be provided with charging infrastructure, which is supported. Given the rapid uptake seen in electric vehicles over the last year, I would recommend that consideration be given to future proofing the electricity infrastructure within the basement for the addition of further charging points in the future.

## **Head of Streets and Open Spaces (Sustainable Drainage Officer)**

Initial comment 22.06.2017

- 6.12 Additional information required to satisfy the drainage hierarchy and discharge rate have been adequately considered.

Comment on additional information 05.01.2018

- 6.13 Acceptable subject to condition for detailed surface water drainage works.

**Lead Local Flood Authority (Cambridgeshire County Council)**

6.14 No comment to make on the application.

**Environment Agency**

6.15 No objection. Application falls within Flood Risk Standing Advice. The site is considered to be of high sensitivity and could present potential pollutant/contaminant linkages to controlled waters. Recommend groundwater and contaminated land conditions.

**Anglian Water**

6.16 No comments received.

**Head of Streets and Open Spaces (Walking and Cycling Officer)**

6.17 No comments received.

**Access Officer**

6.18 No comments received.

**Refuse and Recycling**

6.19 No comments received.

**Historic Environment Team (Growth and Economy, Cambridgeshire County Council)**

6.20 No objection. Archaeological work on previous applications within the immediate vicinity these have yielded poor results and a condition for further investigation work is not necessary.

**Cambridgeshire Constabulary (Architectural Liaison Officer)**

6.21 No objection.



## **Ministry of Defence (Safeguarding)**

6.22 No comments received.

## **Cambridge International Airport**

6.23 No comments received.

## **Developer Contributions Monitoring Unit**

6.24 No objection. No financial contributions required.

## **Disability Panel meeting of 31 October 2017**

6.25 The Panel felt they had little comment to make. Improvements could be made to the accessible toilets that appeared to be too small with inward-opening doors.

6.26 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

7.1 The owners/occupiers of the following addresses have made representations objecting to the proposal:

- 77 Hills Road
- 116 Tenison Road
- 15 - 17 Clarendon Road
- 9 Fairsford Place
- The Bike Depot, 140 Cowley Road (Camcycle)

7.2 The representations can be summarised as follows:

- The footprint and massive scale of the building is too large for the site.
- Floor space exceeds outline application
- Combined blocks and creation of 'megablock' not supported.
- Developer is taking similar approach to combine blocks as 32-38 Station Road (Wilton Terrace).

- Appeal Inspector for 32-38 Station Road schemes noted separate blocks as key design feature.
- Impact on character and appearance of conservation area.
- Impact on villas on northern side of Station Road which are BLIs.
- Impact on properties on Hills Road including Centennial Hotel and Warren Close properties in terms of loss of light and privacy.
- Impact on No. 77 Hills Road in terms of reduction in daylight, overbearing impact, loss of privacy due to proposed increase in the number of windows and roof garden.
- Overdevelopment.
- Further destruction of the environment around the station
- Loss of matures trees at the front and within the site, including role of these as carbon sinks.
- Parking provision would worsen traffic congestion and air pollution in the area.
- Accident data should be updated by the applicant.
- Harm to footway along Station Road
- Local cycle infrastructure is not good and Station Road is dominated by motor traffic.
- Inadequate arrangements for vehicles to load which would block access for pedestrians and cyclists.
- Design of access would encourage motorists to drive too quickly into and out of the site, threatening and intimidating access for pedestrians. Footway should give priority to pedestrians and be convenient for wheelchair users.
- Applicants do have an opportunity to help the process of improving walking and cycling infrastructure in the rapidly evolving area of Station Road. The site should provide space for a segment of cycleway.

7.3 The owners/occupiers of the following addresses have made representations supporting the proposal:

- 4 Morland Terrace

7.4 The representations can be summarised as follows:

- Redevelopment of the area is hugely improved and has a 'real buzz'.

7.5 Councillor Robertson has made a representation objecting to the application which can be summarised as follows:

- The Cumulative Impact Assessment for the people and traffic movements within the CB1 development is required to take account of the changes that have happened compared to the outline consent.
- The applicant's Transport Assessment and Travel Plan are flawed in several areas, in particular ignoring aspects of the current situation on the ground.
- Local residents and Councillors have undertaken a count of movements on Great Northern Road in January 2017 and identified problems for pedestrians and cyclists.
- The whole consent for people and traffic movement across Station Square needs review.

7.6 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces and impact on heritage assets
3. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Transport impact, car parking and highway safety
8. Cycle parking
9. Refuse arrangements
10. Air Quality
11. Sustainable Drainage
12. Third party representations
13. Planning Obligations (s106 Agreement)

## **Principle of Development**

- 8.2 An outline planning application for CB1 was approved in April 2010 for the comprehensive redevelopment of the Station Area (08/0266/OUT). Therefore, the principle of office development on this site has been firmly established. This is also reflected in the approval of alternative proposals for these two sites.

### Restriction on occupation of office development

- 8.3 Policy 7/2 of the Local Plan permits new office development for occupation by a business that can demonstrate that it provides an essential service for Cambridge as a local or sub-regional centre or exceptionally where there is a proven need for a regional function only. This is sometimes known as a 'local user condition'. The s106 Agreement for the outline application secures such control over the future occupation of B1 (a) office development within the scheme and it is necessary to secure the same arrangement for this proposal. This can be achieved through the S106 Agreement.
- 8.4 The current proposal includes an alternative use for B1 (b) research and development purposes. This is a departure from the outline consent which did not include B1 (b) use. However, this use is supported under Local Plan policy 9/9 specifically relating to the Station Area and is appropriate for the location. Policy 7/2 similarly applies an occupancy restriction to high technology and related industries and services within Use Class B1 (b) concerned primarily with commercial research and development, which should show a special need to be located close to the Universities and other established research facilities or associated services in the Cambridge area. As such, I consider it is necessary to secure this through the S106 Agreement.
- 8.5 Subject to this, in my opinion, the principle of the development is acceptable and in accordance with policies 7/2 and 9/9 of the Cambridge Local Plan 2006. The key issues for consideration in the determination of this application are the additional impacts over and above those which would arise from the approved schemes. These will now be assessed under the relevant section headings in the following report.

## **Context of site, design and external spaces and impact on heritage assets**

### Scale and massing

- 8.6 The south side of Station Road is undergoing rapid change. No. 22 Station Road which lies to the east of this site is complete and accorded with the approved outline Parameter Plans at 24.7m high. The approved schemes for No. 20 form a matched pair with No. 22 and is the same height (15/0865 and 15/0864). This was one storey higher than the outline Parameter Plan. The approved scheme for No. 10 is lower than No. 20 and consistent with the outline Parameter Plan at 18.25m high. Kett House to the west of the site is 19m high.
- 8.7 The proposed office building would be (23.4m high). This would be 1.3m lower than the approved scheme at No. 20 Station Road but one storey higher than that for 10 Station Road. It therefore exceeds the outline Parameter Plan in both locations. However, the proposal would be lower than No. 22 and thus maintains the height differential between buildings on this side of Station Road with increasing building heights between Kett House and the tallest building on the CB1 development, 50/60 Station Road. In my opinion, the proposal would retain this important element of the concept for the street scene within the CB1 development.
- 8.8 For this reason, I share the views of the Urban Design and Conservation team that the increase in height in particular can be supported subject to it not creating an unacceptable visual impact when viewed from Hills Road or an unacceptable loss of daylight or overlooking to adjacent resident properties. I have dealt with the impacts on residential amenity below. In visual terms, I consider the changes are not harmful to the street scene or the Conservation Area for the reasons set out above.
- 8.9 Another key aspect of the site context is the gaps between office buildings. The building occupies the positions of Blocks J3 and J4 as identified in the outline Masterplan. The current proposal has two elements on the general footprint of Blocks J3 and J4 and links the two parts of the building with a glazed atrium to form a single office building. The atrium is set back from the main building frontage by approximately 5m and 4m to the rear, and extends the full depth of the building at ground floor. The atrium occupies parts of the upper floors on the building frontage, most prominently at first floor. The recessed top floor of the atrium would be set back from the frontage.

- 8.10 In this respect, the proposal is a departure from the outline Masterplan. However, in my opinion the proposal maintains the overall concept of the masterplan. The glazed treatment contrasting with the more solid masonry would allow the two elements of the building to be read. The setback of the atrium from the frontage and the space that this would allow to bring landscaping between the two elements would reinforce this concept within the street scene. The building would have the overall appearance of a linked pair of buildings, which would be appropriate to the concept behind the outline Masterplan.
- 8.11 Compared to the outline Masterplan and the approved schemes, the proposed 'linked building' would result in the loss of the 10m wide gap between Nos. 10 and 20. However, the quality of this area as open space would have been compromised by the introduction of a ramp access, which is one of the approved access options under previous consents. The proposal – by linking the two footprints – would allow the gap between the building and Kett House to be increased approximately 10m wide (compared to approximately 3.6m wide on the previous schemes). This would be landscaped to form a 'pocket park' providing an external seating area, which would form part of the linear park along this side of Station Road. In my opinion, the quality of this space would be better than the previous approved schemes in terms of the amenity it provides and its contribution towards the street scene.
- 8.12 In my view, following detailed examination of the supporting material to the application, the height of the proposed building and the setting back of the linking feature will render the building an appropriate addition to the Station Road context.

#### Movement and Access

- 8.13 The approved schemes for Nos. 10 and 20 Station Road provide for two alternative access arrangements for vehicles as follows:
- a) Formation of a new access ramp at 10 Station Road to form an in-out arrangement using the existing ramp at No. 22; or
  - b) Provision of a ramp adjacent to the existing ramp at No. 22 to form a two way ramp

8.14 The current proposals take forward option (b). The adoption of this approach allows for the introduction of an area of public open space between the building and Kett House. In my view this is a good outcome as it provides an improved environment at the western end of Station Road, as set out above, and groups the access ramps together which will reduce their visual impact in the streetscene.

8.15 The main entrance presents itself to Station Road and in this way provides a legible entrance. The ground floor atrium facilitates access through the building to and from the cycle parking area adjacent to the south boundary.

### Elevations and Materials

8.16 A curtain walling system is to be employed to contain reconstituted stone at the ground floor level and gault bricks on the upper levels of the linked building. The link itself will be an insulated glass wall with horizontal fins and curved walls will soften the entrances at either end. Glazed curtain walling continues along the uppermost level which is set back from the elevations and there will be green roofs. The elevations show a range of window openings which incorporate fins and set-backs which control solar gain and overlooking and also provide a high degree of interest on the façade.

8.17 The elevations define the base, middle and top of the building and create a balanced and symmetrical elevation to Station Road. The Urban Design and Conservation team have commented that the elevations and materials respond to Kett House and No. 22 Station Road. The overall materials palette is consistent with the establishing palette within the CB1 development. For these reasons, in my opinion the proposed elevations would be an appropriate response to the context, subject to details to be secured through conditions as recommended by the Urban Design and Conservation team.

### Open Space and Landscape

8.18 In addition to the green roofs referred to above the scheme will deliver a number of planted areas including:

- Continuation of the linear park and tree planting on Station Road
- Planting within the atrium space on the façade of the building to fourth floor level and on the ground floor including an internal green wall

- A 'pocket park' to the western side of the site including space for seats and a pop-up restaurant of the type elsewhere on CB1
- Small garden adjacent to rear access
- Planting to terraces and planting beds

The Landscape officer is broadly supportive of the landscaping scheme but a number of details will need to be controlled by condition. These include the details for delivery and retention of the internal green wall.

8.19 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

### **Public Art**

8.20 Although the application is a 'freestanding' full planning application in my view public art should be considered in the wider CB1 Masterplan context. The applicants are happy with this approach. I am satisfied that a clause within the S106 to require the implementation of the approved Public Art Plan is sufficient in this case to ensure that Public Art is delivered as part of the wide CB1 redevelopment. In my opinion, subject to the inclusion of a clause in the S106 agreement requiring delivery of the agreed Public Art Plan the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

### **Renewable energy and sustainability**

8.21 The Senior Sustainability Officer has noted that the outline permission for the CB1 development set a requirement for all non-residential elements to achieve a minimum of BREEAM 'excellent'. Whilst this application is a full application and would not have to comply with the conditions imposed on the outline permission, it is still proposed that the buildings will achieve the 'excellent' BREEAM rating. Other sustainable design features include green/brown roofs, photovoltaic panels, greywater/rainwater collection. All of these measures are supported. The Senior Sustainability Officer has also concluded that the overall level of carbon reduction being achieved as a result of the hierarchical approach to reducing carbon emissions, the scheme overall is acceptable. I agree with this advice and am satisfied that the current proposals whilst outside



of the outline requirements is still string to provide good standards in relation to renewable energy and sustainability.

- 8.22 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

### **Disabled access**

- 8.23 The applicant has addressed inclusive access in section 4.08 of their Design and Access Statement. The proposal includes 2 no. disabled car parking spaces within the basement and space for parking modified bicycles. The landscaping and approach to the main entrance includes no steep gradients. The Council's Disability Panel has reviewed the application and has not raised objections. Suggestions were made regarding improvements to the accessible toilets which the applicant should note and incorporate into the detailed design for the internal arrangements, which will be covered by Building Regulations. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12 in this regard.

### **Residential Amenity**

#### Impact on amenity of neighbouring occupiers

- 8.24 The application site is in close proximity to existing buildings fronting Hills Road (including Vinter Terrace) and flats within the Warren Close housing development. I have assessed the impact on these properties with reference to the consented schemes, as well as the impact on the wider area.

- *Centennial Hotel (Nos 63-73 Hills Road)*

- 8.25 The property closest to the application site is the Centennial Hotel (Nos 63-73). This is located to the south west and shares a common boundary with the application site. The Centennial Hotel is formed from a number of original terraced properties which front onto Hills Road which are now inter-connected. The hotel has a three storey rear extension with access/undercroft parking at the ground floor level (e.g. two floors of hotel rooms). The extension projects to the east to within approximately 1.5m of the common boundary at its closest point. The hotel rooms

in the extension have outlook either to the north or south although there is a corridor window which is on the eastern elevation. There is also residential accommodation at the site which consists of the manager's apartment which is understood to be within the southern part of the terrace.

- 8.26 The proposed office block would be sited approximately 5m from the boundary with the hotel. The closest part of the hotel extension is set approximately 1m from the boundary, increasing to approximately 3m further to the north. As a result, the proposed office block would be sited at a distance of between 6 and 8m from the hotel extension. This compares to a distance of between 9m and 11m on the Parameter Plans at outline stage, and between 3 and 5m on the 'approved' scheme. Thus, while the proposal would be closer to the hotel boundary than the outline Parameter Plans, it would be further than the 'approved' scheme.
- 8.27 In terms of height, the south western elevation would be approximately 18.8m high to the roof of the fifth floor and 22.2m high to the roof of the set-back sixth floor. The roof plant would be above this, however would be pushed away from the edge of the building. The proposed building would be one storey taller than the 'approved' scheme. However, in my opinion, the increased distance between the side elevation of the hotel extension and the proposed building would mitigate for the increased height. The increased gap between the proposed building and Kett House would provide some openness which would relieve the outlook from the hotel. As such, I am of the opinion that the office building would not appear as overly visually dominant to the extent where a refusal of planning permission could be sustained.
- 8.28 The applicant has submitted a Daylight and Sunlight Assessment. The Urban Design team has reviewed the assessment and has advised that the impact on daylight and sunlight is acceptable. For the hotel, in terms of daylight, the assessment finds that 36 of the 38 windows assessed fully accord with the vertical skyline component (VSC) test. The two windows that fail are located on the northern elevation of the hotel extension. One of these faces towards the site and one is on a side elevation located below an overhang. Both these windows are currently below the recommended VSC, so the proposal would not have a significant impact on this room

compared to the existing situation. Nine rooms will experience alterations to the no sky-line (NSL) which breach the recommended guidance. However, these rooms fully adhere to the VSC test so would retain an acceptable level of daylight. In terms of sunlight, all eight of the windows assessed under these criteria fully comply with the annual probably sunlight hours (APSH) test for annual and winter sunlight. In summary, whilst there will be alterations in VSC and NSL to some windows and rooms within the hotel, the hotel use is less sensitive than residential use due to the transitory nature of the occupation and are generally considered to have a lower expectation of light. For this reason, I consider this impact to be acceptable.

8.29 In terms of overlooking, I have considered the impact on the windows on the rear elevation of the hotel including those on the eastern elevation of the hotel extension in closest proximity to the site. The proposed south western and southern elevations of the building include extensive glazing. There would be some direct views from the office building towards the facing windows at a distance of approximately 6m to the hotel extension and 21m to the rear elevation of the terraced part of the hotel. There would be oblique views from the south western and southern elevations towards the southernmost part of the hotel including the manager's accommodation. Whilst I am satisfied with the impact on the terraced part of the hotel, I am minded that there should be some treatment to the windows that could give outlook towards the rooms on the extended part of the building either through the application of a reflective film, obscure glazing or Brise Soleil. I am satisfied that this would protect the hotel rooms from undue overlooking and I have recommended a condition to this effect.

8.30 The rear of the hotel is largely used for parking and does not appear to serve any amenity function in relation to the hotel. The existing office block of Jupiter House is also very clearly visible from the rear. From the extension the rooms with outlook to the north are enclosed by Kett House. I am of the opinion that as the rear space is mainly given over to parking and servicing and that the existing office block is clearly visible that the physical presence of the amended office block compared to that outlined in the Parameter Plan and the 'approved' schemes would not be so stark that a refusal of planning permission could be justified in this instance.

- *Nos. 75, 77 and 79 Hills Road and Vinter Terrace*

8.31 To the south of the hotel, are Nos. 75, 77 and 79 Hills Road which appear to be in residential use. These are two storey mid-terrace properties with rear gardens. The owner/occupant of No. 77 has objected to the proposal on the grounds of loss of light and overbearing impact, and loss of privacy. To the south of No. 79 is the OISE school of English which occupies Nos. 81 to 85 Hills Road. I am not concerned about the impact on the language school which is non-residential.

8.32 The previous schemes and the outline consent established the principle of large scale office buildings in this location. The proposed south-west and south elevations would be 18.8m high to the roof of the fifth floor and 22.2m high to the roof of the set-back storey. The roof plant would be centrally located on the linked building, which would locate it more to the rear of the residential properties, compared to the schemes for two separate buildings. The proposal would remove the previously approved gap between the two buildings, however the recessed link and the use of visually-lightweight glazing would visually break up the elevation. The building would be approximately 7m from the southern boundary of the site which would be 1m further away than the 'approved' schemes.

8.33 The current proposal would have a greater enclosing impact on the rear of these properties than the 'approved' schemes by virtue of the additional storey on the western wing and the inclusion of a link element. However, in my opinion, the separation distances between both the rear garden boundaries and the rear of the properties with the proposed building mean the proposal would not result in a significant adverse impact on residential amenity that would warrant refusal. The building would be approximately 13m at its closest point to the rear boundary of No. 75 and approximately 28m at its further point to the rear boundary of No. 79. These properties have gardens approximately 15m long resulting in between 25-40m distance between the proposed building and the rear elevations. In my view, this is a sufficient distance such that the enclosure from the proposed six storey building would not be unduly overbearing compared to the approved five storey scheme.

8.34 The applicant's Daylight and Sunlight Assessment has assessed the impact on Nos. 73-79. It concludes that all

windows and rooms to these properties would meet the VSC and NSL criteria so would receive acceptable daylight levels. The orientation of these windows outside the radius of 90 degrees due south is such that the ASPH test for sunlight is not relevant. The orientation of the site to the north of these properties means that there would be no overshadowing of the rear gardens. For these reasons, I concur with the advice from the Urban Design team that the application has demonstrated the proposal would not have a significant impact on daylight and sunlight levels to these properties and would not harm the residential amenity of the occupants.

- 8.35 With regards to overlooking, the Urban Design and Conservation Team has noted the potential for overlooking into the rear gardens and has recommended a condition for the use of obscure-glazing film. In my opinion, some form of reflective film, obscure glazing or brise soleil is necessary on the windows on the south and south west elevations and the rear elevation of the link element on the upper floors. Subject to this, there would be no significant loss of privacy to these properties.

- *Warren Close*

- 8.36 To the rear of the site is the westernmost flat block within Warren Close. This is three storeys high at its southernmost point closest to the site. There are windows on the rear elevation facing towards the application site, some of which are obscure glazed. Between the site boundary and the flat blocks is a car parking/servicing area.

- 8.37 There is a separation distance of approximately 19m between the rear elevation of the proposed offices and the flats, which is similar to the 'approved' schemes. The proposed building would be taller than the flats; however the eastern wing would be lower than the 'approved' scheme. The proposed building would present a longer single elevation facing the Warren Close flats compared to the 'approved' two separate buildings; however this would be broken up with the recessed link element. In my opinion, the proposal would not have a significant impact in terms of visual dominance or enclosure compared to the 'approved' schemes. The space between the buildings is not amenity space as such the impact of the

proposal on this area would not impact on the residential amenity of the occupants of the flats.

8.38 There are windows in the flats and on the southern elevation of the proposed offices which would face each other and allow overlooking and inter-looking. While there would be direct views, given the separation distance of approximately 19m and the relatively small size of the windows of the flats, I am satisfied there would be no unacceptable loss of privacy. Moreover, the nature of office use is such that the proposed building would not be intensively used during the weekends and evenings which are the most sensitive times for residential uses. Thus the proposed use would be compatible in this respect.

8.39 The applicant's Daylight and Sunlight Assessment has assessed the impact on Nos. 60-71 Warren Close. With regard to daylight, 32 of the 37 windows assessed fully accord with the VSC criteria. Of the five windows that fail the criteria, three of these serve rooms that benefit from a second window that would retain a VSC in accordance with the RBE guidance, and would retain an acceptable level of daylight. The remaining two windows on the ground and first floor would retain VSC above 20% of their former value, which is allowed for within the BRE guidance. With regard to the NSL, 23 out of 31 room assessed meet the criteria. Of the eight rooms that fail, six rooms would be served by windows that fully adhere to the VCS criteria. The remaining two rooms are on the ground and first floors and are single aspect served by windows that face directly onto the application site. These windows are obscure glazed and are likely to serve bathrooms. Moreover, the impact on these windows is likely to be similar to the 'approved' scheme. I consider this to be acceptable.

- *Wider area*

8.40 The principle of office use in this location has already been established via the granting of outline planning permission and the resolution to grant consent for the 'approved' schemes. I consider the alternative proposed B1 (b) use would not be materially different in terms of the impact on residential amenity. The increase to the floorplate of the proposed building compared to the outline consent and approved schemes would not in my opinion, give rise to a significant excessive level of

noise and disturbance that would be experienced by local residents. I have considered the number of comings and goings from the site and the impact on on-street car parking in the transport section below.

- 8.41 The site is located in a central location and is adjacent to two very busy roads (Station Road and Hills Road). In addition to this, there is already significant construction work taking place in the vicinity of the site due to the wider CB1 Construction work currently taking place. I am satisfied, given the characteristics of the site that subject to conditions to control construction hours and deliveries to the site and an informative concerning the considerate contractors scheme that the development phase of the works would not be unduly disruptive. There is potential for noise from plant, the sub-station and emergency generators as identified by the Environmental Health Officer. Again these impacts can be controlled by conditions. I have covered air quality in a separate section below.
- 8.42 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

### **Transport Impact, Car Parking and Highway Safety**

- 8.43 A Transport Assessment has been submitted which has been reviewed by the Highways Authority who support the proposal subject to mitigation measures. The proposal promotes a shift towards sustainable transport modes by reducing the number of car parking spaces on the site to 98 spaces which is lower than the current provision associated with the existing office blocks. Given that this is a highly accessible location I am of the opinion that the parking provision at the site is acceptable. The site lies within the Controlled Parking Zone and so there is limited parking in the vicinity of the site. However, given the public transport links in the immediate vicinity I do not consider that the proposals would exacerbate parking issues. Nonetheless, the Highways Authority has recommended car parking surveys of local residential streets to be carried out and secured through the S106 Agreement so that this impact can be monitored.

- 8.44 According to the Transport Assessment, compared to those estimated and accepted in the outline application assessment, the proposed development is predicted to result in:
- an additional 19 vehicle trips in the AM peak hour and 17 trips in the PM peak hour;
  - an additional 49 pedestrian and 106 cycle trips in the AM peak hour and 45 pedestrian and 97 cycle trips in the PM peak hour; and
  - an additional 90 public transport trips in the AM peak hour and 82 public transport trips in the PM peak hour.
- 8.45 The Highways Authority is satisfied with this assessment and has recommended mitigation through financial contributions towards the delivery of the information centre within the CB1 development and towards the Tenison Road Area Traffic Calming scheme, as well as the implementation of a Travel Plan and car park surveys of local residential streets. These would be secured through a S106 Agreement.
- 8.46 The proposed access would use a similar arrangement to the approved schemes via a double access ramp between Nos 20 and 22. During the course of the application, revised tracking drawings were submitted which demonstrated to the Highway Authority that the access arrangements and the layout of basement car parking spaces would be acceptable. The Highways Authority has raised no objections to the proposal and I accept their advice.
- 8.47 For these reasons, subject to the recommended conditions and mitigation measures, the proposal would have an acceptable impact on the local highway network and highway safety, and is compliant with Cambridge Local Plan (2006) policy 8/2.

### **Cycle Parking**

- 8.48 The proposal includes a total of 482 cycle parking spaces. This is in accordance with the Council's adopted standards and significantly exceeds the current provision on the site associated with the existing office blocks (44 spaces). The spaces would be a mix of Sheffield hoops (282 spaces) and double-stackers (200 spaces). Staff cycle parking would with a secure access via the pocket park. Visitor cycle parking would be at the front of the site which would be managed to prevent public use. Subject to a condition to ensure the cycle parking is



provided, I consider the proposals to be acceptable in this regard in accordance with Cambridge Local Plan (2006) policies 8/6.

### **Refuse Arrangements**

- 8.49 An Operational Waste Management Strategy has been submitted detailing arrangements for waste storage and collection. It is envisaged that waste collection would be by the City Council or a private contractor depending on the CB1 management company and individual tenants' requirements. A single refuse store would be located within the basement with space for 21 bins, a compactor and a bin lift. A collection point with space for 10 bins would be provided within the open space between the proposed building and Kett House within 10m of the public highway. The Waste Team has not commented on the application, however I am satisfied that the proposal is acceptable and meets the RECAP Waste Management Design Guide. I have recommended a condition for the Operational Waste Management Strategy to be implemented. Subject to this, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Air Quality**

- 8.50 The site is within the Air Quality Management Area. The Environmental Health team has noted that the proposal represents an intensification of the site compared to the existing use, the outline consent and the 'approved' schemes. An Air Quality Assessment has been submitted. The Environmental Health team has advised that the traffic changes predicted for the proposed development are below the screening threshold and has raised no objection. The three gas fired boilers proposed represent an intensification of the site but will represent minimal impact due to the replacement of older less efficient boilers with new low nitrogen oxide boilers which can be secured through conditions. I am satisfied that the impact on air quality has been thoroughly assessed by the Environmental Health team and I accept their advice and recommended conditions.

### **Sustainable Drainage**

- 8.51 The proposal includes sustainable drainage systems into the proposed surface water drainage strategy comprising a a green

roof, attenuation storage and permeable paved areas. A Flood Risk Assessment has been submitted. The Sustainable Drainage Engineer has recommended approval subject to a condition for a detailed surface water drainage scheme and I accept this advice.

### **Third Party Representations**

- 8.52 The main points raised in the representations have been addressed in the main body of the report, a summary is provided below:

<b>Representation</b>	<b>Response</b>
The Cumulative Impact Assessment for the people and traffic movements within the CB1 development is required to take account of the changes that have happened compared to the outline consent.	I am satisfied with the assessment that the Highways Authority has made which has taken account of the differences between the trips generated by the current proposal and estimated in the outline consent, and I accept their advice that the proposal would have an acceptable impact on the local highway network and highway safety subject to the mitigation to be sought through the S106 Agreement. I have no reason to take a different view.
The applicant's Transport Assessment and Travel Plan are flawed in several areas, in particular ignoring aspects of the current situation on the ground.	
Local residents and Councillors have undertaken a count of movements on Great Northern Road in January 2017 and identified problems for pedestrians and cyclists.	
The whole consent for people and traffic movement across Station Square needs review.	The current application does not include the Station Square and as a standalone application there is no opportunity to review this through the current proposal.

The footprint and massive scale of the building is too large for the site.	I have considered the scale and massing of the proposal in response to the context in the relevant sections above and set out my reasons why I consider the proposal to be acceptable.
Floor space exceeds outline application	
Combined blocks and creation of 'megablock' not supported.	
Developer is taking similar approach to combine blocks as 32-38 Station Road (Wilton Terrace).	
Appeal Inspector for 32-38 Station Road schemes noted separate blocks as key design feature.	
Impact on character and appearance of conservation area.	The proposals would not directly impact on the BLIs and Local Plan (2006) policy 4/12 does not refer to proposals that would impact on the setting of such buildings. I have assessed the impact on the setting of the BLIs in so far as this relates to the conservation area in the body of my report.
Impact on villas on northern side of Station Road which are BLIs.	
Impact on properties on Hills Road including Centennial Hotel and Warren Close properties in terms of loss of light and privacy.	
Impact on No. 77 Hills Road in terms of reduction in daylight, overbearing impact, loss of privacy due to proposed increase in the number of windows and roof garden.	
	I have assessed this in detail in the body of my report taking account of the Daylight and Sunlight Assessment and other information prepared by the applicant.

Overdevelopment.	I have set out my reasons why I consider the amount of development is acceptable in terms of the context and residential amenity.
Further destruction of the environment around the station	I consider the proposal to be a high quality scheme and an appropriate response to the site, including a high quality landscaping scheme which will make a positive contribution towards the street scene and the local environment.
Loss of matures trees at the front and within the site, including role of these as carbon sinks.	The loss of these trees has already been accepted in the previous 'approved' schemes. The proposal includes a high quality landscaping scheme which will form part of the linear park along Station Road. The park will make a significant contribution towards enhancing the quality of the environment along Station Road once complete.
Parking provision would worsen traffic congestion and air pollution in the area.	This has been assessed by the Highways Authority and the Environmental Health team who are satisfied that the proposal would not have a significant impact compared to the outline consent and the approved schemes.
Accident data should be updated by the applicant.	During the course of the application, additional accident data was supplied which was acceptable to the Highways Authority for the purposes of their assessment.

Harm to footway along Station Road	The building would be set back from the highway on a similar line to No. 22 and to the approved schemes. This would retain space for a footpath along the southern side of Station Road.
Local cycle infrastructure is not good and Station Road is dominated by motor traffic.	The Highways Authority is satisfied that the current proposal would not generate a significant number of additional trips compared to the outline consent and approved schemes, and therefore there is no requirement for improvements to the cycle infrastructure along Station Road.
Inadequate arrangements for vehicles to load which would block access for pedestrians and cyclists.	The Operational Waste Management Strategy provides for refuse and recycling collection from the public highway without the need for a loading bay. This is similar to the arrangements for other buildings along Station Road. The Highways Authority has not raised objections to this arrangement on highway safety grounds and I accept this advice.

Design of access would encourage motorists to drive too quickly into and out of the site, threatening and intimidating access for pedestrians. Footway should give priority to pedestrians and be convenient for wheelchair users.	The proposed access is similar to the approved scheme which was considered to be acceptable. The Highways Authority is satisfied with the arrangements from a highway safety perspective. The proposed landscaping scheme includes a change of material between the footway and the access, the detail of this will be secured through conditions.
Applicants do have an opportunity to help the process of improving walking and cycling infrastructure in the rapidly evolving area of Station Road. The site should provide space for a segment of cycleway.	The outline masterplan does not include provision of a cycleway and there is no requirement for the site to provide for this.

### **Planning Obligations (s106 Agreement)**

8.53 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements.

8.54 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and

relate to new S106 agreements. This means that all contributions now agreed must be for specific projects as opposed to generic infrastructure types within the city of Cambridge.

### Transport

8.55 The County Council (Growth and Economy) have requested the following to be secured by way of a S106 agreement.

- Travel Plan with cycle management strategy
- Car park surveys of local residential streets
- A payment of £300,000 should be made to the County Council towards delivery of the information centre.
- A payment of £150,000 should be made to the County Council towards the Tenison Road Area Traffic Calming scheme.

### Occupancy Restriction

8.56 Policy 7/2 of the Cambridge Local Plan requires an occupancy restriction to be imposed on new development within Use Classes B1 (a) and B1 (b) as set out at paragraphs 8.3-8.4 to this report.

### Public Art

8.57 As set out at paragraph 8.8 to this report, the implementation of the approved public art plan for the wider CB1 development is appropriate in this instance and should be secured through the S106 Agreement.

### Planning Obligations Conclusion

8.58 Subject to the completion of a S106 planning obligation to secure infrastructure provision, an occupancy restriction and delivery of public art, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 8/3 and 10/1 and the Planning Obligation Strategy 2010. It is my view that the planning obligations sought are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore pass the tests set by the Community Infrastructure Levy Regulations 2010.

## **9.0 CONCLUSION**

- 9.1 The proposal represents a departure from the outline parameter plans in terms of the foot print and height. The application has been carefully considered by the Urban Design and Conservation team and technical experts including Environmental Health officers and the Highways Authority. In design terms, I am satisfied that the link element successfully respects the concept of the outline masterplan for pavilion buildings along the southern side of Station Road and thus is an appropriate response to the site context. In residential amenity terms, the greater height of the building would have a greater impact on neighbouring properties than the 'approved' schemes, but this would not result in harm that would warrant refusal and could be mitigated through conditions. I have no outstanding objections from consultees on technical matters. For these reasons, in my opinion, the proposal is acceptable and would contribute to the overall regeneration of the Area of Major Change.

## **10.0 RECOMMENDATION**

- 10.1 APPROVE** subject to the satisfactory completion of the s106 agreement and subject to the imposition of the following conditions:

### **Standard time**

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 51 of the Planning and Compulsory Purchase Act 2004.

### **Approved drawings**

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.



## **Construction phase**

3. Prior to the commencement of the development, the investigation required to assess the contamination on the site and the clearance required to effectively undertake the investigation will be carried out in accordance with the following documents:

Phase Specific Investigation Plan prepared by Mott McDonald (dated 8th August 2017, ref: 355620/10-20PSIP/A).

Reason: To ensure that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

4. Prior to the commencement of the development with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under condition 3, the following shall be submitted to and approved in writing by the local planning authority:
  - A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors
  - A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

5. If previously unidentified/unexpected contamination is encountered whilst undertaking the development, all site works shall immediately cease until the Local Planning Authority has been notified and the additional contamination has been fully assessed and the following has been approved in writing by the County Council Planning Authority:

- A site investigation strategy detailing the works required to assess the previously unidentified contamination
- A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors
- A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of proposed remedial works setting out a timetable for all remediation measures that will be implemented.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

6. Prior to the first occupation of the development the contamination remediation strategy approved by Condition 4 and Condition 5 shall be fully implemented on site.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

7. Prior to importation or reuse of material for the development a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- Include details of the volumes and types of material proposed to be imported or reused on site (for landscaping, piling and engineering)

- Include details of the proposed supplier(s) of the imported or reused material.
- Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- Include the results of the chemical testing which must show the material is suitable for use on the development.
- Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to development.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13

8. Prior to the first occupation of the development hereby approved the following shall be submitted to and approved by the local planning authority:

- A completion report demonstrating that the approved remediation scheme as required by Condition 4 and Condition 5 and implemented under condition 6 has been undertaken and that the land has been remediated to a standard appropriate for the end use.
- Details of any post remedial sampling and analysis (as defined in the approved Material Management Plan as required by Condition 7) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

9. No construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

10. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

11. Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of nearby properties  
(Cambridge Local Plan 2006 policy 4/13)

12. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has 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 protect the amenity of nearby properties Cambridge Local Plan 2006 policy4/13

13. Prior to commencement of development, full details of the measures necessary to protect the remaining Clifton Villa Gate pier during construction works and retained in situ shall be submitted to and approved in writing by the local planning authority. Thereafter the pier shall be protected in accordance with the approved details.

Reason: In the interests of the visual amenity of the streetscene. (Cambridge Local Plan policies 3/4, 3/7 and 4/11).

### **Surface Water Drainage**

14. Prior to the commencement of development (other than demolition and site clearance), a detailed scheme for surface water drainage works shall be submitted to and approved in writing by the local planning authority. The system should be designed in accordance with the preliminary surface water drainage strategy (MottMacdonald, Aug 2017) and such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:
  - a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - b. provide a drainage plan which identifies pipe numbers, manhole numbers including invert and cover levels; and
  - c. provide calculations to show the performance of the system (including all pipes and attenuation features) for a range of summer and winter storm durations for all durations up to the seven day storm event.

Development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: In the interests of surface water management (National Planning Policy Framework 2012).

## **Design and Conservation**

15. Prior to the commencement of use of the building hereby permitted, a scheme for the treatment of the windows on the western, south-western and southern elevations to prevent overlooking to the properties to the west of the site (including The Centennial Hotel) shall be fully completed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The scheme may include measures such as Brise Solei or other obscuring methods (film etc.) and should include views showing the effect of the screening proposed from the office windows. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To ensure that the offices do not give rise to overlooking issues in the interest of amenity Cambridge Local Plan (2006) Policies 3/7 and 3/4.

16. Before starting any brick/stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).

17. Prior to the commencement of the development hereby approved (with the exception of demolition and below ground works), full details including samples of the materials to be used in the construction of the external surfaces shall be submitted to and approved in writing by the local planning authority. This shall include full details of glass type(s) to be used in curtain-wallings/windows/doors or other glazed features. Development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11).

18. Full details of surface treatments, cladding or other means of finishing the visible face(s) of all retaining walls to ramps providing access to the basement(s) shall be submitted to and approved in writing by the local planning authority. Thereafter all ramps shall be finished in accordance with the approved details.

Reason: In the interests of the visual amenity of the streetscene. (Cambridge Local Plan policies 3/4, 3/7 and 3/12).

19. Notwithstanding the details shown on the approved plans, full details of the external treatment of the cycle stores, including roofs or canopies to all external storage areas, green/brown roofs etc. shall be submitted to and approved in writing by the local planning authority prior to commencement of works to provide the cycle stores. The development shall be implemented and maintained in accordance with the approved details.

Reason: In the interests of the visual amenity of the streetscene. (Cambridge Local Plan policies 3/4, 3/7 and 3/12).

20. Prior to the commencement of installation of any solar panels [water pre-heat, etc.] and/or photovoltaic cells, full details including the type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. In bringing forward such details the applicant is encouraged to site such features so as not to be visible from ground level. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: In the interests of the visual amenity of the streetscene. (Cambridge Local Plan policies 3/4, 3/7 and 3/12).

21. Prior to the commencement of installation of rooftop plant, full details to a large scale of any rooftop plant screening systems to be installed, where relevant, shall be submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. Any screening system shall be fully implemented at the same time as installation of the rooftop plant in accordance with the agreed details and shall be retained as such thereafter.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 4/11)

### **Landscaping**

22. Prior to the commencement of use of the building hereby permitted (or in accordance with an alternative timetable agreed in writing by the local planning authority), hard and soft landscape works shall be completed in accordance with details that have been submitted to and approved in writing by the local planning authority. These details shall include:
- a) proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant
  - b) proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);
  - c) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.
  - d) full details of green and brown roofs including details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.



- e) full details of all tree pits, including those in planters, hard paving and soft landscaped areas.

Development shall be carried out in accordance with the approved details and retained as such thereafter.

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 2006 policies 3/4, 3/11 and 3/12).

- 23. Prior to the commencement of use of the building hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the local planning authority. This will include full details of proposed automated irrigation for all raised beds; planters, both at ground and building floor levels; and roof garden areas (but not green roof). The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

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 2006 policies 3/4, 3/11 and 3/12).

### **Sustainability**

- 24. The proposed on-site renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the commencement of use of the renewable energy technologies. The renewable and energy technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16) and to protect human health in accordance with policy 4/14 of the Cambridge Local Plan (2006).

25. The building shall be constructed to meet the applicable approved BREEAM 'excellent' rating. Prior to the occupation of the building, or within six months of occupation, a certificate following a post-construction review, shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the relevant BREEAM rating has been met. In the event that 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 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

## **Environmental Health - operational**

26. The development hereby approved shall utilise low NOx boilers, i.e., boilers that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality. Prior to installation, details of the boilers shall be submitted to and approved in writing by the local planning authority. A manufacturers NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved by the local planning authority. The details shall demonstrate compliance with the agreed emissions limits. The scheme as approved shall be fully carried out in accordance with the approved details before first occupation and shall be thereafter retained.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

27. Prior to the commencement of use of the building hereby permitted, a minimum of 25% of the car park spaces as shown on the approved plans shall have electric vehicle charge points installed at the point of construction and all car parking spaces shall have infrastructure for the future provision of electric vehicles charge points.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the National Planning Policy Framework (NPPF) and Policy 4/14 of the Cambridge Local Plan (2006).

28. Prior to the commencement of use of the building hereby permitted, a scheme for the insulation of the emergency generator in order to minimise the level of noise emanating from the said generator shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall include the following:

(i) Generator - Use

The generator shall only be used in the event of mains power failure or in accordance with (ii) below. It shall not be used as an alternative supply in the event of disconnection from the mains supply following for example non-payment.

(ii) Generator - Hours of Running for Maintenance

Running of the generator as part of routine maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am - 1pm Saturday and no time Sunday or Public Holidays.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

29. Prior to the commencement of use of the building hereby permitted, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

### **Facilities**

30. The building shall not be occupied until the areas identified on the approved plans for cycle parking and bin storage and collection has been provided in accordance with the approved details and shall be retained as such thereafter.

Reason: To avoid obstruction of the surrounding streets and in the interests of highway safety and convenience. (Cambridge Local Plan 2006 policies 8/2 and 8/10)

31. Prior to the commencement of use of the building hereby permitted, provisions for the safe use of car parking facilities shall be provided in accordance with details that have been submitted to and approved in writing by the local planning authority. This shall include full details of the security arrangements for the basement car parking areas. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To provide convenient and safe access to cycle storage areas. (Cambridge Local Plan policy 8/6)

### **External lighting**

32. Prior to the commencement of use of the building hereby permitted, a lighting plan including details of the height, type, position and angle of any external lighting shall be submitted to and approved in writing by the local planning authority. The scheme shall include an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded). Installation, maintenance and operation of the lighting scheme shall be in accordance with the agreed details.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policy 4/13)

## Protected species

33. Prior to the commencement of use of the building hereby permitted (or in accordance with an alternative timetable agreed in writing by the local planning authority), nest boxes for Swifts, Kestrels and Black Redstarts, and nests and tubes for Bats shall be provided in accordance with details that have been submitted to and approved in writing by the local planning authority. This shall include the full details of the specification, location and number of such boxes. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To provide adequate alternative habitats to sustain protected species (Cambridge Local Plan 2006, policy 4/7)

**INFORMATIVE:** Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

**INFORMATIVE:** Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m<sup>3</sup> or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

**INFORMATIVE:** To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

#### **INFORMATIVE:** Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)

#### **INFORMATIVE:** Demolition/Construction noise/vibration report

The noise and vibration report should include:

a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.

b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.



Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

**INFORMATIVE:** The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>. Hard copies can also be provided upon request

**INFORMATIVE:** To satisfy the backup generator condition the noise level from the generator associated with this application should not raise the existing background level (L90) by more than 5 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Note: Only in exceptional circumstances where the applicant has shown that the above cannot be achieved and the need is for real emergencies (e.g. hospital operating theatre or emergency services) the following standard may be used

To satisfy the emergency generator condition the noise level from the emergency generator associated with this application should not raise the existing background level (L90) by more than 10 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

**INFORMATIVE:** Electricity substations are known to emit electromagnetic fields. The Public Health England (PHE) Radiation Protection Service has set standards for the release of such fields in relation to the nearest premises. The applicant should contact The National Grid EMF unit on 0845 702 3270 for advice regarding the electric/magnetic fields that are associated with electric substations.

- 10.2** In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development

## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	17/2258/S73	<b>Agenda Item</b>
<b>Date Received</b>	27th December 2017	<b>Officer</b> New Neighbourhoods
<b>Target Date</b>	28th March 2018	
<b>Ward</b>	Queen Ediths	
<b>Site</b>	AstraZeneca, Cambridge Biomedical Campus, 1 Francis Crick Avenue, Cambridge	
<b>Proposal</b>	Section 73 application to vary condition 26 of 17/0850/S73 for the Cambridge Biomedical Campus development to allow a variation in construction working times for the AstraZeneca development only. The proposal is to extend specific limited works for internal construction working hours from the currently approved 07:30 to 18:00 Monday to Fridays, 08:00 to 13:00 on Saturday and at no time on Sundays, Bank or Public Holidays to the amended times of 07:00 to 20:00 Monday to Friday, 07:00 to 16:00 on Saturdays and 07:00 to 16:00 on Sundays and Bank or Public Holidays, for specific works only.	
<b>Applicant</b>	AstraZeneca	

SUMMARY	<ol style="list-style-type: none"> <li>1. The application proposes to extend the construction working hours to ensure the AstraZeneca R and D Building North Plot are delivered in line with the construction timetable.</li> <li>2. The low impact activities and safeguards proposed will ensure the proposal will not have a harmful impact on neighbour amenity and therefore satisfies the requirements of Policy 4/13.</li> </ol>
RECOMMENDATION	APPROVAL

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The AstraZeneca (AZ) North Plot site sits to the west of the main Addenbrooke's Campus, between Robinson Way and Francis Crick Avenue. The site is part of the Addenbrooke's 2020 land released from the Green Belt in the Cambridge Local Plan 2006, and approved through outline planning permission 06/0796/OUT.
- 1.2 Immediately to the East of the AZ site, on the opposite side of Robinson Way, is the Addenbrooke's Hospital consisting of a mix of car parking, the Cambridge Research Institute, the Institute of Metabolic Science, and the Addenbrooke's Treatment Centre.
- 1.3 To the south and west of the AZ North and South Plot is the new Papworth Hospital, which is also under construction. The Papworth Hospital hours were also extended for internal works as per application 17/0850/S73. Similar controls were put in place for this development for works outside of core hours.
- 1.4 In between AZ and the new Papworth Hospital, is a proposed area of open space known as the 'Circus' which will comprise just under 3 hectares of open space as well as accommodating an extended route of the Guided Bus.
- 1.5 To the North of the AZ proposal is the completed LMB Building (Laboratory of Molecular Biology). The LMB building and the North Plot are separated by Francis Crick Avenue.
- 1.6 The nearest residential developments to the site are the dwellings located to the north of the development on the south side of Long Road, approximately 350 metres from the site, at Bell School, approximately 500 metres to the southeast and Clay Farm approximately 500 metres to the west. There are no listed buildings or buildings of local interest on the site. There are existing trees on boundaries of the site with Robinson Way; none of these are covered by preservation orders.
- 1.7 The development of the North Plot at AZ is at an advanced stage and is due to be completed by May 2019.

## **2.0 THE PROPOSAL**

- 2.1 The existing permitted construction working hours are set out in condition 26 of the outline planning consent (17/0850/S73) for the Cambridge Biomedical Campus. The existing permitted

construction working hours are hereafter referred to as the 'core hours'.

2.2 Condition 26 is currently drafted as follows:

*“Other than in respect of the specific extended construction hours for the new Papworth Hospital authorised by this permission, unless otherwise agreed in writing by the Local Planning Authority pursuant to criteria C of the Construction Environmental Management Plan, no construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays.*

*With regards to the New Papworth Hospital, no construction work shall be carried out or plant operated other than between the above hours except for carrying out of the internal work activities as set out in condition 68. Such activities shall only be carried out within the following extended hours 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or public holidays.*

*Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13)”.*

2.3 The proposed variation to the wording on Condition 26 is as follows;

*“Other than in respect of the specific extended construction hours for the new Papworth Hospital and AstraZeneca North Plot site authorised by this permission, unless otherwise agreed in writing by the Local Planning Authority pursuant to criteria C of the Construction Environmental Management Plan, no construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays.*

*With regards to the New Papworth Hospital, no construction work shall be carried out or plant operated other than between the hours of 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, except for carrying out of the internal work activities as set out in condition 68. Such activities shall only be carried out within the following extended hours 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or public holidays.*

*With regards to the AstraZeneca site, no construction work shall be carried out or plant operated other than between the hours of 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, except for carrying out of the internal work activities on the North Plot as determined in condition 69. Such activities shall only be carried out within the following extended hours 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or Public Holidays.*

*Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13)".*

- 2.4 The following condition is proposed to be added to the outline application:

*Only the construction activities listed below shall be carried out during the extended hours hereby approved for the AstraZeneca North Plot site by condition 26:*

- a) Painting and decorating*
- b) Internal doors and frame installation*
- c) BMS commissioning*
- d) Lighting commissioning*
- e) Ductwork installation and insulation*
- f) Second fix ductwork*
- g) Airside commissions*
- h) Vinyl flooring*
- i) Resin flooring*
- j) Hardwood and granite flooring*
- k) Raised access floor installation*
- l) Partitioning walls*
- m) Timber mullions and glazed partitions*

- n) *Installation of Modular units – sub-roof modules, raised access floor modules and lab spine modules*
- o) *Modular and feature ceiling*
- p) *Distribution Boards*
- q) *Electrical Testing and Inspection*
- r) *Cable and data cable installation*
- s) *Electrical wiring*
- t) *Fire alarm installation*
- u) *Installation of pipework and copper pipework*
- v) *Thermal insulation of pipes and services*
- w) *Laboratory case work and equipment*
- x) *Bracketry installation to soffit and slab*
- y) *Acoustic spray on underside of soffit*
- z) *Testing of mechanical and electrical systems*

*Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).*

- 2.5 This application seeks to extend the construction working hours in relation to the North Plot of the AZ development only and not for the entire Cambridge Biomedical Campus (Phase 1) development. These additional construction working hours are hereafter referred to as the 'extended hours'.
- 2.6 A discharge of condition application has also been submitted proposing to partially discharge Condition 23 - Construction Method Statement (17/0850/COND23). The application relates to this S73 application for the extension of construction working hours outside of the core hours.
- 2.7 An addendum to the Construction Method Statement (CMS) has been submitted in support of the already discharged condition 23 for the AZ site. The currently approved CMS produced by AZ (approved on the 6<sup>th</sup> February 2015) is proposed to remain, while the submitted addendum relates only to the proposed extended hours of the North Plot of AZ.
- 2.8 Appendix A lists the construction activities which are proposed to be permitted on the AZ North Plot development to occur during the extended hours.
- 2.9 No changes are sought to the hours of servicing and deliveries. These will remain as currently restricted.

### 3.0 SITE HISTORY

Reference	Description	Outcome
06/0796/OUT	Up to 215,000sqm floor space (excluding plant areas) comprising clinical research and treatment, biomedical and biotech research and development.	Approved with conditions
14/1633/REM	Reserved matters application pursuant to outline approval 06/0796/OUT for a total of 59,821sqm (Gross External Area excluding plant) Biotech and Biomedical Research and Development floorspace, to include:	Approved with conditions
17/0850/S73	Section 73 application to vary condition 26 of 06/0796/OUT for the Cambridge Biomedical Campus development to allow a variation in construction working times for the New Papworth Hospital development only. The proposal is to extend construction working hours from the currently approved 0730 to 18:00 Monday to Fridays, 08:00 to 13:00 on Saturday and at no time on Sundays, Bank or Public Holidays in respect of specific limited works to 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or Public Holidays.	Approved with conditions

### 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes



## 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	4/13, 5/15  9/5

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95 - The Use of Conditions in Planning Permissions
Area Guidelines	Cambridge Southern Fringe Area Development Framework (2006)

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

5.5 For the application considered in this report, the following policies in the emerging Local Plan are of relevance:

- Policy 16 – Cambridge Biomedical Campus (including Addenbrooke's) Area of Major Change

## **6.0 CONSULTATIONS**

### **Cambridgeshire County Council (Highways Development Management)**

6.1 No objections

### **Environmental Health**

6.2 The City Council's Environmental Health (EH) Officers do not wish to raise any objections to the proposals. In justifying their position EH Officers have noted that the works proposed to be undertaken during the extended hours are to be internal activities only, such as, electrical installation and painting and that the building will be sealed with no openable windows which will contain any noise generated by the proposed operations within the building. Furthermore, an addendum to the Construction Environmental Management Plan and the Construction Method Statement for the proposed construction hours have been submitted separately which will restrict the activities that can occur, and contain mitigation measures, controls and procedures in the event of complaints being received to minimise the impact on the amenity of the surrounding area.

6.3 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

7.1 No representations have been received.

## **8.0 ASSESSMENT**

8.1 The main issues to consider are:

1. Principle of Development
2. Amenity

### **Principle of Development**

- 8.2 The AZ development was approved on 4th February 2015 under 14/1633/REM, with the existing permitted construction working hours set out in condition 26 of the outline planning consent (06/0796/OUT) for the Cambridge Biomedical Campus (Phase 1).
- 8.3 The approved construction working hours condition was imposed, to minimise the impacts of the development during construction and to protect the amenities of nearby residents in accordance with 4/13 of the Cambridge Local Plan 2006.
- 8.4 The approved hours are standard, and are consistent with the permitted construction working hours on other developments within the Southern Fringe and the across the wider City and Cambridgeshire as a whole.
- 8.5 The applicant, AZ, is seeking permission to extend the construction working hours in the morning and evenings during the week and on Saturdays, and to introduce construction work on Sundays and bank or public holidays. In seeking to justify the proposals the applicant has argued that the aimed completion of the R and D building at the end of Q3 2017 was not attainable due to the 'overheated' construction market and the inability to gain enough contractors to enable the construction timetable to be met. To meet the revised completion timeframe for the North Plot of May 2019, AZ wishes to allow a less stringent window of works, for the activities that would have minimal effects on amenity.
- 8.6 The effects of delayed delivery on AZ are that the AZ staff in Cambridge is approaching 2500 employees, some of whom are being housed around Cambridge in interim science accommodation. Allowing, contractors to complete internal works will encourage a reduction in delay of the delivery of the R and D Building, which will consolidate the staff onto the new site and free up science space in the city.

- 8.7 Taking into account that the Papworth Hospital is scheduled to be completed in 2018, it is also important to ensure the AZ Building (particularly North Plot) is also completed to minimise any disruption to the operation of the adjacent hospital once operating.
- 8.8 The completion of AZ will help ensure the communal areas such as the Circus and Piazza can be fully utilised, allowing key routing through the AZ building courtyard to be available. In addition, occupation of the site will provide more certainty for travel and access in the CBC, with the added personal being located in the CBC area.
- 8.9 The proposal to extend the construction working hours to ensure AZ North Plot Building is delivered without further delay is therefore supported in principle, subject to the activities which take place within the extended hours not having a negative impact upon the amenities of the area.

### **Amenity**

- 8.10 The key amenity issue is the potential noise and disturbance impact on the nearest residential properties and other site users within the Addenbrookes campus.
- 8.11 Policy 4/13 of the Local Plan advises that development will only be permitted which do not lead to significant adverse effects on health. The appropriateness of the proposal to extend the construction hours will be dependent upon whether the proposed permissible construction activities during the extended working hours will have an unacceptable negative impact upon the amenities of the area.
- 8.12 The applicant proposes restricting the permissible construction activities during the extended working hours to low impact minor construction activities to ensure that the development will not have an unacceptable negative impact upon the amenities of the area. Appendix A lists the construction activities permitted during the extended hours on the development.
- 8.13 The activities which would only take place during the extended working hours will comprise predominantly internal fit out works such as, electrical installation and painting; all of which will take place within the main structure. The main structure will be sealed with no openable windows which will help to contain any

noise generated. It is also noted that no servicing or deliveries will take place during the extended hours.

8.14 Further methods to minimise any disturbance for those activities proposed to be undertaken in the extended working hours include the following:

- No physical works being undertaken between 7.00 – 7.30 on any day, allowing staff to undertake daily tasks such as safety checks and briefings in this time;
- Monday – Friday, undertaking a walk around the exterior of the building at 1800 to assess for any noise breakout and confirm windows, doors etc are sealed, records of inspections to be kept on site;
- Saturday, undertaking a walk around the exterior of the building at 1300 to assess for any noise breakout and confirm windows, doors etc are sealed, records of inspections to be kept on site;
- Sunday and bank and public holidays, undertaking a walk around the exterior of the building at 0800 and 1300 to assess for any noise breakout and confirm windows, doors etc are sealed, records of inspections to be kept on site.
- Corrective action will be required, where noise disturbance is considered from the walk around, and if corrective action is undertaken, a further walk around will be required.

8.15 The applicant also proposes establishing a series of other mitigation measures, controls and procedures in the event of complaints being received to help ensure the impact of the extended construction working hours is minimised.

8.16 The currently approved CMS will remain unaffected by this application. A further discharge of condition application has been submitted proposing an addendum to the approved CMS (Refer 17/0850/COND23). The submitted addendum applies only to construction work undertaken at the AZ North Plot during the proposed extended hours, and not to any other developments on the CBC.

8.17 The addendum document clarifies that information on contractors working on weekend extended hours, including type of work and number of individuals will be sent to the Local

Planning Authority and relevant liaison groups on the Friday afternoon before work commences.

- 8.18 Under the addendum to the approved CMS it clarifies that during the extended hours only controlled activities approved under 17/0850/COND23 will be permitted and clarifies that during extended working hours;
- trade contractors will be strictly controlled
  - there will be no additional deliveries
  - no noise generating activities are proposed
  - no vibration generating activities are proposed
  - no works will require site lighting
- 8.19 The Council's Environmental Health officer is satisfied from the information provided with this application and the accompanying discharge of condition application (17/0850/COND23) that the works proposed to be undertaken during the extended hours will not lead to significant adverse environmental impacts.
- 8.20 Effects on nearby sensitive users at the Addenbrooke's Hospital and the Papworth Hospital (receiving patients from April 2018, as determined in the application 17/0850/S73) will be sufficiently mitigated by maintaining the activities outside of the normal construction hours within the sealed building, with appropriate management in these timeframes to ensure the effects are negligible. It is important to note that the extended construction hours with similar internal and non-noise generating construction activities have raised no complaints to date from any persons or neighbours as confirmed by the Environmental Health Officer.
- 8.21 Nearby residential properties along Long Road to the north, Bell School to the southeast and Clay Farm to the west will not be impacted by the proposals given the substantial distance of approximately 350 - 500 metres between the residential sites and the AZ North Plot.
- 8.22 It is considered that the low impact activities proposed to take place within the main hospital building only and the safeguards which will be in place through the two addendums to the site wide CEMP and CMS will ensure the proposal therefore satisfies the requirements of Policy 4/13.

## Environmental considerations

- 8.23 There is a requirement under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) to undertake a screening assessment of the S73 application.
- 8.24 A screening assessment has been undertaken which has determined that the proposals will not require a further Environmental Statement under the terms of the EIA Regulations 2017.

## **9.0 OTHER ISSUES**

- 9.1 There are no other planning issues raised by these proposals

## **10.0 CONCLUSION**

- 10.1 The proposal to extend the construction working hours to ensure the AZ is delivered without further delay is supported in principle, subject to the activities which take place within the extended hours not having a negative impact upon the amenities of the area. The low impact activities are proposed to take place within the North Plot only and the safeguards which will be in place through the two addendums to the site wide CEMP and CMS will ensure the proposal therefore satisfies the requirements of Policy 4/13.

## **11.0 RECOMMENDATION**

**APPROVE** subject to the following conditions:

### **Start Date**

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before 15 October 2021

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

### **Time period for Development of Reserved Matters Approvals**

2. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

### **Reserved Matters Approval for Development Phases**

3. No development on any phase shall commence until approval of the details of the access, appearance, landscaping, layout and scale within that phase (hereinafter called the reserved matters) has been obtained from the Local Planning Authority in writing.

Reason: To ensure that all necessary details are acceptable (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4, 9/3, 9/5).

### **Environmental Statement**

4. The development shall be carried out in accordance with the mitigation measures set out in the Environmental Statement of October 2006, Volumes 1, 2 and 3, including Vol. 3 addendum dated June 2007 unless provided for in any other conditions attached to this planning permission.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement (Cambridge Local Plan 2006 policies 9/3, 9/5 and 10/1).

### **Planning Parameters: Piazza and Circus**

5. Unless otherwise agreed in writing by the Local Planning Authority, the following parameters for the proposed Piazza and Circus shall be provided:
  - a) a minimum of 46.5m width and a minimum of 6,000sqm in area for the Piazza.
  - b) a minimum of 104m in diameter and a minimum of 7,000 sqm in area for the Circus.
  - c) a maximum 1000sqm in gross floor area for buildings within the Circus.



Reason: To ensure that sufficient space is afforded to the Circus and Piazza areas to enable them to function as a strategic area of public realm within the Addenbrooke's Site and to ensure the proposal accords with approved plan PP2 (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/11 and 9/5).

### **Planning Parameters: Parameter Plans**

6. Unless otherwise agreed in writing by the Local Planning Authority, the development shall be substantially in accordance with the following parameters:
  - a) Maximum building heights above ground level (including roof level plant but excluding flues) shall not exceed those specified on approved plan PP2.
  - b) Maximum building envelopes shall not exceed those specified on approved plan PP2.
  - c) Building lengths and widths shall accord with the maximum and minimum parameters as specified in the text to approved plan PP3.
  - d) Building heights above ground level shall be no lower than those specified on approved plan PP4.
  - e) Flue heights shall not exceed 8m as shown on approved plan PP3.
  - f) Building facades facing south onto the southern spine road shall occupy no more than 60% of their plot width, as measured from and along the southern spine road, within 12m of the boundary with the southern spine road.
  - g) West facing building facades within the allocated biomedical and biotech research and development area, shall occupy no more than 60% of their plot width, as measured from and along the 35m building line, within 9m of the boundary with the 35m building line.
  - h) Building facades which face the Boulevard (except those facades facing east onto the Boulevard north of the Cambridgeshire Guided Busway route), shall occupy between 20% and 70% of their plot width, as measured from and along the boundary with the Boulevard, within 6m of the permitted maximum building envelope extent adjacent to the Boulevard.

- i) Building facades which face the Circus or Piazza shall exceed 60% of their plot width within 6m of the permitted maximum building envelope extent where facing the Circus or Piazza.

Reason: In order to mitigate the visual impact of the proposed development on the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside and to ensure subsequent development responds positively to key areas of public realm (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

### **Planning Parameters: Strategic Gaps**

- 7. A minimum of two gaps of at least 25m in width shall be provided within the biomedical and biotech research and development area shown on parameter plan 1 south of the Cambridgeshire Guided Busway route between buildings. The gaps shall run from the western boundary adjacent to the railway to the eastern boundary adjacent to the Boulevard and shall not be occupied by any buildings. Unless otherwise agreed in writing by the Local Planning Authority, the precise location of the first gap shall be submitted to and approved in writing by the Local Planning Authority concurrently with the first submission of reserved matters for buildings within the allocated biomedical and biotech research and development area south of the Cambridgeshire Guided Busway route and the precise location of the second gap shall be submitted to and approved in writing by the Local Planning Authority concurrently with the second submission of reserved matters for buildings within the allocated biomedical and biotech research and development area south of the Cambridgeshire Guided Busway route.

Reason: In order to mitigate the visual impact of the proposed development on the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside and to ensure subsequent development responds positively to key areas of public realm (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

## **Planning Parameters: Land Use**

8. Unless otherwise agreed in writing by the Local Planning Authority, land uses shall substantially accord with the land use locations as specified on approved plan PP1.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the approved plans and Environmental Statement (Cambridgeshire and Peterborough Structure Plan 2003 policies 6/1 and 9/8 and Cambridge Local Plan 2006 policies 9/3, 9/5 and 10/1).

## **Planning Parameters: Allocation of Floorspace**

9. Unless otherwise agreed in writing by the Local Planning Authority, the development shall not exceed 215,000sqm of gross external floor space (excluding areas for plant and car parking structures. Areas for plant would include areas for plant within passive void areas between useable floor levels) and shall not exceed gross external floor space limits for the following uses:
  - a) 115,000sqm of biomedical and biotech research and development (B1(b)).
  - b) 60,000sqm for clinical research and treatment (D1 and/or clinical in-patient treatment).
  - c) 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses.
  - d) 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment).

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the description of development and Environmental Statement and to provide flexibility within the allocated floor space tolerances should Papworth Hospital decide to no longer relocate to the site and given the unknown floorspace size of Papworth Hospital (Cambridge Local Plan 2006 policy 9/5).

## **Planning Parameters: Ancillary Uses**

10. Unless otherwise agreed in writing by the Local Planning Authority, ancillary uses for individual occupiers within use classes A1, A3, B1, D1 (crèches/nurseries) or sui generis ancillary uses shall not individually exceed 500sqm gross floor space.

Reason: To ensure the balance of uses is appropriate to the site (Cambridge Local Plan 2006 policy 9/5).

## **Permitted Development Restriction**

11. Notwithstanding the provisions of Schedule 2, Part 2, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that order with or without modification) the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure shall not be allowed without the granting of planning permission or reserved matters approval.

Reason: In order to safeguard the character and appearance of the development of the site (Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12).

## **Materials**

12. No development of a building shall take place until sample panels of the materials to be used in the construction of its external surfaces has been submitted to and approved in writing by the Local Planning Authority. The panels shall show the proposed combination of external materials to be used. The development shall be constructed in accordance with the approved samples.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12).

## **Levels**

13. No development of a building shall take place until full details of the proposed levels of the building, associated structures and associated building plot, compared to existing levels of the site, have been submitted to and approved in writing by the Local Planning Authority. The approved development shall be constructed in accordance with the approved levels details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to safeguard the character and appearance of the area (Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12).

## **Amenity Space Strategy**

14. Concurrent with the submission of any reserved matters application for any clinical development, an Informal Amenity Space Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall examine the requirement for informal landscaped open space within the associated clinical building plot to meet the needs of visitors, patients and employees of the proposed clinical development. The size, location and timing of provision for any such space shall accompany the Strategy. The amenity space shall be provided in accordance with the approved Strategy and shall be capable of use no later than the occupation of the associated clinical development.

Reason: To ensure the needs of visitors, patients and employees associated with the clinical development of the site are adequately addressed (Cambridge Local Plan 2006 policies 3/7, 3/11, 9/3).

## **Ecology: Site Wide Nature Conservation Management Plan**

15. The development shall be carried out in accordance with the Site Wide Nature Conservation Management Plan dated September 2010.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006 policies 4/3, 4/6 and 4/8).

## **Ecology: Reserved Matters Applications**

16. Any reserved matters application shall demonstrate how it accords with the aims and objectives of the Nature Conservation Management Plan and shall detail which specific ecological measures are proposed and the timing for their delivery. The ecological measures shall be carried out in accordance with the approved details and timing of delivery.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006 policies 4/3, 4/6 and 4/8).

## **Strategic Site Surface Water**

17. The development shall be carried out in accordance with the Cambridge Biomedical Campus Extension Surface Water Strategy Report dated 20 October 2011.

Reason: In order to safeguard against the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site (Cambridge Local Plan policy 3/1).

## **Individual Site Surface Water**

18. Any reserved matters application shall include a detailed surface water strategy pursuant to the reserved matters site for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy. The strategy shall be based upon a SUDS hierarchy, as espoused by DTI publication 'Sustainable Drainage Systems CIRIA C609' and this Council's adopted supplementary planning document 'Sustainable Design and Construction' (2007). The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

If source control infiltration SUDS methods are demonstrated to be impracticable or only partly feasible, the strategy shall promote other measures such as swales, surface water retention ponds, wetlands or other surface water retention measures to promote infiltration and mimic as far as possible existing natural greenfield run-off patterns (rates and volumes).

The strategy shall include details of all flow control systems and the design, location and capacity of all such SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and monitoring arrangements/responsibilities, including detailed calculations to demonstrate the capacity of receiving on-site strategic water retention features without the risk of flooding to land or buildings. The development shall be carried out in accordance with the approved details and no building pursuant to the particular reserved matters for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures have been fully completed in accordance with the approved details.

Reason: In order to safeguard against the increased risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site (Cambridge Local Plan policy 3/1).

## **Ground Water**

19. The development shall be carried out in accordance with the Groundwater Assessment Report Cambridge Biomedical Campus September 2011.

Reason: To safeguard the ground water spring flow of Nine Wells Local Nature Reserve (Cambridge Local Plan 2006 policy 4/6).

## **Surface Water Modelling: Hobson's Brook/Conduit and Vicar's Brook**

20. The development shall be carried out in accordance with the Cambridge Biomedical Campus Hydraulic Modelling Report dated August 2010.

Reason: To ensure that proposed drainage for the 2020 site, combined with proposed drainage for Clay Farm, Bell School and Glebe Farm sites, do not result in any increased flooding within Hobson's Brook/Conduit and Vicar's Brook systems and that suitable mitigation is carried out if required (Cambridge Local Plan 2006 policy 3/1).

## **Foul Water**

21. The development shall be carried out in accordance with plans: 53337/K/02 Proposed Foul Drainage Layout, 60196686/SK-03 Proposed route of plumbing main, 60196686/SK-04, 53337/K/22 Infrastructure and external services details sheet 2 (foul water), 53337/K/27 Infrastructure and external services details foul water pumping station, AO/12576 Issue C sheet 1 General Arrangement of pumps, 53337/K/30 RevZ2 pump station compound details.

Reason: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property (Cambridge Local Plan 2006 policy 8/18).

## **Construction Environmental Management Plan**

22. The development shall be carried out in accordance with the Cambridge Biomedical Campus Extension Side Wide Construction Environmental Management Plan October 2011.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).



## **Construction Method Statement**

23. Prior to the commencement of development of any approved reserved matters phase, a Construction Method Statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority for that phase. The CMS shall demonstrate how the construction of the reserved matters approval accords with the details of construction criteria A-U (except criteria E) of the Construction Environmental Management Plan (CEMP). In addition to criteria A-U, the CMS shall also provide a specific construction programme and a plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices.

Thereafter the development shall be undertaken in accordance with the agreed details unless the Local Planning Authority agrees in writing to the variation of any detail in advance of it being undertaken.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

## **Detailed Waste Management Plan for Construction**

24. Prior to the commencement of development of any approved reserved matters phase, a Detailed Waste Management Plan (DWMP) shall be submitted to and approved in writing by the Local Planning Authority for that phase. The DWMP shall demonstrate how the construction of the reserved matters approval will accord with the details of the principles of the Outline Waste Management Plan. The DWMP shall include details of:
- a) the anticipated nature and volumes of waste.
  - b) measures to ensure the maximisation of the reuse of waste.

- c) measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
- d) any other steps to ensure the minimisation of waste during construction.
- e) the location of facilities pursuant to criteria b/c/d.
- f) proposed monitoring and timing of submission of monitoring reports.
- g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.

Unless otherwise agreed in writing, thereafter the implementation, management and monitoring of construction waste shall be undertaken in accordance with the agreed details and no individual building subject to a Detailed Waste Management Plan shall be occupied until the Waste Management Closure Report has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the sustainable management of construction waste (Cambridge Local Plan policy 3/1 and Cambridge City Council Sustainable Design and Construction SPD 2007).

## **Foundations**

- 25. In the event that the foundations of any building require piling, prior to any piling taking place in association with that building, a method statement shall be submitted to and approved in writing by the Local Planning Authority detailing the type of piling to be used, potential noise and vibration levels at the nearest noise sensitive locations in accordance with British Standard 5228 - Part 4 and mitigation measures to be undertaken in order to safeguard the amenity of adjacent residents/occupiers. The piling mitigation shall be carried out in accordance with the approved details.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

## **Construction Times**

26. Other than in respect of the specific extended construction hours for the New Papworth Hospital and AstraZeneca North Plot site authorised by this permission, unless otherwise agreed in writing by the Local Planning Authority pursuant to criteria C of the Construction Environmental Management Plan, no construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays.

With regards to the New Papworth Hospital, no construction work shall be carried out or plant operated other than between the hours of 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, except for carrying out of the internal work activities as set out in condition 68. Such activities shall only be carried out within the following extended hours 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or public holidays.

With regards to the AstraZeneca site, no construction work shall be carried out or plant operated other than between the hours of 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, except for carrying out of the internal work activities on the North Plot as determined in condition 69. Such activities shall only be carried out within the following extended hours 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or Public Holidays.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

## **Collection and Delivery Times**

27. Unless otherwise agreed in writing by the Local Planning Authority pursuant to criteria D of the Construction Environmental Management Plan, there shall be no collection or deliveries to the site for the purposes of construction outside the hours of 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

### **Lighting: West Facing Facades**

28. Unless otherwise agreed in writing by the Local Planning Authority, except for building access points, no west facing external facades of buildings adjacent to the railway line and no south facing external facades of buildings adjacent to the southern spine road shall be directly lit by external up-lighters or down-lighters.

Reason: To safeguard the character and setting of the Green Corridor and surrounding open countryside and to encourage the continued foraging of bats (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/11, 3/12, 4/2, 4/3, 9/3 and 9/5).

### **Lighting: Individual Development Plots**

29. Prior to the erection or installation of any outdoor lighting associated with the development of an individual building plot, a detailed outdoor lighting scheme applicable to that plot and associated building/s shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the method of lighting (including details of the type of lights, orientation/angle of the luminaries, the spacing and height of lighting columns/fixings), the extent/levels of illumination over the site and on adjacent land and measures to be taken to contain light within the curtilage of the site. The scheme shall be implemented in accordance with approved details and shall thereafter be maintained as such.

Reason: In the interests of visual amenity and to ensure that the development will not result in unacceptable light pollution (Cambridge Local Plan 2006 policies 3/11, 4/13 and 4/15).

## **Extraction Equipment**

30. No occupation of a building shall take place until details of equipment for the purpose of extraction and/or filtration of fumes, odours and/or hazardous material such as airborne bacterial and viral organisms from the building have been submitted to and approved in writing by the Local Planning Authority. The approved extraction/filtration scheme shall be fully installed before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

## **Insulation**

31. No occupation of a building shall take place until a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the building(s) and/or plant has been submitted to and approved in writing by the Local Planning Authority. The insulation scheme shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

## **Waste**

32. No development of a building shall take place until full details of on-site storage facilities for that building for trade waste, including waste for recycling, have been submitted to and approved in writing by the Local Planning Authority. Such details shall identify the specific positions of where wheelie bins, paladins or any other means of storage will be stationed and the arrangements for the disposal of waste. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of nearby residents/occupiers, to safeguard visual amenity and to ensure adequate waste storage and recycling provision (Cambridge Local Plan 2006 policies 3/12 and 4/13).

## **Contaminated Land: Assessment and Remedial Strategy**

33. Notwithstanding the submitted contamination report as part of the Environmental Statement, no development of an approved reserved matters phase shall take place until a contaminated land assessment and associated remedial strategy, together with a timetable of works for that phase, have been submitted to and agreed in writing by the Local Planning Authority. The contaminated land assessment and associated remedial strategy shall adhere to the following points.
- a) The site investigation strategy shall be carried out in accordance with the approved Geo-environmental Remediation and Mitigation Strategy (September 2011).
  - b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.
  - c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority. The Local Planning Authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.
  - d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.
  - e) If, during the works, contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

- f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the Local Planning Authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out fully in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: In order to ensure that any contamination of the site is identified and remediation measures are appropriately undertaken to secure full mitigation (Cambridge Local Plan 2006 policy 4/13).

#### **Contaminated land: Gas Risk**

34. Should the contaminated land assessment and associated remedial strategy identify the presence of material with potential to generate an identifiable ground gas risk for a building, prior to the commencement of development of that building, a specification for gas protection to be incorporated into the building design to prevent build up of potentially asphyxiating gases shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to safeguard the health and safety of future occupants of buildings (Cambridge Local Plan 2006, policy 4/13).

### **Renewable Energy: 10% Requirement**

35. No development of a building shall take place until a renewable energy statement for that particular building, which demonstrates that at least 10% of the building's total predicted energy requirements will be from on-site renewable energy sources, has been submitted to and approved in writing by the Local Planning Authority. The statement shall include the total predicted energy requirements for that building in the form of an Energy Statement of the building and shall set out a schedule of proposed on-site renewable energy technologies, their respective energy contributions, location, design and a maintenance programme. The approved renewable energy technologies shall be fully installed and operational prior to the occupation of the approved building and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

### **Renewable Energy: LDF Percentage Flexibility**

36. If any reserved matters application for the development of a building is submitted after three years from the date of outline planning permission and if a specific policy regarding renewable energy that stipulates a higher on-site renewable energy percentage requirement than 10% is formally adopted as part of the Local Development Framework prior to the making of any such reserved matters application and it is not demonstrated that to require full compliance would not be economically or technically viable, the specified higher on-site renewable energy percentage requirement specified by the new policy shall apply pursuant to condition 35. The Energy Statement, installation, operation and maintenance of the renewable energy technologies shall continue to apply pursuant to condition 35.



Reason: The period of consent for which outline planning permission is given is for a longer period than the standard 3-year permission. There is likelihood, given that Government policy on sustainable development and renewable energy is moving rapidly, that new policies will be adopted within the Local Development Framework that will require a higher renewable energy percentage requirement that, without this condition, could not be accounted for. The Local Planning Authority considers that this approach is consistent with the aims and objectives of PPS1 Delivering Sustainable Development (2005).

### **BREEAM and NEAT Building Standards**

37. No development of a building shall take place until a pre-assessment BREEAM report or, in the case of an NHS building, a pre-assessment NEAT report, which is prepared by an approved BREEAM or NEAT assessor, indicating that the building is capable of achieving at least a 'very good' rating or above, has been submitted to and approved in writing by the Local Planning Authority. No later than 6 months after occupation of the building, a BREEAM or NEAT certificate shall be submitted to and approved in writing by the Local Planning Authority demonstrating that applicable building achieves at least a "very good" BREEAM or NEAT rating or above. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, that measure shall be applicable to the proposed building unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

### **Tree Protection Robinson Way: Assessment Surveys**

38. No development within a building plot that is within 20m of Robinson Way shall take place until a land survey, tree survey and arboricultural implications assessment, which are applicable to the associated building plot, in accordance with BS:5837:2005, have been submitted to and approved in writing by the Local Planning Authority: The surveys shall include:

- a) The location of all trees, shrub masses and hedges.
- b) The location of streams, buildings and other structures, boundary features and services.
- c) Spot heights of ground level throughout the site.
- d) The location of trees on land adjacent to or which overhang the development site.
- e) A categorization of trees or groups of trees for their quality and value in accordance with table 1 of the British Standard.

Reason: In the interests of accurately establishing the quality and value of trees on or adjacent to the site and the implications for development (Cambridge Local Plan 2006 policies 4/3 and 4/4).

### **Tree Protection Robinson Way: Method Statements and Plan**

39. No development within a building plot that is within 20m of Robinson Way shall take place until an arboricultural method statement, tree constraints plan and tree protection plan, which are applicable to the associated building plot, in accordance with BS:5837:2005, have been submitted to and approved in writing by the Local Planning Authority. These shall include:
- a) Plans showing trees to be removed, identified by number.
  - b) Plans showing trees to be retained, identified by number, with canopies accurately plotted.
  - c) A tree constraints plan that identifies root protection areas of retained trees.
  - d) The precise location and design details for the erection of protective tree barriers and any other physical protection measures.
  - e) A method statement in relation to construction operations in accordance with paragraph 7.2 of the British Standard.

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

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridge Local Plan 2006 policies 4/3 and 4/4).

### **Tree Protection Robinson Way: Protective Fencing**

40. No development within a building plot that is within 20m of Robinson Way shall take place until fencing for the protection of any retained tree within the associated building plot has been fully erected in accordance with the approved plans and particulars. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written consent of the Local Planning Authority.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridge Local Plan 2006 policies 4/3 and 4/4).

#### **Tree Protection Robinson Way: Excavation Trenches**

41. No development within a building plot that is within 20m of Robinson Way shall take place until full details of the position and proposed depth of excavation trenches for all services (including cables, pipes, surface water drains, foul water drains and public utilities) and their means of installation which pass underneath the canopy of any existing tree adjacent to Robinson Way, 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: In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridge Local Plan 2006 policies 4/3 and 4/4).

#### **Structural Landscaping: Site Wide Scheme**

42. Structural Landscaping along the western edge of the allocated biotech and biomedical research and development area shown on parameter plan 1, south of the Cambridgeshire Guided Bus embankment shall be carried out in accordance with the following drawings:

Drawing No 1777/C42/001C: Landscape Proposals Western Boundary

Drawing No 1777/C42/003E: Tree Pit Details Longitudinal Section

Drawing No 1777/C42/004E: Tree Pit Details Cross Section  
Western Boundary Landscape Specification Revision A

Unless, any alternative scheme(s) which provides a minimum 12-14m structural woodland landscaping scheme, with additional 3m x 4.8m deep tree blocks positioned at a maximum of 15m centres, in accordance with parameter plan 6 and plan 1700/SK180707.01B, along the western edge of the allocated biotech and biomedical research and development area shown on parameter plan 1, south of the Cambridgeshire Guided Bus embankment are approved through subsequent discharge of this condition by the local planning authority. Development shall then be carried out in accordance with the approved details.

Reason: In order to mitigate the visual impact of the proposed development on the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside. Details for part (a) of the structural landscaping have already been agreed. (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

### **Structural Landscaping: Implementation and Replacement**

43. All planting, seeding or turfing comprised in the approved structural landscaping scheme shall be fully carried out in the first planting and seeding seasons following the commencement of development of any building, or in accordance with a landscaping phasing plan that is submitted to and approved in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written consent to any variation.

Reason: In order to mitigate the visual impact of the proposed development on the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

## **Structural Landscaping: Management Plan**

44. The Management of the Structural Landscaping approved through condition 42 shall be carried out in accordance with the Cambridge Biomedical Campus Western Boundary Landscape Management Specification Revision A dated 04 November 2011.

If any alternative structural landscaping scheme is agreed through condition 42, then a replacement landscape management plan for the approved structural landscaping scheme including long-term design objectives, management responsibilities and management and maintenance schedules for all landscape areas for a minimum period of 25 years, shall be submitted to and approved by the Local Planning Authority prior to the commencement of any planting. The landscape management plan shall be carried out as approved.

Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of landscaped areas (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

## **Landscaping: Development Plot Schemes**

45. Unless otherwise agreed in writing by the Local Planning Authority, any reserved matters application for the erection of a building shall include an accompanying landscaping scheme for the associated plot. The landscaping scheme shall include full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. No development within the site for which reserved matters approval is sought shall commence until the landscaping scheme has been approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to mitigate the visual impact of the proposed development on the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

#### **Landscaping: Development Plot Implementation and Replacement**

46. All planting, seeding or turfing comprised in the approved landscaping schemes for the individual plots shall be fully carried out in the first planting and seeding seasons following the commencement of development, or in accordance with a landscaping phasing plan that is submitted to and approved in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written consent to any variation. The landscaping shall be fully completed in accordance with the approved scheme and/or phasing plan within the respective development plot.

Reason: In order to mitigate the visual impact of the proposed development on the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

#### **Landscaping: Development Plot Management**

47. A landscape management plan for any building plot including long-term design objectives, management responsibilities and management and maintenance schedules for all landscape areas for a minimum period of 25 years, shall be submitted to and approved by the Local Planning Authority prior to the occupation of any part of the buildings for which reserved matters approval is being sought. The landscape management plan shall be carried out as approved.

Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of landscaped areas (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

## **Earthworks**

48. Prior to the commencement of development of any approved reserved matters phase, details of earthworks associated with that phase shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed grading and mounding to existing vegetation and surrounding landform including timing. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that any earthworks are appropriate to the site context and surrounding landscape (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12).

## **Hard Landscaping**

49. Unless otherwise agreed in writing by the Local Planning Authority, no development of a building shall take place until full details of hard landscape works associated with its plot have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the occupation of any part of the building hereby approved. These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures; furniture; refuse or other storage units; signs; any proposed public art.

Reason: In the interests of visual amenity and to ensure that suitable hard landscape is provided as part of the development (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12).

## **Transport: The Boulevard**

50. Any reserved matters application for the development of the proposed Boulevard shall include a detailed engineering scheme/plan showing all footway/footpath/cycleway links comprising dimensions, levels, forms of construction, kerbing, surface water drainage, street lighting systems and traffic calming measures, together with a phasing plan that is linked to the occupation of buildings on the site. The scheme/plan shall substantially accord with approved parameter plans PP7, PP8, PP9 and PP10 and shall include:

- a) Intersections with the Addenbrooke's Access Road and Cambridgeshire Guided Bus (including details of a signalised crossing).
- b) Proposed intersections and alterations to all existing roads, footpaths and cycleways (including Robinson Way).
- c) Details of the proposed location of all bus stops together with details of proposed alterations to existing bus stops within Addenbrooke's.
- d) Details of the proposed upgrading of public footpath no.47 (or an equivalent route) within the site.
- e) Details of all proposed cycle routes, both dedicated and on-road.
- f) Details of all proposed materials and finishes.
- g) Detailed design of all proposed street furniture (including all signs, lighting, bollards, bus stops/shelters, cycle parking).
- h) a planting scheme for attenuation ponds.
- i) a single avenue of large tree planting (including specification) either side of the Boulevard.
- j) Details of management and maintenance responsibilities for all planting.

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

Reason: In order to safeguard highway safety and to secure an appropriate means of access for users of the development (Cambridge Local Plan 2006 policies 3/7, 8/2 and 8/11).



## **Transport: Southern Spine Road**

51. Any reserved matters application for the development of the proposed Southern Spine Road shall include a detailed engineering scheme/plan showing all footway/footpath/cycleway links comprising dimensions, levels, forms of construction, kerbing, surface water drainage, street lighting systems and traffic calming measures, together with a phasing plan that is linked to the occupation of buildings on the site. The scheme/plan shall substantially accord with approved parameter plans PP7, PP8, PP9 and PP10 and shall include:
- a) Intersections with the Addenbrooke's Access Road.
  - b) Proposed intersections and alterations to all existing roads, footpaths and cycleways (including Robinson Way).
  - c) Details of the proposed location of all bus stops together with details of proposed alterations to existing bus stops within Addenbrooke's campus.
  - d) Details of all proposed cycle routes, both dedicated and on-road.
  - e) Details of all proposed materials and finishes.
  - f) Detailed design of all proposed street furniture (including all signs, lighting, bollards, bus stops/shelters, cycle parking).
  - g) A half avenue of large tree and hedge planting on the northern side of the Southern Spine Road.
  - h) Details of management and maintenance responsibilities for all planting.

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

Reason: In order to safeguard highway safety and to secure an appropriate means of access for users of the development (Cambridge Local Plan 2006 policies 3/7, 8/2 and 8/11).

### **Car Parking: On-Plot research and Development**

52. On-plot car parking provision for any biotech or biomedical research and development use shall be provided at a ratio of 1 space for every 72 square metres of gross floor area measured externally or any such ratio agreed in writing with the Local Planning Authority that provides a lesser amount of on-plot car parking provision.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement, to ensure the predicted impacts of vehicular movements are not exceeded and to ensure the proposal encourages sustainable modes of transport to and from the site (Cambridgeshire and Peterborough Structure Plan 2003 policies 6/1 and 9/8 and Cambridge Local Plan 2006 policies 8/10 9/3, 9/5 and 10/1).

### **Car Parking: Clinical, Higher Education or Sui Generis (Employee)**

53. Car parking provision for employees of any clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses shall be provided at a ratio of 1 space for every 72 square metres of gross floor area measured externally or any such ratio agreed in writing with the Local Planning Authority that provides a lesser amount of car parking provision.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement, to ensure the predicted impacts of vehicular movements are not exceeded and to ensure the proposal encourages sustainable modes of transport to and from the site (Cambridgeshire and Peterborough Structure Plan 2003 policies 6/1 and 9/8 and Cambridge Local Plan 2006 policies 8/10 9/3, 9/5 and 10/1).

### **Car Parking: Clinical, Higher Education or Sui Generis (Patients and Visitors)**

54. Car parking provision for patients and visitors for any clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses shall be provided at a ratio of 1 space for every 773 square metres of gross floor area measured externally or any such ratio agreed in writing with the Local Planning Authority that provides a lesser amount of car parking provision.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement, to ensure the predicted impacts of vehicular movements are not exceeded and to ensure the proposal encourages sustainable modes of transport to and from the site (Cambridge Local Plan 2006 policies 8/10 9/3, 9/5 and 10/1).

### **Car Parking: Disabled Spaces**

55. Unless otherwise agreed in writing by the Local Planning Authority, disabled car parking spaces shall constitute at least 5% of the total number of spaces provided.

Reason: To ensure that the development provides sufficient disabled parking (Cambridge Local Plan 2006 policy 8/10).

### **Car Parking: Existing Modal Share**

56. The submission of any reserved matters application for approval of any building shall include a summary from the Addenbrooke's Annual Travel Survey showing the current modal share for staff, patients and visitors cycling to Addenbrooke's.

Reason: To enable an accurate estimation of the modal share of people cycling to Addenbrooke's Campus (Cambridge Local Plan 2006 policy 8/6).

### **Car Parking: Trip Estimation**

57. The submission of any reserved matters application for approval of any building shall include an estimation of the total number of staff, patients and visitors that will visit the building in a typical day.

Reason: To ensure that the proposed level of cycling provision is appropriate to the nature of the proposed building and its use (Cambridge Local Plan 2006 policy 8/6).

### **Car Parking: Calculation of Spaces Required**

58. Unless otherwise agreed in writing by the Local Planning Authority, the submission of any reserved matters application for approval of any building shall include a quantum of cycle parking provision that is equivalent to:

a) For staff provision, a level which will provide a total number of spaces which cater for at least 10% more than the existing modal share percentage of staff cycling to work as shown by the latest Addenbrooke's Annual Travel Survey. The final level of provision to be calculated shall assume that only 80% of staff will be on-site at any one time.

b) For patients and visitors, a level which will provide a total number of spaces which cater for at least 10% more than the existing modal share percentage of patients and visitors cycling to work as shown by the latest Addenbrooke's Annual Travel Survey. The final level of provision to be calculated shall assume that cycle parking spaces are used 3 times daily.

Reason: To ensure that the proposed level of cycling provision is appropriate to the nature of the proposed building and its use (Cambridge Local Plan 2006 policy 8/6).

## **Cycle Parking: Details of Facilities**

59. No development of a building shall commence until details of facilities for the covered, secure parking of bicycles relevant to that building have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the building for which permission is sought and shall thereafter be retained and shall not be used for any other purpose unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2006 policy 8/6).

## **Archaeological**

60. Notwithstanding the submitted archaeological mitigation strategy, no development of a building or material operation constituting development relating to any roadway/footpath or area of public realm shall take place until the implementation of a programme of archaeological work, in accordance with a written scheme of investigation relating to that building or material operation constituting development relating to any roadway/footpath or area of public realm, has been submitted by the applicant, approved in writing by the Local Planning Authority and carried out in accordance with the approved details.

This written scheme will include the following components, completion of each of which will trigger the phased discharging of the condition:

- a) fieldwork in accordance with the agreed written scheme of investigation.
- b) post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in writing in advance with the Local Planning Authority).

- c) completion of post-excavation analysis, preparation of site archive ready for deposition at a store approved by the Local Planning Authority, completion of an archive report, and submission of a publication report (to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance in writing with the Local Planning Authority).

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences (Cambridge Local Plan 2006 policy 4/9).

### **Shop Front Design Guide**

- 61. Prior to the occupation of any A1 or A3 use, a tenants' shopfront design guide shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed signage protocol unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the details of development respect the character and appearance of the public realm (Cambridge Local Plan 2006 policy 3/15).

### **Public Realm Design Strategy**

- 62. Unless otherwise agreed in writing by the Local Planning Authority, any reserved matters application in respect of the development of the proposed Circus and Piazza, shall include a comprehensive Public Realm Design Strategy applicable to the entirety of the proposed Circus and Piazza areas. The Strategy shall set out a vision for the proposed Circus and Piazza areas and shall include detailed information and accompanying plans of the following items:

## Movement Strategy

A Movement Strategy that includes:

- a) Detailed guidance on the provision of measures to promote the use of the Circus and Piazza as a space that is principally for use for pedestrians, cyclists and the Cambridgeshire Guided Bus and which limits the ability of any other vehicles to utilise the Circus and Piazza for primary access and/or service delivery requirements.
- b) A plan with cross-sections showing proposed roads, bus lanes, footpaths and cycleways (widths and specifications).
- c) Detailed design and location of speed restraint measures.

## Car Parking

- a) The location of car parking spaces and measures to control their use.
- b) The location of drop-off spaces.

## Drainage

A Sustainable Drainage Scheme that includes:

- a) Design standards and methodology for the implementation of a sustainable urban drainage system (using a SUD's hierarchy), including the detailed design of specific features and their maintenance/management requirements and how the system relates to the strategic management of water within the site.

## Soft Landscaping

A Soft Landscaping Scheme that includes:

- a) Planting plans and written specifications/details of the species, mix, size, distribution and density of all trees/hedges/shrubs to be planted, the timing of planting and management and maintenance responsibilities.
- b) Tree locations and planting specifications where adjacent to or within the highway.
- c) The design and location of incidental green/informal spaces/enclosures.
- d) The design and location of key focal points.

### Hard Landscaping

A Hard Landscaping Scheme that includes:

- a) The design and location of all bus stops and shelters.
- b) The design and location of all CCTV cameras and associated cabling.
- c) The design and location of all cycle parking stands and shelters.
- d) The design and location of all seating.
- e) The design and location of all bollards, signage and bins.
- f) Samples of paving materials and finishes.
- g) Details of carriageway materials and finishes.
- h) Proposed levels changes.
- i) A strategy for the provision of public utilities equipment which includes consultation with statutory undertakers and agreement in respect of the location and appearance of statutory undertakers' plant, compounds and associated structures.

### Public Art Strategy

- a) The submission of a Public Art Strategy in accordance with the requirements of the relevant schedule of the S106 agreement and conditions 64, 65 and 66 of this permission.

### Lighting

A Lighting Scheme that includes:

- a) The design and location of all lighting, including amenity lighting, within the Circus and Piazza, including guidance on the height of the lighting columns and the types, colour and brightness of proposed lights, and measures to limit light pollution.

### Coordinated Development

- a) Consideration of how the proposed design and layout of the Piazza will integrate with plans and scheduling for works within the extended Piazza promoted as part of the Forum site adjacent.



- b) Consideration of how the proposed design and layout of the Circus and Piazza will integrate with the Boulevard, the Cambridgeshire Guided Busway and proposed alterations to Robinson Way.
- c) The provision of detailed design principles to be used to guide the detailed design of the public realm on the proposed development parcels where they adjoin the Circus and Piazza.

### Phasing

- a) Detailed guidance on how the provision of the Circus and Piazza and those elements that are contained within it are to be provided.

### Management and Maintenance

A Management and Maintenance Strategy that identifies:

- a) Responsibilities for all elements, including SUD's, contained within the Circus and Piazza.

Should the detailed design and/or location of any of the items listed not be included within the Public Realm Design Strategy, then the phased provision of such information shall be agreed in writing with the Local Planning Authority prior to the commencement of works within the Circus and Piazza. The approved Public Realm Design Strategy shall be carried out in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of the intended users of the Circus and Piazza and to secure a high quality environment that is befitting the strategic importance of the space (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/11, 3/12, 4/15, 8/4, 9/3 and 9/5).

## **Off-Site Highways Works**

63. No occupation of any floorspace for clinical research and treatment (D1 and/or clinical in-patient treatment), or biomedical and biotech research and development (B1b) or higher education building under use classes B1 and D1 or sui generis medical research institute uses shall take place until the offsite highways works at Hills Road/Fendon Road/Robinson Way shall have been fully laid out and implemented in accordance the approved schemes/plans in the Highway Design Report prepared by Lanmor Consulting dated March 2015, reference 140546/DS/KTP/01 Rev C.

Reason: In order to safeguard highway safety and network capacity (Cambridge Local Plan 2006 policies 3/7, 8/2 and 8/11).

## **Public Art Details**

64. Where the approved Public Art Strategy secured under the S106 agreement associated with this application indicates, a reserved matters application shall include the following details of public art to be provided within that relevant phase:
- a) Details of the consultation, approval and commissioning process for artists and associated proposed public art.
  - b) Details of community engagement and consultation including measures to promote public involvement in the evolution of the public art.
  - c) Descriptions, plans and images of the public art that will be realised.
  - d) Details of how the public art complies with any approved public realm strategy for the development.
  - e) Project timescales.
  - f) Delivery mechanisms.
  - g) The total amount allocated for the proposed public art including a breakdown of the total cost of the implementation of the public art and the apportionment of the costs across its various elements, including maintenance and decommissioning costs (if applicable).

Reason: To ensure that the details of public art come forward at the appropriate stage in the planning process in accordance with the Public Art Strategy and that the proposed public art positively contributes to its context within the public realm (Cambridge Local Plan policies 3/4, 3/7, 3/11, 3/12, 9/5 and 10/1).

### **Public Art Maintenance and Implementation Details**

65. No development of a reserved matters phase that contains an approved element of public art within it shall commence until such time as the following implementation and maintenance details have been submitted to and approved in writing by the Local Planning Authority:
- a) Phasing and dates for the installation of the approved public art.
  - b) Legal ownership and insurance details.
  - c) Responsibility for implementation.
  - d) Responsibility for maintenance and maintenance schedules.
  - e) Details of decommissioning including timescales and reparation (if applicable).

Reason: To ensure that details of the maintenance and implementation of public art come forward at the appropriate stage in the planning process and that details surrounding subsequent ownership, maintenance, insurance and decommissioning are thoroughly considered (Cambridge Local Plan policies 3/4, 3/7, 3/11, 3/12, 9/5 and 10/1).

### **Provision and Maintenance of Public Art**

66. In relation to any reserved matters phase containing an approved element of public art, the public art as defined in the S106 agreement shall be provided and managed and maintained in accordance with the approved Public Art Strategy secured under the S106 agreement and the approved public art details and the approved public art implementation and maintenance details unless otherwise agreed in writing by the Local Planning Authority. The public art shall not be moved or removed once implemented either permanently or temporarily other than in accordance with the agreed details or other written approval of the Local Planning Authority.

Reason: To ensure that the public art is implemented at an appropriate stage in the phased development of the site and that the public art once provided is properly managed and maintained (Cambridge Local Plan policies 3/4, 3/7, 3/11, 3/12, 9/5 and 10/1).

### **Tree Protection Addenbrookes Roundabout**

67. Details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any equipment, machinery or materials are brought onto the site for the purpose of the Addenbrooke's roundabout upgrade development required under condition 63 of this permission. The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 4/4)

### **New Papworth Hospital Project Only – Construction Activities Permitted During Extended Hours**

68. Only the construction activities listed below shall be carried out during the extended hours hereby approved.
- a) Painting & decorating
  - b) Installation of internal doors and frames
  - c) Installation and commissioning of lighting
  - d) Installation of ductwork insulation
  - e) Installation of riser ductwork
  - f) Second fix ductwork
  - g) Airside commissions
  - h) Vinyl flooring and walls
  - i) Construction of partition walls
  - j) Installation of site transformers and fluorescent lighting
  - k) Installation of modular wiring units

- l) Installation of modular power lighting cables
- m) Installation of distribution boards
- n) Electrical testing and inspection
- o) Installation of power and data cables
- p) Electrical wiring
- q) Fire alarm installation
- r) Installation of copper pipe work
- s) Installation of thermal insulation of pipes and services
- t) Bracketing installation to soffits and slabs
- u) Installation of pipework
- v) Installation of ETFE roof in atrium

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

### **North Plot AstraZeneca Project Only – Construction Activities Permitted During Extended Hours**

69. Only the construction activities listed below shall be carried out during the extended hours hereby approved for the AstraZeneca North Plot site by condition 26:

- a) Painting and decorating
- b) Internal doors and frame installation
- c) BMS commissioning
- d) Lighting commissioning
- e) Ductwork installation and insulation
- f) Second fix ductwork
- g) Airside commissions
- h) Vinyl flooring
- i) Resin flooring
- j) Hardwood and granite flooring
- k) Raised access floor installation
- l) Partitioning walls
- m) Timber mullions and glazed partitions
- n) Installation of Modular units – sub-roof modules, raised access floor modules and lab spine modules
- o) Modular and feature ceiling
- p) Distribution Boards
- q) Electrical Testing and Inspection
- r) Cable and data cable installation
- s) Electrical wiring
- t) Fire alarm installation
- u) Installation of pipework and copper pipework

- v) Thermal insulation of pipes and services
- w) Laboratory case work and equipment
- x) Bracketry installation to soffit and slab
- y) Acoustic spray on underside of soffit
- z) Testing of mechanical and electrical systems

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

## **Informatives**

### *Section 73 approval*

The original outline planning permission 06/0796/OUT continues to subsist, as well as this new outline approval granted under Section 73 of the Town and Country Planning Act 1990.

### *Environmental Health*

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).

In relation to environmental construction noise impact we recommend the developer uses the standard the City Council requires in relation to noise levels when letting contracts, known as clause 109 Noise Control.

The developer is advised to contact the Health & Safety Executive, 14 Cardiff Road, Luton, LU1 1PP: -Tel No: 01582 444200 concerning health and safety regulation requirements associated with the construction and operational phases.

To satisfy the condition relating to noise insulation, the noise level from all plant and equipment, vents etc (collectively) associated with this application should not raise the existing background level (L90) by more than 3 dB(A) both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises. Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises.

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. Noise levels shall be predicted at the boundary having regard to neighbouring residential premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

To satisfy the standard condition relating to fume filtration/extraction, it is recommended that an effective and appropriate odour/fume extract system be installed to ensure an odour nuisance is not caused to the occupiers of neighbouring premises. The system will need to deal with the two main phases of contaminants within cooking emissions: the particulate (grease, small food and smoke particles) and gaseous (odour vapour/volatile organic compounds).

It is recommended that flue terminals do not impede the final discharge termination point.

The flue / duct height should terminate at least one metre above the roof ridge level to which it is attached and a minimum operating efflux velocity of 10 to 15 metres a second should be achieved. However, the effectiveness of this system is dependent on buildings nearby. If buildings nearby are likely to have an effect on the dispersion and dilution of odour, the flue height should be at least one metre above the ridge of those buildings.

It is not likely that any significant ground remediation will be required at the site, although if any deposited materials are encountered the Local Planning Authority should be informed and the materials should be dealt with in an appropriate manner.

The applicants are advised that the ES has identified that buildings should be subject to gas protection measures to ensure any risk from the build up of dangerous gases is adequately mitigated.

### *Waste Management*

The applicants are advised to contact Cambridgeshire County Council Waste Management Team to discuss the content of any outline or detailed Waste Management Plan prior to submission.

### *S106*

This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). References in the conditions to the S106 agreement are references to that associated deed.

### *Strategic and On-Plot Surface Water Drainage Strategies*

The applicants are advised that notwithstanding the submitted Flood Risk Assessment, that strategic and on-plot surface water drainage strategies should demonstrate that the minimum discharge rate from any control structure is no less than 3 l/sec. The overall discharge rate for the site to remain unchanged. Site-specific strategies shall be within the management, maintenance and responsibility of a single site-wide management company. This is to ensure that drainage within the site is strategically managed and to minimise the risk of flooding to property and land. The discharge rates shown in Appendix C revision 29/05/07 with 5 flow controls for the site with varying flow rates are acceptable, in principle, to the Environment Agency.



## *Trees*

The applicants are advised to appoint a competent arboriculturalist to oversee the project. The arboriculturalist should monitor, record and confirm the implementation and maintenance of tree protection measures as set out in the conditions of the planning permission. All arboricultural works should be carried out by a competent tree contractor, proficient in both root zone and aerial arboricultural work and shall follow strictly the agreed method statements and specifications. The applicants are advised to arrange a pre-construction site meeting between site agent, the developer's chosen arboriculturalist and the Council's delegated arboricultural officer.

## *Considerate Contractors*

New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

## *Cycle Parking*

The level of staff cycle parking provision for a building that is estimated to have 2,778 staff would be calculated as follows: 2,222 (or 80%) of those staff would be assumed to be on site on a typical day. The 2006 cycling mode share from the Addenbrooke's Travel Survey for staff is 25%. 10% would be added (i.e. 35%) meaning that the number of staff cycle parking spaces that would have to be provided would be 778.

The level of patient and visitor cycle parking provision for a building which is estimated to have 526 patients and visitors would be calculated as follows: The 2006 cycling mode share for patients and visitors from the Addenbrooke's Travel Survey is 3%. 10% would be added (i.e. 13%). Given that it is assumed that cycle parking spaces will turn over 3 times per day, the number of patient and visitor cycle parking spaces that would have to be provided for would be 23.

### *Recommended Planting Mix*

The following woodland planting mixes are recommended:

#### East and West of the Railway Line

(to be planted at 1.5m centres in groups of 5-7 of the same species)

Species	Planting size cm	% mix
Quercus robur	Feathered 125/150	10
Fraxinus excelsior	10-12	5
Tilia cordata	10-12	5
Prunus avium	10-12	5
Taxus baccata	100/125	15
Acer campestre	Feathered 125/150	15
Ilex aquifolium	60-80	15
Crataegus monogyna	60-80	20
Corylus avellana	60-80	10

Within the woodland belt to the east of the railway line (20/20 site) the mix should be supplemented with 14-16cm girth Tilia cordata and Fraxinus excelsior trees on a double planting grid of 15m north-south as shown on plan 1700/SK180707.01B (which may or may not be staggered depending on the final design) or a grid to coincide with the wider areas of the planting belt. Within the woodland belt to the west of the railway (Hobsons Brook GC) the mix shall be supplemented as above on a planting grid to be agreed.

N.B. The planting on the west of the railway must not be compromised by the spoil deposit from Clay Farm, i.e. the bunding adjacent to the railway.

#### *Woodland Mix for South of 20/20 adjacent to Nine Wells*

(to be planted at 1.5m centres in groups of 5-7 of the same species)

Species	Planting size cm	% mix
Fagus sylvatica	Feathered 125/150	10
Sorbus torminalis	10-12	5
Quercus robur	Feathered 125/150	5
Prunus avium	12-14	5

Taxus baccata	100/125	15
Acer campestre	Feathered 175/200	15
Ilex aquifolium	60-80	15
Crataegus monogyna	60-80	20
Corylus avellana	60-80	10

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## Appendix A – Activities permitted to occur outside of core hours

Activity	Method of work – Brief description	Plant/equipment to be used	Risk of Noise/Vibration/Dust Pollution followed by reasoning (control measures)
	metal stud work with screws and battery powered drill. Installation of metal studwork with screws and battery powered drills – some adjustment of studwork with saws may be needed	powered drill.  Chop saw/Mitre saw.	metal studwork is required to be cut it will take place at a dedicated cutting station within an acoustic tent (internally).
Timber mullions and glazed partitions	Fixing and bracketing mullions and fitting glass.	MEWP for access and handheld drill	Low risk – internal works with medium noise level low on time equipment.
Installation of Modular units – Sub-roof modules, raised access floor modules and lab spine modules	Mechanical install and connection of off-site manufactured module units.	MEWP for access and handheld drill	Low risk – internal works with medium noise level low on time equipment.
Modular and feature ceiling	Fixing connections and hanging ceiling units.	MEWP for access and handheld drill	Low risk – internal works with medium noise level low on time equipment.
Distribution Boards	Electrical installation works requiring battery powered drill only	Hand drill	Low risk – Internal electrical works resulting in minimal noise
Electrical Testing and Inspection	Electrical testing of systems requiring non noise emitting testing equipment	Cable cutters (pliers/bolt cutters)	Low risk – Internal electrical works resulting in minimal noise
Cable and data cable installation	Pulling of cables along electrical distribution cable trays, hand cutting of cables	Cable cutters (pliers/bolt cutters)	Low risk – Internal electrical works resulting in minimal noise
Electrical wiring	Installation of security systems - Electrical wiring. Fixing cameras with screws and battery powered drill.	Hand tools (wire cutters/strippers etc.)	Low risk – internal with no power tools used.
Fire alarm installation	Installation of fire alarm systems, cable pulling	Battery powered drill and wire cutters	Low risk – Internal works requiring only wire placement and electronic installation
Installation of pipework and copper pipe work	Installing pipework throughout the building and fixing with brackets where needed. Pipes cut with tube cutter (low noise).	Hacksaw, tube cutter, MEWP and battery powered drill.	Low risk – Pipes cut with low noise methods and all work is internal. Larger pipes cut off site or during core hours. Small pipes altered with low noise methods.
Thermal insulation of pipes and services	Adding insulation to pipes	Retractable knife, MEWP	Low risk – Very low impact.
Laboratory case work and equipment	Fixing, connection and install of pre-fabricated equipment.	Battery powered drill, MEWP	Low risk – All works are internal. Only battery powered drills used.
Bracketry installation to soffit and slab	Installation of brackets to hold pipe runs in place. MEWP needed to access some areas and battery powered drill and screws to secure.	Battery powered drill, MEWP	Low risk – All works are internal. Only battery powered drills used.
Acoustic spray on underside of soffit	Spray painting of sealant using an airless spray gun.	MEWP, airless paint sprayer, generator for ventilator.	Low Risk – Machinery noise low. Chemical used has low VOC content. Ventilation for the entire basement will be required at times to provide air circulation and aid drying however this will not be discharging noxious or any other polluting substances. It is just to enable a constantly moving air flow.

Activity	Method of work – Brief description	Plant/equipment to be used	Risk of Noise/Vibration/Dust Pollution followed by reasoning (control measures)
Painting – plasterboard walls	Paint applied to walls by spray machine and hand tools	Paint spraying machine and hand tools	Low risk – water based or low solvent based paint applied indoors and no ventilation needed.
Internal doors and frame installation	Installation of pre-fabricated door frames – fixed with screws	Battery powered hand drill only	Low risk – interior works and prefabrication of door frames results in no cutting needing to be done on site.
BMS commissioning	Putting systems to work and setting control points	Test equipment	This system will not be operated until the acoustic shielding design control measures are in place. Systems will only operate under design conditions and within the bounds of planning consent
Lighting commissioning	Testing of lighting and emergency lighting systems	Test equipment	This system will not be operated until the acoustic shielding design control measures are in place. Systems will only operate under design conditions and within the bounds of planning consent
Ductwork installation and insulation	Galvanized pipes insulated with Rockwool. Insulation applied by hand. Installation of galvanized ducts. Fixed to internal walls and slab with handheld drill and brackets	MEWP for access and handheld drill	Low risk – internal works with medium noise level low on time equipment
Second fix ductwork	Installation of ceiling grills to cover ventilation. Installed with battery operated drill.	MEWP for access and handheld drill	Low risk – internal works with medium noise level low on time equipment
Airside commissions	Switching on internal fans to ensure compliance they operate effectively	Air flow meter	Low risk - As per design/planning permission fans are internally located and are acoustically treated.
Vinyl flooring	Applying glue and fitting vinyl floor and wall coverings	Retractable knife and hand powered spray bottle	Low risk – Glue used is medical grade non solvent/toxic with low V.O.C content. No ventilation needed.
Resin flooring	Floor preparation/cleaning and application of floor resin.	Hand tools (rollers), machine resin mixer, generator for ventilator.	Low Risk – Machinery noise low. Chemical used has low VOC content. Ventilation for the entire basement will be required at times to provide air circulation and aid drying however this will not be discharging noxious or any other polluting substances. It is just to enable a constantly moving air flow.
Hardwood and granite flooring	Magnetic fastened timber flooring and adhesive fixing for granite flooring.	Hand tools, Chop saw/Mitre saw.	Low risk – Internal hand tool works resulting in minimal noise. Cutting will take place at a dedicated cutting station within an acoustic tent (internally).
Raised access floor installation	Fixing supports and installing floor.	Battery powered drill	Low risk – Internal hand tool works resulting in minimal noise
Partitioning walls	Cutting plasterboard to size with retractable knife and fitting to	Retractable knife and battery	Low risk – All work is internal with low impact tools used the majority of the time. If

Activity	Method of work – Brief description	Plant/equipment to be used	Risk of Noise/Vibration/Dust Pollution followed by reasoning (control measures)
Testing of mechanical and electrical systems	Low impact routine testing of mechanical and electrical systems. All testing will be short timespan routine systematic compliance tests to ensure systems are built to specification and working effectively		Low risk – testing is done with equipment that makes minimal noise and takes a short amount of time for each section.

<b>Application Number</b>	17/2192/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	22nd December 2017	<b>Officer</b>	Sav Patel
<b>Target Date</b>	23rd March 2018		
<b>Ward</b>	Petersfield		
<b>Site</b>	Mill Road Depot		Mill Road Cambridge CB1 2AZ
<b>Proposal</b>	Demolition of existing buildings and structures		
<b>Applicant</b>	Cambridge Investment Partnership		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The proposed demolition of the existing buildings would not have a detrimental impact on the character or appearance of the Conservation Area;</li> </ul>
RECOMMENDATION	APPROVAL

### 0.0 BACKGROUND

- 0.1 This planning application has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. The purpose of the partnership is to help increase the amount of affordable housing within Cambridge. The target is to provide 500 new dwelling across the City using mainly council owned sites/assets. The City Council has received £70million support from central government as part of the Devolution Deal to help achieve this target.

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site forms the majority of the Mill Road Depot site excluding the garage block to the north and the existing car park to the south. Currently the site is in operational use but is due to be vacated in June 2018.
- 1.2 To the north of the site are Hooper Street and Ainsworth Street which are characterised by two storey Victorian terrace housing located on the back edge of the footpath and on street car

parking. There is also a small industrial area which is currently occupied by a small brewery and upholsterer. There are also three Silver Birch trees along the northern boundary of the site.

- 1.3 To east of the site is the railway line and associated infrastructure.
- 1.4 To the south is the two storey gatehouse, single storey former library building, four storey language school and a two storey private residence known as 119B Mill Road. Beyond these buildings is Mill Road and the Mill Road bridge. In the south-east corner of the site is a group of mature, tall trees.
- 1.5 To the west of the site is the two storey terrace housing of Kingston Street.
- 1.6 The site contains several structures and buildings spread around within the site. Of particular note is the coach house building which is located adjacent to the western boundary and form the rear boundary of most of the properties in Kingston Street. The coach house is currently in office use. There is a single storey workshop building located adjacent to the railway line. There is also a vehicle service centre and filling station with office at the northern end of the site which is enclosed within a large pre-fab/warehouse style structure and visible from Hooper Street. The three storey Women Resource Centre (WRC) is located in the north-east corner of the site and access from Hooper Street.
- 1.7 In terms of site constraints, the site is located within the Mill Road Conservation Area. There are three Silver Birch trees located on the northern boundary of the site between the vehicle serving centre and WRC. As they are within the Conservation Area they are afforded conservation protection. The nearest Listed Building is the former Free Library building which is located adjacent to the entrance into the depot. The building is a Grade II listed building.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is for demolition of the existing buildings and structures on the site.



2.2 The planning application was accompanied with the following supporting documents:

- Heritage Statement;
- Arboricultural Impact Assessment;
- Demolition Statement;
- Demolition Noise and Vibration Assessment;
- Dust Management Plan;
- Ecology – Phase 1 report;
- Plans.

### 3.0 SITE HISTORY

Reference	Description	Outcome
17/2245/FUL	The erection of 184 dwellings (including 50% affordable housing), 72sqm of floor-space consisting of Use Class A1 (Shop), A2 (Financial and Professional Services), A3 (Food and Drinks) or D1 (Non-Residential Institutions) - in the alternative, basement car park (101 spaces), surface water pumping station, open space (including play area), alterations to the junction with Mill Road, together with associated external works including cycle parking and landscaping.	PENDING CONSIDERATION

17/2057/SCRE	Request for EIA Screening Opinion in respect of the proposed redevelopment of the site comprising the erection of 183 dwellings together with ancillary floorspace for Community / retail use (A1, A2, A3, D1 - 72sq m), a basement car park (100 spaces), surface water pumping station, and associated open space and landscaping following demolition of all buildings at Mill Road Depot.	EIA REQUIRED	NOT
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#### 4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

#### 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/7
		4/4 4/10

### 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)
Material Considerations	<u>City Wide Guidance</u>  Air Quality in Cambridge – Developers Guide (2008)
	Mill Road Area Conservation Area Appraisal (2011)  Mill Road Depot Draft Planning Development Brief Supplementary Planning Document (June 2016)

### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## **6.0 CONSULTATIONS**

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The proposal would have no significant impact on the public highway subject to a condition (and informative) requiring no demolition or construction works to commence until a traffic management plan has been agreed with the local planning authority.

### **Urban Design and Conservation Team**

- 6.2 The proposal is acceptable subject to the following conditions:
- Method statement on how the west boundary wall will be retained protected and made good after demolition of coach house range;
  - No demolition of coach house range until scheme for wider development has been approved;

### **Environmental Health**

First comments:

- 6.3 Additional information requested prior to determination which relates to the following:
- Recalculation of demolition impact.
  - Confirmation of noise and vibration monitoring by competent persons.
  - Site specific dust mitigation measures.
  - Specific concrete crusher dust mitigation and mobile permit.
  - Confirmation that hardstanding across the site will be retained and there will be no below ground earth movement to prevent the rupturing of underground fuel and storage tanks / equipment and supply lines.
  - Full details are required to ensure the above ground fuel / storage tanks are safely and adequately decommissioned and removed to prevent spillages.

Second comments following submission of additional information:

6.4 The proposal is acceptable subject to the following conditions:

- Construction hours;
- Collection and deliveries hours during demolition and construction;
- Compliance with demolition methodology statement;
- Dust mitigation;
- Concrete crusher;
- Contamination Phase 1 – method statement for demolition/clearance of buildings/structures including above ground fuel/storage tanks;
- Contamination Phase 2 - method statement for removal of hardstanding

### **Biodiversity**

6.5 The Ecology Phase 1 report identified one building with bat roost potential and recommends single emergence survey in line with best practice. Survey of this and any recommendation are required prior to determination.

6.6 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

7.1 The owners/occupiers of the following addresses have made representations:

- 20 Kingston Street;
- 5 Brackyn Road (Cambridge Friends of the Earth);
- 10 Sturton Street;

7.2 The representations can be summarised as follows:

- Reassurance requested that the western boundary wall will be done by hand to reduce damage to gardens and properties in Kingston Street;

- Before any development there must be a thorough investigation into the existing contaminants on the site;
- The use of Pile Drivers could disturb contaminants causing them to leak out and getting into the groundwater;
- Concerns with increased pollution due to a single entrance/exit to the site and congestion from road traffic which could impact air quality along Mill Road;
- Under provision for car parking; 0.65 per home, and potential unacceptable impact on car parking on surrounding streets;
- Concerns with the impact The Petersfield has had on the street with noise and unsociable behaviour;

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Impact of proposed demolition on the site and heritage assets
2. Residential amenity
3. Third party representations

Impact of proposed demolition on the site, surrounding context and heritage assets

8.2 The site has been used for industrial uses such as an iron foundry, timber yard, coal depot and, in recent times as the City Council depot which consists of offices, motor repair/servicing (with filling station), waste separation and storage, car wash facility and workshops. The site currently accommodates several pre-fab and brick built buildings and structures of different sizes and ages. The main buildings on the site are the Coach House range and Women's Resource Centre. The other buildings are either functional pre-fab and atcost warehouse structures or the office buildings. I therefore set out below my assessment of the main buildings and the impact of their loss.

### **Coach House (circa 1903 to 1927)**

- 8.3 The coach house (CH) is a two storey building which runs the entire length of the western boundary of the site. The CH has three distinct parts to it; two pitched roof elements and a full storey flat roof element. The flat roof element which presents the largest section has been significantly altered from its original appearance and size. The other two parts have different style pitched roofs but both have rooms in the roof-space. They are also linked by a flat roof single storey element. According to the applicant's Heritage Statement the CH is one of the oldest buildings on the site. The SPD for the site considered the CH as having potential for retention and conversion. However, the applicant has ruled out the alternative options such as retaining the building due to prohibitive conversion cost, insufficient internal space and structural issues/costs. I am satisfied that the applicant has given sufficient consideration to retention and reuse.
- 8.4 Overall, whilst the CH has some historic significance due age, it has at the same time very limited architectural merit and its loss would not have a detrimental impact on the character or appearance of the Conservation Area or the setting of the Free Library which is a Grade II Listed Building. There is also no reference to the CH in the Mill Road Conservation Area Appraisal (MRCA 2011). In my view, therefore, there are no material planning reasons for retaining the CH range and as such demolition of this building is supported. I have recommended a condition to ensure the rear boundary wall which forms the rear boundary of the dwellings in Kingston Street is carefully removed or retained. As the rear wall form the rear boundary of the Kingston Street properties the applicant is likely to need to engage in Party Wall Agreements with those affected.

### **Women's Resource Centre (circa 1969)**

- 8.5 The Women's Resource Centre (WRC) is a three storey detached building located in the north-east corner of the site. The building is flat roof and extensively clad with grey concrete panels and dark blue brick. I do not consider the architectural merits of the building worthy of retention. As with the CH there is no reference to this building in the MRCA and due to its location its loss would not have any detrimental impact on the

character or appearance of the Conservation Area. There are no listed buildings or Buildings of Local Interest with close proximity of this part of the site that would be impacted by the loss.

- 8.6 I am satisfied that none of the buildings on the site are worthy of retention or reuse and therefore support the demolition. None of the buildings contribute positively to the character of the Conservation Area and therefore the tests for demolition of a building in the Conservation Area in policy 4/10 (Listed Buildings) do not apply, in my view. The Conservation Officer has no objections to the demolition of the buildings on the site but has recommended a condition to retain the CH until a scheme for the site's redevelopment has been approved. Whilst I agree that the CH is the most historic building on the site, I do not consider it necessary to frustrate its demolition. Its demolition will be necessary in order for the applicant to undertake further ground investigation work to determine the level of contamination in this part of the site which has not been properly assessed. I have agreed to accept the recommended condition for a method statement for the demolition of the CH to be submitted to and approved in writing by the local planning authority. This will be important to ensure the residential amenity of the neighbours in Kingston Street is reasonably protected and the removal or alteration of the rear wall is carefully managed.
- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 4/10 and 4/11.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.8 I do not consider the proposed loss of any of the existing buildings on the site will have an adverse impact on the residential amenity of the adjoining/adjacent neighbours. In terms of demolition work, I have recommended a series of standard conditions to protect the residential amenity of the adjacent neighbours from the impact of noise, vibration and dust during the course of demolition works. I have also recommended conditions to ensure the western wall of the CH is carefully taken down to a minimum height of 2 metres (unless



otherwise agreed) to mitigate the impact on the residents in Kingston Street.

- 8.9 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

### **Third Party Representations**

- 8.10 I set out below my response to the third party representations received:

<b>Representations</b>	<b>Response</b>
Reassurance requested that the western boundary wall will be done by hand to reduce damage to gardens and properties in Kingston Street;	See para 8.8 – Any damage arising from the works will be a civil matter between the residents and the developers.
Before any development there must be a thorough investigation into the existing contaminants on the site;	The open and known most contaminated parts of the site have been investigated and the demolition of the buildings will help enable further investigation work. However, this application only relates to the demolition of the above ground structures and does not affect any below ground works.
The use of Pile Drivers could disturb contaminants causing them to leak out and getting into the groundwater;	As above.
Concerns with increased pollution due to a single entrance/exit to the site and congestion from road traffic which could impact air quality along Mill Road;	The Air Quality Officer will be making comments on the residential scheme.
Under provision for car parking; 0.65 per home, and potential unacceptable impact on car parking on surrounding streets;	This will be dealt with in the report for the residential scheme.

Concerns with the impact The Petersfield has had on the street with noise and unsociable behaviour;	This is not material to this application.
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## 9.0 CONCLUSION

- 9.1 The proposed demolition of all existing buildings and structures on the site is acceptable. There are no buildings or structures of significant historic and architectural merits that is worthy of retention. The site has been developed in an ad-hoc fashion over time to meet the various needs to the Council. The Coach House appears to be oldest building on the site and whilst it has some historic significance its architectural merit is limited. I do not consider its loss would have a harmful impact on the character or appearance on the Conservation Area. The Conservation Officer has not raised any in principle objections to the demolition of the buildings.

## 10.0 RECOMMENDATION

### 10.1 APPROVE subject to the following 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 51 of the Planning and Compulsory Purchase Act 2004.

2. No construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

3. 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.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

4. The demolition methodology, proposed mitigation and monitoring as specified within the Create Consulting Engineers Ltd, demolition noise & vibration assessment - revision C dated 14th February 2018 shall be fully implemented.

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2006 policy4/13

5. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period 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 2006 policy4/13

6. No development shall commence until a programme of measures to minimise the spread of airborne dust from the use of a mobile concrete crusher during the demolition period 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 2006 policy4/13

7. Prior to commencement of any demolition / ground clearance of the site, a demolition method statement and plan shall be submitted to and approved in writing by the local planning authority. This method statement shall demonstrate that all existing areas of hard standing across the site will be retained and, with the exception of intrusive site investigation works, there will be no below ground earth movement in order to prevent the rupturing of, and retain the integrity of, existing underground fuel and storage tanks / equipment and supply lines. Full details and procedures are required to ensure the above ground fuel / storage tanks are safely and adequately decommissioned and removed to prevent spillages.

All above ground demolition and clearance works shall then be carried out in accordance with the approved statement and plan.

Reason: To ensure the development only relates to the demolition of the above ground structures and to avoid disturbing the integrity below ground structures (Cambridge Local Plan 2006 policy 4/13).

8. Prior to any demolition work and following the submission of an acceptable demolition method statement and plan as required in condition 7 (contamination 1), a method statement shall then be submitted to demonstrate how the hard standing across the site will be removed in order to prevent the rupturing of and retain the integrity of existing underground fuel and storage tanks / equipment and supply lines.

The removal of the hard standing shall then be carried out in accordance with the approved statement and plan.

Reason: To ensure the integrity of the below ground condition of the site is not compromised (Cambridge Local Plan 2006 Policy 4/13).

9. Prior to demolition of the Coach House building, a method statement shall be submitted to set out how the old boundary wall (and adjacent old iron hydrant) running from the Depot Mill Road entrance to the end of the "coach house" range of buildings along the West boundary will be protected, retained and made good after the demolition of the coach house range. The development shall be carried out in accordance with the approved statement.

Reason: To ensure this feature is retained and in accordance with 2006 Local Plan policy 4/11 (a)

10. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2006 Policy 8/2).

**INFORMATIVE:** Traffic Management Plan informative: The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

- 10.2** In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development

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## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	17/1019/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	4th July 2017	<b>Officer</b>	Michael Hammond
<b>Target Date</b>	29th August 2017		
<b>Ward</b>	Abbey		
<b>Site</b>	560 Newmarket Road Cambridge CB5 8LL		
<b>Proposal</b>	Change of use of existing dwelling into two flats, including extensions to the building along with frontage cycle and bin storage, and erection of a 1-bedroom bungalow at the rear of the site		
<b>Applicant</b>	Mr Ade Simone		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The proposed development would be in keeping with the character and appearance of the area.</li> <li>- The proposed works would respect the amenities of neighbouring properties.</li> <li>- The proposal would not lead to a significant increase in on-street car parking in the surrounding streets.</li> </ul>
RECOMMENDATION	APPROVAL

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is comprised of a mid-terrace property situated on the south side of Newmarket Road, opposite the junction with Ditton Fields. The property is two-storeys in scale, rendered, and with a pitched roof that has a front gable end. There is a small garden to the front and a long garden to the rear. There is a car parking area at the far end of the site which is accessed from a private road which connects Newmarket Road with Elfleda Road. The surrounding area is residential in character and is formed of similar-sized semi-detached and terraced properties.

1.2 There are no site constraints.

## **2.0 THE PROPOSAL**

2.1 The proposal, as amended, seeks planning permission for the change of use of the existing dwelling to two flats including extensions to the building and front cycle and bin storage structures. Permission is also sought for the erection of a one-bedroom bungalow in the rear garden.

2.2 The existing three-bedroom property would be converted into two two-bedroom flats each with their own amenity spaces, bin stores and cycle stores. The proposed change of use would involve extending out to the rear ground-floor level at full-width by 7.5m. The proposed single-storey extension would be constructed with a part-flat part-hipped roof measuring approximately 3m to the ridge and 2.4m to the eaves. The proposal would also involve extending out at first-floor by 2.1m to accommodate a new staircase for both of the proposed flats. The proposed flats would each measure approximately 61m<sup>2</sup> in floor area. Car parking was originally proposed at the front of the site but this has since been removed due to highway safety concerns.

2.3 The proposed bungalow at the rear of the site has been lowered in height following concerns raised by officers. The proposed bungalow, as amended, would occupy a footprint of approximately 67m<sup>2</sup> and would have a pitched roof measuring approximately 2.7m to the eaves and 4.1m to the ridge. The internal floor area of the proposed unit would be approximately 56m<sup>2</sup>. One car parking space is proposed at the rear of the site for the bungalow. The layout of the proposed bungalow has also been amended to move the main entrance to the south elevation and additional information regarding the landscaping of the sub-divided plot has been provided.

## **3.0 SITE HISTORY**

3.1 There is no planning history.



## 4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

## 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/4 3/7 3/10 3/11 3/12 3/14 4/4 4/9 4/13 5/1 5/2 8/2 8/4 8/6 8/10

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)  Planning Obligation Strategy (March 2010)

Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010)
	<u>Area Guidelines</u> Newmarket Road Suburbs and Approaches Study (October 2011)

#### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

Original comments (06/07/2017)

- 6.1 A new access onto Newmarket Road at this location must provide the ability for a vehicle to enter and leave in forward gear and therefore I recommend that the proposal be REFUSED planning permission.

Comments on amended proposal (09/10/2017) (Following removal of frontage car parking)

- 6.2 No objection. The parking would be displaced elsewhere, and there may be issues of residential amenity for the Planning Authority to consider.

**Environmental Health**

- 6.3 No objection subject to the following conditions:

- Construction hours;
- Collection/ delivery hours
- Piling; and
- Noise insulation scheme

**Head of Streets and Open Spaces (Landscape Team)**

Original comments (06/07/2017)

- 6.4 An existing street lighting column is located within the verge at the frontage (not identified on the plan) which may affect the intention to park on one side of the frontage. We recommend the front garden is retained as predominantly garden space.

Comments on amended proposal (06/07/2017)

- 6.5 No objection subject to hard and soft landscaping and boundary treatment conditions.

**Head of Streets and Open Spaces (Sustainable Drainage Officer)**

- 6.6 No objection subject to drainage condition.

**Cambridgeshire County Council (Archaeology)**

- 6.7 No objection subject to archaeology condition.

**Cambridgeshire Fire and Rescue**

- 6.8 There is an existing hydrant within the required distance, however, should the access not comply with ADB, Volume 1, Dwelling Houses, Section 11, Vehicle Access, it is unlikely to

pass Building Regulations. If this is case then it should be possible to consider the use of a sprinkler system as a compensatory feature, as long as it meets the standards set out in BS 9251:2014

## **Waste Team**

- 6.9 There is a collect and return at 10a Elfleda road which comes out in Cut Throat Lane so if the bin was placed in the same area wouldn't be any issue with collections.
- 6.10 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:

554 Newmarket Road	558 Newmarket Road
562 Newmarket Road	563 Newmarket Road
566 Newmarket Road	568 Newmarket Road
574 Newmarket Road	9 Elfleda Road
7 Buchan Street	30 Tudor Close, Haverhill
43 Brookfield Way, Lower Cambourne	3 Campsey Road, Downham Market

- 7.2 The representations can be summarised as follows:

- Harmful impact on the character and appearance of the area.
- The proposed change to the frontage to introduce two front doors would be out of keeping with the look of the terrace.
- Increase in traffic pressures to the area.
- Increase in on-street car parking.
- Highway safety concerns.
- Difficulties in accessing rear private road during construction process.
- A replacement terrace building following the demolition of the existing built would appear out of character with the area and fail to blend in with the adjoining properties.
- Further information regarding footings and how the new building would re-connect with adjoining properties is required.

- Overlooking/ loss of privacy
- Noise and disturbance due to additional people living at the end of the garden.
- Loss of light/ overshadowing
- This would set a precedent for garden grabbing.
- The proposal has had a negative impact on the mental health of neighbours in terms of anxiety, depression and stress.
- Negative impact upon value of surrounding properties.
- How will deliveries for the three dwellings take place?
- How would the roof of neighbouring properties be able to be maintained after permission is granted?
- Access by emergency vehicles.

7.3 Councillor Johnson has objected to the proposal, citing damage to the party wall, overlooking and loss of privacy.

7.4 The Member of Parliament for Cambridge, Daniel Zeichner, has commented on the proposal. The comments reference the impact on the structural integrity of adjoining properties, impact on the streetscape, additional traffic problems on Newmarket Road, loss of privacy and loss of light.

7.5 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Drainage
8. Archaeology
9. Third party representations
10. Planning Obligations (s106 Agreement)

## **Principle of Development**

- 8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan (2006). As policy 5/1 points out, proposals for housing development on windfall sites will be permitted, subject to the existing land use and compatibility with adjoining uses.
- 8.3 The principle of developing the site for residential purposes is considered acceptable and conforms to the provisions set out in the development plan. However, while residential development is broadly supported, it must comply with considerations such as impact on the appearance of the area and impact on the amenity of neighbouring properties. These, and other relevant issues, are assessed below.

### Policy 3/10 Sub-division of Existing Plots

- 8.4 As the proposal is for the subdivision of an existing residential plot, Local Plan policy 3/10 is relevant in assessing the acceptability of the proposal. Policy 3/10 allows for the subdivision of existing plots, subject to compliance with specified criteria. However, in this instance, Section d and f of the policy are not relevant as the proposal would not adversely affect the setting of a listed building (d), would not adversely affect trees, wildlife features or architectural features of local importance (e), and would not prejudice the comprehensive development of the wider area (f).
- 8.5 Local Plan policy 3/10 states that residential development within the garden area or curtilage of existing properties will not be permitted if it will:
- a) have a significantly adverse impact on the amenities of neighbouring properties through loss of privacy, loss of light, an overbearing sense of enclosure and generation of unreasonable levels of traffic or noise nuisance;
  - b) provide inadequate amenity space, or access arrangements and parking spaces for the proposed and existing properties;
  - c) detract from the prevailing character and appearance of the area.

- 8.6 I consider that the proposal complies with the four criteria set out in policy 3/10 for the reasons set out in the relevant sections of this report.

Policy 5/2 Conversion of Large Properties

- 8.7 Policy 5/2 of the Cambridge Local Plan (2006) states that the conversion of non-residential buildings into self-contained dwellings will be permitted except where:

- A) The residential property has a floorspace of less than 110m<sup>2</sup>;
- B) The likely impact upon on-street parking would be unacceptable;
- C) The living accommodation provided would be unsatisfactory;
- D) The proposal would fail to provide for satisfactory refuse bin storage or cycle parking; and
- E) The location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.

A) The residential property has a floorspace of less than 110 square metres

- 8.8 The footprint of the residential property as a result of the proposed extensions would be over 130m<sup>2</sup> and this criterion would be met.

B) The likely impact upon on-street parking would be unacceptable

- 8.9 It is acknowledged that objections have been raised in relation to the pressure on on-street car parking the proposal would cause and the lack of car parking proposed.
- 8.10 There are currently two car parking spaces at the rear of the site which serve the existing three-bedroom property. The proposal would reduce the level of car parking to one space at the rear of the site. The retained car parking space would be for the one-bedroom dwelling and the two-bedroom dwellings would be car-free.
- 8.11 The car parking space would only be accessible by the landowners who have access through a locked gate. There is a degree of informal car parking that takes place on the grass

verges between the pavement and the road but this is not widespread in my view. There are some sections of Ditton Fields opposite that allow for on-street parking although much of the roadside nearest to the application site is double-yellow lined or has dropped kerbs. The majority of properties along Elfleda Road to the south of the site have off-street car parking. I consider, there is a degree of existing on-street car parking pressure on the surrounding streets but I do not consider this level could be argued to be at a critical state.

8.12 The proposed development would provide cycle storage areas for each of the proposed dwellings and there are good cycle links to local shops and services at the Cambridge Retail Park and Beehive Centre to the south-west of the site, as well as the Barnwell Road Local Centre to the east. These facilities are also within walking distance of the site. There are bus stops on Newmarket Road heading both into and out of the City Centre which are within five minutes walking distance of the site. In light of the sustainable location of the site I do not consider the proposed development is dependent on private car as the sole means of travel.

8.13 In my opinion, the pressure on on-street car parking caused by the proposed development would be relatively minor in respect of the sustainable location of the site coupled with the fact that one car parking space would be retained. Overall, I do not consider the proposal would exacerbate on-street car parking to such an extent as to harm the amenity of the surrounding residential properties.

#### C) The living accommodation provided would be unsatisfactory

8.14 The habitable rooms of the proposed dwellings would all have acceptable outlooks. The proposed flats would have internal floor areas of approximately 61m<sup>2</sup> and the proposed bungalow would have an internal floor area of approximately 56m<sup>2</sup>. The future occupants of the proposed two-bedroom flats would have their own private gardens of approximately 29m<sup>2</sup> and the one-bedroom bungalow would have roughly 38m<sup>2</sup> of garden space. As explained in paragraph 8.9 of this report, the site is in a sustainable location with good cycle and public transport links to the wider area and there are local shops and services along Barnwell Road and the adjacent retail parks within walking



distance. Coldhams Common is also within walking distance of the site.

8.15 I have recommended a condition to ensure that the car parking space is only used by the occupier of the proposed bungalow. This is because, otherwise, pedestrian movements of other users up and down the side access would harm the amenity of the future occupant of the bungalow. The Environmental Health Team has recommended a noise insulation condition which I consider reasonable given the proximity of the proposed units to Newmarket Road. Conditions to restrict permitted development rights have also been proposed to safeguard the amenity of the future occupiers of the scheme.

8.16 The access to the rear bungalow along Cut Throat Lane running to the west of the site is not ideal as it is not a direct access from a main road. However, on balance, given that other properties such as no.10A Elfleda Road, use this access I do not consider the principle of using this private lane as the main entrance to the rear bungalow is unacceptable. There is a locked gate adjacent to the rear access onto Cut Throat Lane which could preferably be improved to provide a more attractive and high quality entrance for future occupants. Nevertheless, as this gate is understood to be controlled by all of the properties along this stretch of Newmarket Road for their access, I do not consider it would be reasonable to seek an upgrade to this entrance as this is not solely within the ownership of the applicant.

D) The proposal would fail to provide for satisfactory refuse bin storage or cycle parking

8.17 Bin storage for each of the proposed flats would be situated in the front garden with a straightforward means of access onto Newmarket Road on collection days. There would be capacity for three receptacles and I have recommended a condition for the design details of the bin store enclosure to be provided.

8.18 Bin storage for the proposed bungalow would be situated at the rear of the site adjacent to the private lane. The planning statement states that waste would be collected from the private road of Cut Throat Lane to the west. I have consulted the Waste Team who has raised no objection to the proposed refuse

arrangement as this is similar to that of no.10A Elfleda Road whereby bins are already collected from this lane.

- 8.19 The application form states that six cycle parking spaces would be provided. The cycle storage for the proposed flats would be situated at the front of the site although the internal layout or storage type of this cycle parking has not been specified. The storage would have to be in a lockable enclosure. Cycle storage for the proposed bungalow would be provided at the front of the bungalow adjacent to the private lane in a shared bin and cycle store. I have recommended a condition for the elevations of the bungalow bin and cycle store to be agreed.

E) The location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.

- 8.20 The site is situated in a residential area and so I do not consider the nearby land uses or site itself would result in an unsatisfactory level of residential amenity for future occupiers of the proposed dwelling.
- 8.21 In my opinion, subject to conditions, the principle of residential development in this location is acceptable and in accordance with policies 5/1 and 5/2 of the Local Plan (2006).

### **Context of site, design and external spaces**

- 8.22 It is acknowledged that an objection has been raised in relation to the proposed Newmarket Road frontage alterations, specifically the introduction of a second door on this elevation. However, I do not consider this proposed alteration would appear alien or out of keeping with the general residential vernacular of the terrace and that the rhythm and spacing of windows and doors would read as a domestic property that integrates successfully within its context.
- 8.23 Concerns were also raised regarding the potential impact that demolishing the mid-terrace building, and then re-constructing it would have in terms of the stark difference in material textures and finishes. These concerns were raised as the original description included reference to demolishing the original building but this has since been removed and the proposal does not include the total demolition of the original building.

- 8.24 The proposed rear ground-floor extension would be of a modest scale and design and would not appear out of context with the area in my view. The building line of the rear of the terrace is staggered dramatically and I do not consider there to be a consistent architectural form or level of massing that the proposed works needs to conform to. The proposed single-storey extension would be in keeping with the character and appearance of the area.
- 8.25 The proposed first-floor rear extension would only project out just over 2m at part-width and would introduce a rear gable end that would in my opinion read as a subservient addition to the original property and would not appear dominant on the rear elevation.
- 8.26 Permission was originally sought for a two-storey dwelling at the rear of the site which would have measured approximately 6.8m to the ridge. This was considered to be of a scale and mass that would have been out of keeping with the character of the area as backland developments and outbuildings are typically single-storey and of a more domestic scale.
- 8.27 In response to the concerns raised, the proposed rear dwelling has been reduced in scale down to single-storey and the apex of the roof brought down to 4.1m high. There would still be a considerable amount of green garden space retained if the proposed development was implemented. I consider the proposed rear bungalow, as amended, would be of a scale and mass that reads comfortably within its plot and would be akin to that of a domestic outbuilding. There are other examples of similar scaled developments in the rear gardens of other properties in the surrounding context, such as no.554 Newmarket Road and nos.10A and 23A Elfleda Road, and I am of the opinion that the proposal would be in keeping with this pattern of development. I have recommended a materials condition to ensure the proposed bungalow would be of an acceptable appearance.
- 8.28 The Landscape Team is supportive of the proposed works subject to conditions and I have recommended these accordingly. There should be a degree of greenery or planting on the Newmarket Road frontage as this is a positive characteristic of the street.

- 8.29 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/10, 3/11, 3/12 and 3/14.

## **Residential Amenity**

Impact on amenity of neighbouring occupiers

### Impact of proposed extensions

- 8.30 The main consideration in terms of the proposed extensions is the likely impact on the two adjoining neighbours at nos.558 and 562 Newmarket Road, both of which I have visited.
- 8.31 The proposed first-floor extension would be set in from the side of the existing property and would only project approximately 0.8m beyond the two-storey rear building lines of both neighbours. The proposed first-floor extension, by virtue of its limited depth and width would not in my view harmfully impact on the amenities of neighbouring properties in relation to overshadowing or visual enclosure. The window at first-floor level would serve the staircases and the outlook from this would be similar to that of existing rear first-floor windows.
- 8.32 The proposed ground-floor extension would project out approximately 7.5m beyond the existing rear elevation, 3.3m beyond the rear conservatory of no.562 and around 5.2m beyond the rear utility room wall of no.558.
- 8.33 The proposed additional 3.3m along the boundary of no.562 would not in my view harmfully impact this neighbour. At 3m to the ridge and approximately 2.4m to the eaves, I do not consider the additional mass proposed would deteriorate the levels of light reaching the conservatory or garden to such a degree as to harm this neighbour's amenity. There would still be light reaching this room throughout the morning, early afternoon and some of the late afternoon and I do not consider the levels of light lost would be significant. The conservatory is served by a wide set of windows and French doors which would in my opinion retain a reasonable outlook out towards the end of the garden.
- 8.34 No.558 has a small single-storey lean-to extension which mainly serves as additional storage and utility room space. The

main windows of this space are set on the western side of this lean-to extension, away from the proposed single-storey extension. Similar to the impact on no.562, there would be some overshadowing but this would be limited to the early morning hours and the level of light reaching this space and garden in the late morning and beyond would be unaffected in my view. At 3m in height, I do not consider the proposed extension would appear visually imposing from this neighbour's garden or rear single-storey space.

#### Impact of proposed bungalow

- 8.35 The originally proposed 6.8m high dwelling at the rear of the site would have had a harmful impact on both of the adjoining occupiers from an overbearing and overlooking perspective. In response, the proposal was amended to reduce the overall height down to 4.1m.
- 8.36 The proposed bungalow would not in my opinion lead to a significant loss of light at either neighbouring property. At 4.1m in height, with a pitched roof that slopes down to around 2.7m in height as it falls towards the neighbouring boundaries, I do not consider this mass would lead to a harmful loss of light. Any loss of light would be minor and limited to the latter parts of neighbouring gardens in the late afternoon or early morning respectively.
- 8.37 The proposed bungalow would be set approximately 1.2m away from the two adjoining boundaries. I am of the opinion that given the single-storey scale proposed with a low eaves height, the proposed dwelling would not appear visually overbearing from neighbouring gardens. It would be sited a considerable distance from the main window of neighbours.
- 8.38 It is acknowledged that concerns have been raised from third parties in relation to the proposed French doors on the north elevation of the bungalow and the loss of privacy that this would cause to the adjoining occupiers. I do not consider there would be any direct views to the ground-floor windows of neighbours due to the boundary treatment which would be secured through condition as this would obscure views. The proposed outlook back towards the first-floor windows of neighbours would be positioned around 20m away and I am of the opinion that this

separation distance is sufficient to ensure that no harmful loss of privacy would be experienced.

#### Impact of proposed uses

- 8.39 The proposed conversion of the existing property into flats would not in my view have a harmful impact on neighbouring properties. The comings and goings into and out of the site would be predominantly confined to the front doors and the movement of bins, cycle and people for two two-bedroom flats would be similar to that of present. The noise associated with people using the sub-divided garden would also be of a similar character to the existing residential use.
- 8.40 The proposed bungalow would have its main outdoor amenity space in the centre of the site. In my opinion, the use of this garden would not likely disturb the tranquility of the neighbouring gardens, particularly given that this would be a one-bedroom dwelling. The main entrance would be situated on the south elevation of the proposed bungalow and accessed from the rear lane. The movement of bins, cars and cycle parking would be situated at the far end of the site and in the same location as the existing car parking spaces where there is already a degree of car noise and maneuvering.
- 8.41 In my opinion, subject to conditions, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

#### Amenity for future occupiers of the site

- 8.42 This has been assessed in paragraphs 8.14 – 8.16 of this report.
- 8.43 In my opinion the proposal provides an acceptable living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7, 3/10, 3/12, 3/14 and 5/2.

## **Refuse Arrangements**

- 8.44 Refuse arrangements have been addressed in paragraphs 8.17 – 8.19 of this report.
- 8.45 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policies 3/10, 3/12 and 5/2.

## **Highway Safety**

- 8.46 Following the removal of the highway works to the front of the site, the Highway Authority has raised no objection to the proposed works. Given the sensitive position on a busy arterial road, close to a pedestrian crossing and T-junction, I have recommended a traffic management plan condition to ensure the construction of the proposed works would not pose a threat to highway safety.
- 8.47 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

## **Car and Cycle Parking**

- 8.48 Car parking has been addressed in paragraphs 8.9 – 8.13 of this report. A car club informative has been recommended.
- 8.49 Cycle parking has been addressed in paragraph 8.19 of this report.
- 8.50 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 5/2, 8/6 and 8/10.

## **Drainage**

- 8.51 The Drainage Team has raised no objection to the proposal subject to condition.
- 8.52 In my opinion, subject to condition, the proposal is compliant with National Planning Policy Framework (2012) paragraph 103.

## **Archaeology**

- 8.53 The Historic Environment Team has recommended an archaeological condition which I have included accordingly.

- 8.54 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 4/9.

### **Third Party Representations**

- 8.55 Some of the third party representations have been addressed in the main body of this report. Those outstanding have been addressed below:

<u>Comment</u>	<u>Response</u>
Increase in traffic pressures to the area.	The Highway Authority has raised no objection to the proposed development in terms of increased vehicle movements. The proposal is for a net increase of two dwellings and I do not consider this increase would have a drastic impact on the existing transport network.
Difficulties in accessing rear private road during construction process.	This is a civil/ legal matter between the owners of the private road as this does not form part of the adopted public highway.
Further information regarding footings and how the new building would re-connect with adjoining properties is required.	It has been clarified that the proposal does not include the demolition and re-building of the existing dwelling.
This would set a precedent for garden grabbing.	In terms of precedent, each planning application is considered on its own merits. The proposal is considered to be compliant with Local Plan (2006) policy 3/10 which relates to the development of dwellings within existing residential plots.



The proposal has had a negative impact on the mental health of neighbours in terms of anxiety, depression and stress.	Whilst I sympathise with the impact this may have had on the neighbour's mental health, this is not a material planning consideration.
Negative impact upon value of surrounding properties.	This is not a planning consideration.
How will deliveries for the three dwellings take place?	It is envisaged that deliveries for the two flats will take place similar to that of the existing property from Newmarket Road. The delivery of goods to the rear bungalow would be a matter for the future occupant of this dwelling to arrange. I do not anticipate any deliveries through the private access road would be harmful to neighbour amenity given that vehicle movements already take place along this lane.
How would the roof of neighbouring properties be able to be maintained after permission is granted?	This is a civil/ legal matter for the owner of the site and the neighbouring property to resolve.
Access by emergency vehicles.	The Cambridgeshire Fire and Rescue Service has not objected to the principle of a residential development at the rear of the site. They have also confirmed that this would be covered by Building Regulations.

### **Planning Obligations (s106 Agreement)**

- 8.56 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written

Ministerial Statement of 28 November 2014 and should be taken into account.

- 8.57 The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

## **9.0 CONCLUSION**

- 9.1 The proposed conversion of the existing property into two two-bedroom flats is considered to be acceptable in principle. The proposed erection of a one-bedroom bungalow in the rear garden is considered to be in keeping with the character and appearance of the area and to respect the amenities of neighbouring properties. The proposed works would not lead to a drastic increase in on-street car parking in the surrounding streets. The proposal would provide an acceptable living environment for future occupants.

## **10.0 RECOMMENDATION**

**APPROVE** subject to the following 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 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 construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

4. 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.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

5. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted 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 details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

6. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area. (Cambridge Local Plan 2006 policy 4/13)

7. The extension hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

Reason: To ensure that the extension is in keeping with the existing building. (Cambridge Local Plan 2006 policies 3/4, and 3/14)

8. The proposed private amenity spaces for the dwellings hereby permitted shall be laid out in accordance with drawing no.13C prior to the occupation of the dwellings and shall thereafter be retained in the configuration as approved for the benefit of future occupants of the scheme unless otherwise agreed in writing by the local planning authority.

Reason: In order to ensure an appropriate standard of residential amenity for future occupants (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/10, 3/11, 3/14, 5/1 and 5/2).

9. No development shall take place 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 treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 5/2)

10. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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 2006 policies 3/4, 3/11 and 3/12)

11. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the chalet bungalow hereby permitted have been submitted to and approved in writing by the local planning authority. Development of the chalet bungalow shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/10 and 3/12)

12. No development shall commence until details of facilities for the covered, secure parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles and in the interests of visual amenity (Cambridge Local Plan 2006 policies 3/7, 5/2 and 8/6).

13. No development shall commence until details of facilities for the storage of bins for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the storage of bins and in the interests of visual amenity (Cambridge Local Plan 2006 policies 3/7, 4/13 and 5/2).

14. The car parking space at the rear of the site adjacent to the proposed chalet bungalow of the development hereby permitted shall be used solely by the future occupants of the chalet bungalow. The car parking space shall be retained for use by the future occupants of the chalet bungalow unless otherwise agreed in writing by the local planning authority.

Reason: To provide a high quality living environment for future occupiers (Cambridge Local Plan policies 3/4 and 3/10).

15. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B and 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 enlargement, improvement or other alteration of the dwellinghouses; additions etc to the roof of the dwellinghouses; and the provision within the curtilage of the dwellinghouses of any building or enclosure, swimming or other pool, shall not be allowed without the granting of specific planning permission.

Reason: To ensure sufficient amenity space is retained for future occupiers of the dwellings, to protect the character of the area and to protect the amenity of neighbouring occupiers (Cambridge Local Plan 2006 policies 3/4, 3/10, 3/12 and 5/2)

16. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2006 Policy 8/2).

17. No development hereby permitted shall be commenced until surface water drainage works have been submitted to and approved in writing by the local planning authority. Before these details are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:

a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and

b. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To minimise flood risk (Paragraph 103 of the National Planning Policy Framework (2012)).

18. No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To secure the preservation of the archaeological interest of the area either by record or in situ as appropriate. (Local Plan 2006 Policy 4/9)

**INFORMATIVE:** Traffic Management Plan informative: The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

**INFORMATIVE:** The applicant is encouraged to ensure all future tenants/occupiers of the flats are aware of the existing local car club service and location of the nearest space.



## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	18/0031/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	7th January 2018	<b>Officer</b>	Rob Brereton
<b>Target Date</b>	4th March 2018		
<b>Ward</b>	West Chesterton		
<b>Site</b>	51 George Street Cambridge CB4 1AL		
<b>Proposal</b>	Erection of a terrace of three, two and a half storey dwellings following the demolition of the existing property and associated works.		
<b>Applicant</b>	Blues Property Ltd 98C Hartington Grove Cambridge CB1 7UB		

<b>SUMMARY</b>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposal represents a net gain of 2 new dwellings which would contribute to meeting housing demand in the city.</li> <li>• The design and scale of the proposal are considered to positively address the surrounding built environment and character of the area.</li> <li>• The proposal would not have a significant adverse impact on adjoining residential amenity.</li> </ul>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No. 51 is located on the eastern side of the corner of George Street. It is a two-storey Victorian property with a single storey side extension and an attached garage. The property is traditional in design, constructed of brick with both the two-storey and single storey elements having tiled pitched roofs.

The application site has an area of approximately 493 square metres and is triangular in shape and has significant mature trees to the rear of the site.

- 1.2 The surrounding area is predominantly characterised by Victorian and Edwardian residential properties. George Street is not within a Conservation Area and there are no listed buildings or other heritage assets within close proximity to the site.

## **2.0 THE PROPOSAL**

- 2.1 Planning permission is sought for erection of a terrace of three, two and a half storey dwellings following the demolition of the existing property and associated works.

- 2.2 The dwellings are Victorian in design with features such as bay windows with sash frames and the use of traditional yellow coloured brick. They are all of uniform height, at 18.2 metres high to ridge and 14.4 metres high to eaves. Both Plots 2 and 3 have very similar floorplans but Plot 1 has a different floorplan as the northern boundary of the site angles inwards. All properties contain an open plan kitchen and separate living room on the ground floor, 2 bedrooms and 2 bathrooms on the first floor and a further bedroom within the roof space utilising a small flat roofed dormer. To the rear each property has a mono-pitched two-storey rear return 1.5 metres deep and a flat roof single storey extension.

- 2.3 The initial proposal has been amended. The amendments are listed below:

- The red line boundary now surrounds the whole site, including land to the rear.
- The first floor windows in the front façade have been rearranged so that they mirror the location of the openings in the ground floor.
- The description now includes the wording ‘and a half’ to indicate the rooms within the roofspace.
- An email correspondence from the agent also confirmed that the wooded area to the rear of the site is likely to be used as additional garden space for the future occupants of one of the proposed properties.

### 3.0 SITE HISTORY

Reference	Description	Outcome
C/92/0673	Erection of 2 no dwellings (outline application).	Refused*
C/80/0364	Erection of single-storey extension to existing dwelling house	Approved with conditions

\* This application included the subject site, but the dwellings were to be located on the site immediately north which is currently used for garaging.

### 4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	No

### 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/4 3/7 3/12 4/13 5/1 8/2 8/6 8/10 8/18

### 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95 (Appendix A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide

### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan. For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 Whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.

Recent guidance contained within the National Planning Policy Framework and the IHT guidance on best practice in car parking provision has moved away from maximum levels of provision and advises that parking provision for new residential development is based upon levels of access to a private car for existing residential uses in the surrounding area. The applicant has appraised parking demand based upon this approach and established that 70% of local households keep at least one car, with 17% owning more than 1.

There is likely to be a shortfall in parking provision within the site of 3 spaces.

### **Environmental Health**

- 6.2 No objection to the scheme subject to standard conditions limiting demolition/construction hours, demolition/construction collections and deliveries, piling and dust. A condition controlling plant noise is also recommended as air source heat pumps may be proposed as part of this scheme. Informatives explaining the plant noise and dust conditions are also recommended.

### **Waste**

- 6.3 There are no issues in terms of waste.

### **Urban Design**

- 6.4 The proposal of three terraced houses as shown is acceptable in design terms. The materials and style reflect the prevailing character of the area. The scale and massing is sympathetic to the street scene. There is an increase in height; however it is in line with the adjacent property, which is acceptable. The rear elevations respond well to the surrounding area, which is Victorian terraces, with varying extensions. Conditions requiring further details of materials, windows and doors are recommended.

## **Landscaping**

- 6.5 While the location of bike and bin stores is not ideal it is acceptable. Further details are sought regarding hard and soft landscaping via conditions.

## **Drainage**

- 6.6 No objection subject to standard sustainable drainage conditions.
- 6.7 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:

- No. 24 George Street
- No. 25 George Street
- No. 41 George Street
- No. 42 George Street
- No. 44 George Street
- No. 45 George Street
- No. 48 George Street
- No. 118 Milton Road

- 7.2 The representations objecting to the proposal can be summarised under the following headings:

### **Out of character**

- The height of the new terrace significantly exceeds that of much of the surrounding houses.
- The proposal is overdevelopment of this plot.

### **Parking**

- The residents of George Street already have a difficulty with parking due to the extremely narrow street, so adding this

terrace will undoubtedly create the need for even more highly sought after parking.

- The proposal will have a severe effect on parking, which is already a problem for George Street Residents. The existing property has its own off-street parking. The proposal has none, although it claims that "parking areas will be paved in a smooth hard material" in the Design and Access Statement.
- As has been pointed out by the Lead Highways Development Management Engineer, 70% of local households keep at least one car with 17% owning more than one. There is no reason to believe that the Residents of the proposed development would behave any differently.
- Parking is the main concern as it is already near impossible to accommodate the cars of the current residents an extra up to 6 cars.
- The proposed development would only make the situation worse. There are approximately 41 on-street car parking spaces for the 63 houses on the street. Adding three more houses without any additional parking would not be inconsequential.

#### Disturbance during construction

- Occupiers of neighbouring properties would be much disadvantaged during demolition and construction by noise, dust and trucks.
- The only way to deliver the enormous quantity of materials needed for the proposed development would be by blocking the road entirely while lorries unload. These deliveries will tend to coincide with the busiest period in the street as Residents head out to school or work.
- The plot does not have adequate access required for accepting deliveries or loading demolition material away.

#### Overshadowing

- 45 George St would be overshadowed by the development, The shadow study analysis in section 3.3 of the Design and Access Statement for the 21st June shows the pattern of shadows for the existing and new development. By finishing the analysis at 5.00pm, the diagrams appear to show that the increased shadow length due to the additional height of the proposed development is within the garden of 51. If the

analysis continued on to sunset, which is at 9.24pm, it would show that with the existing building, 45 George St gets the evening sun in its garden. The additional height of the proposed development would overshadow No. 45 George St throughout the summer months and we would lose the late afternoon and evening sun.

- The proposal would lead to the loss of light of the sitting room of No. 42 George Road, especially on winter mornings.

### Overlooking

- The proposal would cause overlooking into quite a few homes including No. 118 Milton Road and dwellings on Chesterton Hall Crescent.
- The proposed development would have 6 first floor and 3 second floor windows overlooking No. 45 George Street, properties on Milton road and Chesterton Hall Crescent.
- The existing first floor window is set back from the rear elevation of No. 45 George Street, roughly in line with the ridge of their roof. The buildings in the proposal are of a much greater depth and some of the overlooking windows are past the line of their rear wall and start close to our boundary making them very intrusive.
- The proposal would lead to a loss of privacy to No. 42 George Street's first floor bedroom.

### Miscellaneous

- The existing building at No. 51 has a closed frontage and has a high brick garden wall enclosing the North side of the plot meaning that there is no access to the rear of the neighbouring properties on Chesterton Hall Crescent and George Street. The proposed development introduces a path along the boundary with No. 45 George Street that would provide unrestricted access to the rear of these properties and make them vulnerable to crime.
- The south elevation of the proposed development is only 1200mm from the north elevation of No. 45 George Street, which was built in 1850 and has extremely shallow foundations. Therefore there is potential for significant damage.
- The rear portion of the garden is fenced off from the remainder of the plot and there is no reference to this area in



any of the documents. It is not clear what this will be used for.

- The proposed properties are 3 storeys tall not 2.5 or 2 storeys.
- A development of 2 dwellings could provide off-street parking, respond to neighbours amenity concerns and provide space for demolition and construction traffic and activities.

7.3 The representation supporting the proposal can be summarised as follows:

- The proposal responds well to the local character of George Street and optimises the site's potential. The creation of additional housing on a windfall site is welcomed given the lack of family housing within the city.
- The proposals are visually attractive and the architecture, scale and massing correlate well with the neighbouring houses.
- Nearly all houses along George Street have no off-street parking and given the areas accessibility to public transport there is no reason to raise any objection.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations

### **Principle of Development**

8.2 Policy 5/1 of the Cambridge Local Plan (2006) states that proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses. The surrounding area is predominantly residential and it is therefore my view that the proposed erection

of three 2-bedroom houses complies with policy 5/1 of the Local Plan.

- 8.3 The existing dwelling is not statutorily protected. Only the method of its demolition is a material planning issue. I have recommended conditions to ensure that demolition works do not have any adverse impact on neighbour amenity or highway safety.

### **Context of site, design and external spaces**

- 8.4 The design of these three terrace houses has taken its cues from the surrounding architecture on this street to create, in my opinion, a high quality development that would enhance the streetscene on George Street. As this plot is located on the corner of George Street the front elevations of these properties would be especially prominent. I note many terrace properties on this road have bay windows, sash window frames and stone cornices above the windows. All these are features used on the front façade of this development helping it maintain the Victorian image of the street. The rhythm of first floor windows was amended so that now they are in line with the openings below, this in my opinion improves this Victorian design and better reflects the surrounding architecture. I note that this proposal is taller than the majority of dwellings on this road and the dwelling it would replace. But as the proposed dwellings have the same eaves and ridge height as the adjoining No. 45 George Street, this height is therefore considered in keeping with its context.
- 8.5 The rear elevations respond well to the surrounding area, with Victorian type mono-pitched two storey rear returns. The proposed flat roofed dormers are modest in size and well proportioned. I am therefore of the opinion the scale and massing of this proposal is sympathetic to the streetscene and the character of the surrounding area. Conditions are recommended to ensure the proposed brick finish and finer details of fenestration are of an acceptable standard and matching what is depicted in CGIs provided. The Urban Design Team also considers this proposal acceptable in design terms.
- 8.6 Neighbours have voiced concerns that the proposal is an overdevelopment of the site. The scheme, while leaving a gap of 1.2 metres to the Northern and Southern boundaries, takes

up the majority of the frontage of the site facing the streetscene. This is similar to the detached dwelling the scheme would replace and common in this location. While the depth of the proposed buildings would be greater than the single dwelling they would replace, the proposal does mimic the first floor depth of Victorian terraces on George Street and the ground floor of each proposed dwelling does not extend as far as the adjoining No. 45. In this context I therefore do not consider the scale and bulk of the proposal to be an overdevelopment of site, but in keeping with the character of the area.

- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 3/12.

### **Impact on amenity of neighbouring occupiers**

#### Overlooking

##### *No. 45 George Street*

- 8.8 No first floor windows are proposed to face the boundary with No. 45 George Street. All of the proposed first floor and dormer windows in the rear elevation face east and as the boundary with No. 45 angles away only minimal direct views of this garden are envisaged.

##### *Nos. 25, 27, 29, 31 Chesterton Hall Crescent*

- 8.9 These properties are located a significant distance away from the proposed rear first floor windows and roof dormers. These windows would have a limited view of the very end of these neighbours rear gardens. The majority of these views would be mainly shielded by mature vegetation. I am therefore of the opinion the overlooking impacts from this proposed development would be of an acceptable degree.

##### *Nos. 40, 42, 44 and 48 George Street*

- 8.10 All of these neighbouring properties are located on the other side of the Street (9.4 metres away). This is a common relationship as the majority of properties face each other on this road. I therefore do not envisage detrimental overlooking impacts.

*Nos. 116 and 118 Milton Road*

- 8.11 No first floor windows are proposed to directly overlook the rear elevations and amenity spaces of these properties which are in any case a significant distance away.

Overshadowing and Enclosure

- 8.12 As part of the documents submitted with this planning application shadow diagrams on the summer and winter solstice have been provided in the Design and Access Statement.

*No. 40, 42 and 44 George Street*

- 8.13 All of these neighbouring properties are located on the other side of the Street (9.4 metres away). Currently these neighbours benefit from receiving some easterly light into their ground floor front rooms. This is because half of the existing property facing onto the street is single storey. This is an uncommon situation; the majority of George Street is made up of two storey dwellings around 9 metres apart facing each other. Therefore a loss of light to the front elevations of these properties would not in my opinion be of sufficient concern to warrant refusing this application.

*No. 45 George Street*

- 8.14 The subject site is directly north of No. 45 George Street. Currently the section of the existing property, which is attached to No. 45 George Street is single storey. The proposal would infill the majority of this gap with a two and a half storey dwelling therefore blocking some north-western summer evening sunlight. No. 45 has no side elevation windows facing the proposal. The proposal is between 1.2 metres and 1.8 metres away from the boundary with No. 45 and does not extend beyond this neighbours rear elevation at ground floor or first floor. Therefore no loss of daylight impacts are envisaged to this neighbours rear windows.
- 8.15 The shadow diagram indicates there will not be any overshadowing impacts to the rear garden of No. 45 George Street however the June 21<sup>st</sup> diagrams only show up to 5pm. After this time I consider there may be some impact. This impact would be to the very end of this neighbours garden,

which in my opinion is not their primary amenity space. I consider because of the combination of the short period of time this impact would occur and the location of the impact at the very end of the garden this overshadowing impact is not significant enough to warrant refusing this application.

#### Noise and disturbance during demolition and construction

- 8.16 The Environmental Health Team does not consider that the proposed three terrace houses will create a significant additional detrimental level of noise impact to neighbours. I agree with this assessment. I note the proposed side passage, that future residents would use, adjoins the boundary with No. 45 George Street. I do not consider the future occupants using this passageway would unduly disturb the occupants of No. 45 George Street as it would only be used by the occupants of two dwellings and rear access to gardens is a common occurrence in residential scenarios.
- 8.17 I note this is a constrained site on a narrow road but I am of the opinion that, subject to details being conformed regarding specialist construction and demolition practises, that the disturbance could be controlled to within acceptable levels. Conditions are recommended to limit construction and demolition hours, delivery and collection hours during construction, piling during demolition/construction and dust during demolition/construction to ensure neighbours are not unduly impacted.
- 8.18 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/12 and 4/13.

#### **Amenity for future occupiers of the site**

- 8.19 The outlook for the majority of windows proposed is acceptable. However one window is somewhat compromised in relation to privacy. The proposed dwelling labelled Plot 3 has a ground floor living room/kitchen window in its side elevation facing No. 45 George Street. I recommend a condition to require this window to be obscurely glazed so that future residents of the scheme using the shared route to access their cycle and bin

stores and the rear woodland would not be able to gain views into this window.

- 8.20 I consider each of the proposed amenity spaces to the rear are of a sufficient size and quality for each two-bedroom dwelling. The Landscaping team also consider these amenity spaces acceptable subject to a condition on details of hard and soft landscaping. An email confirmed that the wooded area to the rear of the site would be most likely sold to one of the proposed properties as additional garden land, however as this is outside the control of the local planning authority, a landscape management plan condition is recommended to ensure this area will be managed and maintained in the future.
- 8.21 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

### **Highway Safety**

- 8.22 The Highway Authority has no objections to this scheme in terms of highway safety.
- 8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

### **Refuse Arrangements**

- 8.24 The refuse arrangements appear satisfactory and to comply with the RECAP Waste Management and Design Guide 2012 and it is noted the Waste Team has no objection to the proposal.
- 8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Car and Cycle Parking**

- 8.26 The Local Highway Authority advises that the proposed development has no car parking and this must be a consideration in this planning application. Local residents have concerns that this proposal with no off-street car parking will

have an adverse impact on the limited on street parking situation especially when coupled with the loss of the off-street parking the existing dwelling currently has in its garage.

8.27 The subject building is located between Milton Road and Chesterton Road, both of which have excellent transport links into the City Centre and contain many shops/services. This is shown in the Transport Statement. I therefore consider that this proposal is located in a highly sustainable central location where a lack of off-street parking is normally acceptable.

8.28 Policy 8/10 promotes lower levels of private car parking particularly where good public transport, cycling and walking accessibility exists and the policy requires car parking to be in accordance with the parking standards in the Local Plan which are maximum levels. In this regard the proposal is policy compliant.

8.29 It is recognised the subject site is quite constrained so I consider a construction traffic management plan condition is warranted to ensure as minimal disruption as possible is caused to occupiers of neighbouring properties.

8.30 Each dwelling has its own cycle store, which has two stands which cater for 2 to 3 bicycles. This would meet the requirements of Appendix D of the Cambridge Local Plan and I consider it an acceptable approach.

8.31 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

8.32 Third Party Representations

<b>Concern</b>	<b>Response</b>
Out of character	See paragraphs 8.6 – 8.7
Impact upon on street parking	See paragraphs 8.26 – 8.29
Overshadowing	See paragraph 8.12 - 8.15
Overlooking	See paragraph 8.8 – 8.11
Creation of pathway to give access could make neighbours vulnerable to crime.	This is not an uncommon feature of residential configurations and I do not consider it will create an unacceptable impact in terms of crime.

Impact upon the foundations of No. 45 George Street	Foundation design and construction is dealt with by Building Control.
The rear fenced off portion of the garden	See paragraph 8.20
Description should read to 3 storeys	The description has been amended to 2.5 storeys. This accurately reflects what is proposed as rooms within a roof space are considered a half storey.

## 9.0 CONCLUSION

- 9.1 I am of the opinion that the proposal complies with the relevant policies and will not have a significant detrimental impact on neighbouring properties, highway safety or the amenity of future occupiers. I recommend that the application is approved subject to conditions.

## 10.0 RECOMMENDATION

**APPROVE** subject to the following 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 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. Before the development/use hereby permitted is occupied, a scheme for the insulation of any plant, such as air source heat pumps, in order to minimise the level of noise emanating from the said plant, shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

4. No construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

5. 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.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

6. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted 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 details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

7. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period 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 2006 policy 4/13)

8. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety. (Cambridge Local Plan 2006 Policy 8/2).

9. No development hereby permitted shall be commenced until surface water drainage works have been submitted to and approved in writing by the local planning authority. Before these details are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding or flooding off site for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:

- a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site, details of the existing and proposed systems for discharge of surface water runoff including discharge rates and the proposed measures to prevent pollution of the receiving groundwater and/or surface waters; and

- b. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16)

- 10. No building hereby permitted shall be occupied until drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan for the lifetime of the development.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16)

- 11. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development (including cycle and refuse store materials) hereby permitted 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 appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4 and 3/12).

- 12. Full details of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing are to be submitted to and approved in writing by the LPA. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4 and 3/12).

13. Full details of all windows and doors, as identified on the approved drawings, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the LPA. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4 and 3/12).

14. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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 2006 policies 3/4, 3/11 and 3/12)

15. No development shall take place 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 to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

16. A landscape management plan, to include management responsibilities and maintenance schedules, for the rear portion of the application site beyond the private gardens, shall be submitted to and approved in writing by the local planning authority prior to occupation of the development. The management of this area shall be in accordance with the approved plan in perpetuity unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity and to ensure that neighbouring residents are not adversely affected by any neglect of the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

17. The windows identified as having obscured glass on drawing number PL(21)01 and the ground floor living room/kitchen window facing the boundary with No. 45 George Street of the hereby approved dwellings shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of use and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall and shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/12).

**INFORMATIVE:** To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

#### **INFORMATIVE:** Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)

**INFORMATIVE:** Traffic Management Plan informative: The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).

iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

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## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	17/2090/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	5th December 2017	<b>Officer</b>	Michael Hammond
<b>Target Date</b>	30th January 2018		
<b>Ward</b>	Petersfield		
<b>Site</b>	Moghul Tandoori 182 Sturton Street Cambridge CB1 2QF		
<b>Proposal</b>	Change of use of ground floor from takeaway to single dwelling, including changes to the external envelope and erection of outbuilding.		
<b>Applicant</b>	Mr A Miah 3 Almoners Avenue Cambridge CB1 8NZ		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• The change of use of a takeaway to a residential unit is acceptable in principle;</li> <li>• The proposal would not have an adverse impact on the amenity of properties in the surrounding area;</li> <li>• The proposed development would provide an acceptable living environment for future occupants.</li> </ul>
RECOMMENDATION	APPROVAL

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No.182 Sturton Street is a two-storey end-of-terrace building situated on the east side of Sturton Street. The ground-floor of the building was last used as a takeaway and the first-floor is used as a flat. There is a side entrance with an external staircase leading up to the first-floor flat. The side entrance is also used as a shared passage for adjoining properties to wheel bins and cycles out onto Sturton Street. Immediately to the north of the site is the Dobblers Inn Public House. The

surrounding area is predominantly residential in character and is formed of two-storey terraced and semi-detached properties.

- 1.2 The site falls within the Central Conservation Area (1993), Air Quality Management Area and Controlled Parking Zone.

## **2.0 THE PROPOSAL**

- 2.1 The proposal seeks planning permission for the change of use of the ground-floor of the site from a takeaway use (A5) to a three-bedroom dwelling house. To facilitate this change of use, alterations to the external façade of the building are proposed, notably the removal of the shop front with a pair of sash windows.
- 2.2 The main entrance would be from the side of the shared passage and there would be a rear patio amenity space of approximately 21m<sup>2</sup>. The internal floor area of the proposed dwelling would be approximately 78m<sup>2</sup>.
- 2.3 A single-storey outbuilding is proposed along the width of the rear patio to provide general storage, bin storage and cycle storage.

## **3.0 SITE HISTORY**

- 3.1 The relevant planning history is as follows:

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
C/98/0920	Erection of external access staircase, installation of first floor entrance door and change of use of first floor to an independent residential planning unit (Class C3).	Permitted.

## **4.0 PUBLICITY**

- |     |                        |     |
|-----|------------------------|-----|
| 4.1 | Advertisement:         | Yes |
|     | Adjoining Owners:      | Yes |
|     | Site Notice Displayed: | Yes |

## 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/12 3/14 3/15 4/11 4/13 4/14 5/1 5/2 8/2 8/6 8/10 10/1

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)  Planning Obligation Strategy (March 2010)

Material Considerations	<u>City Wide Guidance</u>  Cycle Parking Guide for New Residential Developments (2010) Air Quality in Cambridge – Developers Guide (2008)  The Cambridge Shopfront Design Guide (1997)  Roof Extensions Design Guide (2003)  Interim Planning Policy Guidance on the Protection of Public Houses in the City of Cambridge (2012)
	<u>Area Guidelines</u>  Mill Road Area Conservation Area Appraisal (2011)

#### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## **6.0 CONSULTATIONS**

### **Cambridgeshire County Council (Highways Development Management)**

6.1 No objection subject to residents parking informative.

### **Environmental Health**

6.2 No objection subject to the following conditions:

- Construction hours;
- Collection/ delivery hours during construction;
- Acoustically treated ventilation scheme; and
- Housing health and safety rating system informative

### **Urban Design and Conservation Team**

6.3 The development is supported subject to the following conditions:

- Sample panel of facing materials;
- Large scale drawing of new/ altered sills;
- Joinery materials;
- Joinery details; and
- New joinery

6.4 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

7.1 The owners/occupiers of the following addresses have made representations in objection to the application:

- 2 Fairsford Place
- 4 Fairsford Place
- 9 Fairsford Place
- 15 Fairsford Place

7.2 The representations in objection can be summarised as follows:

- The commercial presence of a business in this location should be retained and the loss of this unit would be harmful to the character of the area;
- Lack of car parking/ pressure on on-street parking;
- The proposal would increase inconsiderate parking which may obstruct emergency and delivery vehicles;
- The density of development is too high and the bedroom sizes are too small;
- The height of the outbuilding would be ugly.

7.3 The owner/ occupier of the following address have made a neutral representation:

- Camcycle- The Bike Depot, 140 Cowley Road

7.4 The representation can be summarised as follows:

- Should this application be approved, a condition must be attached that the applicant will provide a fully specified layout for the cycle parking and bin storage area, and that this layout must be verified for compliance with the Cambridge Local Plan policy 8/6 and Appendix D

7.5 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces (and impact on heritage assets)
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations

## 8. Planning Obligations (s106 Agreement)

### Principle of Development

#### Residential Use

- 8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan (2006). As policy 5/1 points out, proposals for housing development on windfall sites will be permitted, subject to the existing land use and compatibility with adjoining uses.
- 8.3 The principle of developing the site for residential purposes is considered acceptable and conforms to the provisions set out in the development plan. However, while residential development is broadly supported, it must comply with considerations such as impact on the appearance of the area and impact on the amenity of neighbouring properties. These, and other relevant issues, are assessed below.
- 8.4 Policy 5/2 of the Cambridge Local Plan (2006) states that the conversion of non-residential buildings into self-contained dwellings will be permitted except where:
- A) The residential property has a floorspace of less than 110m<sup>2</sup>;
  - B) The likely impact upon on-street parking would be unacceptable;
  - C) The living accommodation provided would be unsatisfactory;
  - D) The proposal would fail to provide for satisfactory refuse bin storage or cycle parking; and
  - E) The location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.

#### A) The residential property has a floorspace of less than 110 square metres

- 8.5 The footprint of the proposed residential unit would be approximately 78m<sup>2</sup> and so in the strictest application of criterion A, the proposal fails to comply with this policy. However, I do not consider it would be reasonable to refuse the application on this basis alone. The proposed unit would be similar to that of other flats that have been permitted elsewhere in the City. In addition, although policy 50 of the Emerging Local Plan (2014) has not been formally adopted yet, the proposed

unit would exceed that of the proposed space standards set out in this emerging policy. I am of the view that it would therefore be overly rigid and unreasonable to refuse the application for this reason.

B) The likely impact upon on-street parking would be unacceptable

- 8.6 The site is situated in the controlled parking zone and no off-street parking is proposed. The site is sustainable in location and local shops and facilities are within walking and cycling distance, including the City Centre and the Grafton Centre to the west. I therefore do not consider that the proposed residential use would be dependent on the private car as the main means of travel. There would be adequate room for cycle storage in the rear outbuilding. In my opinion, the impact upon on-street parking would be negligible.

C) The living accommodation provided would be unsatisfactory

- 8.7 The habitable rooms of the proposed dwelling would have acceptable outlooks in my opinion. The bedroom windows would all face out to the rear and have soft landscaping to provide defensive space outside these rooms. The windows serving the lounge and dining rooms on the street elevation would be similar to that of the other properties along Sturton Street. There would be a rear courtyard area to provide a private outdoor amenity space for the future occupants. St Matthew's Piece is within walking distance of the site. The site is also within walking distance of the Norfolk Street Local Centre and the City Centre.

D) The proposal would fail to provide for satisfactory refuse bin storage or cycle parking

- 8.8 A bin store is shown on the plans at the rear of the site with a straightforward access onto Sturton Street on collection days. Whilst this is acceptable in principle, further details of the capacity requirements and layout of the bins in relation to cycle storage are required. I am content that this can be controlled by way of condition. The upper-floor flat will continue to be able to store its bins beneath the external staircase. The design and access statement states that a total of four cycle parking spaces would be provided but the precise layout of the cycle store has



not been shown. Similar to the refuse arrangements, I am of the opinion that this can be dealt with through a planning condition.

e) The location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.

- 8.9 The site is situated in a predominantly residential area and so I do not consider the nearby land uses or site itself would result in an unsatisfactory level of residential amenity for future occupiers of the proposed dwelling. The Environmental Health Team is satisfied that subject to an appropriate ventilation scheme being agreed, the future occupants would not experience harmful noise and disturbance from the adjacent public house. The proximity of the garden and windows to this adjoining public house would be similar to that of other properties in the immediate area.
- 8.10 In my opinion, subject to conditions, the principle of residential development in this location is acceptable and in accordance with policies 5/1 and 5/2 of the Local Plan (2006).

Principle of loss of takeaway use

- 8.11 There is no policy basis on which to resist the loss of a takeaway use (A5) in this location. Policy 6/7 of the Cambridge Local Plan (2006) only seeks to protect the change of use from retail (A1) to other uses within District and Local Centres. The site is not within a District or Local Centre and is also not classified as an A1 use. Furthermore, a new takeaway use in this location, if there was not an established use already, would not be supported as it would be contrary to policy 6/10 of the Cambridge Local Plan (2006) by virtue of the position of the site outside an existing centre.
- 8.12 Paragraph 70 of the National Planning Policy Framework (2012) states that planning decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. In my opinion, given the proximity of the site to other restaurants and takeaways along Mill Road, Norfolk Street and the Grafton Centre areas, I do not consider the loss of this takeaway use would reduce the community's ability to meet its day-to-day needs.

- 8.13 In my opinion, the loss of the takeaway use on the site is acceptable and in accordance with paragraph 70 of the National Planning Policy Framework (2012).

**Context of site, design and external spaces (and impact on heritage assets)**

- 8.14 The existing shopfront is out of keeping with the character and appearance of the area whereby the traditional terrace has a uniform appearance of typically sash windows and doors that are residential in appearance.
- 8.15 The proposal seeks to remove this shopfront and replace it with a pair of sash windows with stone lintels above. The finish of this would provide a degree of continuation from the adjacent property at no.180 Sturton Street which has this finish. The wall vacated by the removal of the shopfront would be filled in with reclaimed gault brick. The large external flue on the side elevation would also be removed.
- 8.16 The Urban Design and Conservation Team are of the view that the proposed alterations and changes to the front and side elevations would enhance the character and appearance of the conservation area. They have recommended conditions regarding materials, joinery and sill details. I agree with this advice and consider the conditions necessary given the prominence of this front elevation. I have also recommended a condition to ensure that the flue is removed prior to occupation of the proposed dwelling. It is acknowledged that the Urban Design and Conservation Team have recommended that the windows and lintels of the first-floor could be amended to even further enhance the character and appearance of the conservation area. However, as no works to the first-floor flat are proposed under this application, I do not consider it would be reasonable to impose this.
- 8.17 The proposed changes to the fenestration of the rear elevation from a patio door to a set of three-windows would not have any significant impact on the appearance of the building. The proposed alteration of part of the rear elevation from render to brick is supported as it correlates successfully with the appearance of the building. The proposed soft landscaping to be introduced on the rear of the site would improve the

appearance of this space and is supported by the Urban Design and Conservation Team.

- 8.18 The proposed outbuilding at the rear of the site would have a simple pitched roof, measuring approximately 2.5m to the eaves and 3.5m to the ridge. It would be of a modest scale and mass and would not appear out of context with the surrounding area in my view. The Urban Design and Conservation Team have requested that an alternative material to that of the proposed fibre cement wood effect boarding. They are content however that this could be controlled through the materials sample condition.
- 8.19 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, 3/14, 3/15 and 4/11.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.20 The proposed comings and goings of people entering and exiting the dwelling would be largely confined to the side passage which abuts the public house. I am therefore confident that movements of people, as well as bins and bicycles along this passage would not harm the amenity of nearby residential properties. The use of the patio area as an external amenity space would be similar to that of other gardens in the area and I do not consider the amenity of adjoining properties or the upstairs flat would be adversely impacted by this.
- 8.21 The proposed outbuilding would occupy the majority of the width of the site. It would be separated from the boundary of properties to the east along Fairsford Place by the 1m passageway. At 2.5m to the eaves I do not consider the proposed outbuilding would visually dominate or harmfully overshadow any neighbouring properties.
- 8.22 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/14 and 5/2.

## **Refuse Arrangements**

8.23 The refuse arrangements have been assessed in paragraph 8.8 of this report.

8.24 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policies 3/12 and 5/2.

## **Highway Safety**

8.25 No works to the public highway are proposed under this application.

8.26 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

## **Car and Cycle Parking**

8.27 Car parking has been addressed in paragraph 8.6 of this report. A car club and residents parking informatives are recommended.

8.28 Cycle parking has been addressed in paragraph 8.8 of this report.

8.29 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

## **Third Party Representations**

8.30 The majority of the third party representations have been addressed in the main body of this report. Those outstanding are addressed below:

<u>Comment</u>	<u>Response</u>
The proposal would increase inconsiderate parking which may obstruct emergency and delivery vehicles;	The parking of cars outside the application site is not within the control of the local planning authority. The illegal blocking of the highway is a police matter.

## **Planning Obligations (s106 Agreement)**

- 8.31 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account.
- 8.32 The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

## **9.0 CONCLUSION**

- 9.1 The proposed change of use of the site from a takeaway to a three-bedroom flat is acceptable in principle. The proposal would provide an acceptable living environment for future occupants and would respect the amenities of properties in the surrounding area. The proposed alterations to the building would enhance the character and appearance of the conservation area.

## **10.0 RECOMMENDATION**

**APPROVE** subject to the following 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 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 construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

4. 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.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

5. Prior to the commencement of development/construction works to convert the property to residential use, details of an alternative form of acoustically treated background and purge / thermal comfort ventilation for the rear three bedrooms (to replace / negate the need to open windows for ventilation), in order to protect future occupiers from noise from the beer garden of the neighbouring public house at 184 Sturton Street shall be submitted to and approved in writing by the local planning authority. The ventilation scheme for each bedroom shall achieve at least 2 air changes per hour. Full details of the sound insulation performance and operating noise level of the alternative ventilation system shall be provided. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be fully retained thereafter.

Reason: To protect the amenity of future occupants of this property from noise associated with the use of the rear beer garden of the neighbouring public house at 184 Sturton Street.  
(Cambridge Local Plan 2006 policy 4/13)

6. No development shall commence until details of facilities for the storage of bins for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the storage of bins and in the interests of visual amenity (Cambridge Local Plan 2006 policies 3/7, 4/13 and 5/2).

7. No development shall commence until details of facilities for the covered, secure parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles and in the interests of visual amenity (Cambridge Local Plan 2006 policies 3/7, 5/2 and 8/6).

8. Prior to commencement of development, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing and type of material shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/cladding and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/14, 3/15 and 4/11)

9. Prior to the commencement of development, large scale drawings of details of new / altered sills, lintels, jambs, transoms, mullions and thresholds shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the Conservation Area. (Cambridge Local Plan 2006 policy 4/11).

10. No new, replacement or altered joinery shall be installed, nor existing historic joinery removed, until drawings at a scale of 1:20 of all such joinery (doors and surrounds, windows and frames, sills, skirtings, dado rails, staircases and balustrades) have been submitted to and approved in writing by the local planning authority. This shall demonstrate that all new joinery is recessed at least 50/ 75mm back from the face of the wall/ facade and is of timber and not metal or plastic. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the listed building (Cambridge Local Plan 2006, policy 4/10)

**INFORMATIVE:** Following implementation of any Permission issued by the Planning Authority in regard to this proposal residents of the site, neither existing or new will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.

**INFORMATIVE:** The applicant is encouraged to ensure all future tenants/occupiers of the flats are aware of the existing local car club service and location of the nearest space.

**INFORMATIVE:** The Housing Act 2004 introduced the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

Further information may be found here:  
<https://www.cambridge.gov.uk/housing-health-and-safety-rating-system>



## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	17/1926/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	22nd November 2017	<b>Officer</b>	Eloise Limmer
<b>Target Date</b>	17th January 2018		
<b>Ward</b>	East Chesterton		
<b>Site</b>	8 & 8A Oak Tree Avenue Cambridge CB4 1BA		
<b>Proposal</b>	Demolition of 8 and 8A Oak Tree Avenue and erection of two dwellings		
<b>Applicant</b>	Mr A DeSimone 436 Milton Road Cambridge CB4 1ST		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposed replacement dwellings are acceptable, in principle;</li> <li>• The design of the proposed dwellings is acceptable and would be in keeping with the character of the area;</li> <li>• The proposed dwellings would not significantly harm neighbour amenity.</li> </ul>
RECOMMENDATION	APPROVAL

### 0.0 UPDATE

- 0.1 This application was due to be considered at the 7<sup>th</sup> February 2018 planning committee meeting. However, due to a procedural error it had to be withdrawn from the agenda on the day and was not considered. The agent had withdrawn his request to address the committee on the understanding that the objector had not registered to speak. However, the objector had registered to speak but had not been included on the speakers list due to an error. The application is now presented to the committee and both parties will have the opportunity to speak.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 Nos. 8 and 8A Oak Tree Avenue are situated at the end of a terrace of properties on the western side of Oak Tree Avenue. The original house, No. 8, was extended to the side to provide three additional bedrooms and a self-contained bedsit on the ground floor. This element subsequently became 8A Oak Tree Avenue. The property is currently a large HMO.
- 1.2 The area is characterised by residential dwellings and the site backs onto the gardens of properties on Milton Road. To the north of the site is a right of way which serves the rear of the site and Nos. 10 and 12 Oak Tree Avenue. The site is close to the junction with Milton Road. The character of the area is mainly residential; there are no relevant site constraints.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks full planning permission for the demolition of 8 and 8A Oak Tree Avenue and erection of two semi-detached three bedroom dwellings with associated bin and cycle storage to the rear. The proposed dwellings would be the same height as the adjacent terrace properties. To the rear of each dwelling, at second storey level, would be two box dormer windows which would accommodate the third bedroom. A small extension at first floor level would be created for the end property, in order to accommodate bedroom 1. This would be in the form of a flat roof extension, projecting out 1.6m from the rear elevation.
- 2.2 This is effectively an application to renew planning approval 14/1301/FUL which expired on 05/12/2017.
- 2.3 The application is accompanied by the following supporting information:
1. Design Statement
  2. Plans

## **3.0 SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
C/84/0150	Erection of two storey extension to existing dwelling house	Approved

C/84/0867	Addition of front porch and erection of first floor extension to existing dwelling house	Approved
14/0541/FUL	Demolition of existing house and building of two dwellings	Withdrawn
14/1301/FUL	Demolition of existing house and bedsit and replacement with two dwellings	Approved

#### 4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	No

#### 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/7 3/8 3/11 3/12
		5/1 5/14
		8/2 8/6 8/10

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012
	National Planning Policy Framework – Planning Practice Guidance March 2014
	Circular 11/95 (Appendix A)

	<u>City Wide Guidance</u>  Cycle Parking Guide for New Residential Developments (2010)  Roof Extensions Design Guide (2003)
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## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The Highway Authority does not consider that this application has any implications that merit comment by the Highway Authority.

### **Environmental Quality and Growth**

- 6.2 The development proposed is acceptable subject to the imposition of conditions and informative relating to construction hours, collection during construction, piling, and dust.

### **Refuse and Recycling**

- 6.3 No issues or comments with this development

### **Urban Design and Conservation team**

- 6.4 It is considered that there are no material Urban Design issues with this application.

### **Landscape**

- 6.5 The development proposed is acceptable subject to the imposition of conditions relating to hard and soft landscaping and boundary treatment.

### **Drainage**

- 6.6 The development proposed is acceptable subject to the imposition of conditions relating to surface water drainage and drainage works implementation.

- 6.7 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:

- 10 Oak Tree Avenue

- 7.2 The representations can be summarised as follows:

- Concerned about the public access of the three houses next to the building.
- Concerned about the demolition of the existing house particularly safety and insurance issues.
- Does not think that the infrastructure of the cul de sac can take the volume and size of traffic required during construction.
- Thinks that public access to the cul de sac would be affected during construction as the proposed site is at the entrance.
- Thinks that the proposal will cause overshadowing and overlooking of his property and garden.

- 7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

- 8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Car and cycle parking
6. Third party representations
7. Planning Obligations (s106 Agreement)

## **Principle of Development**

- 8.2 Policy 5/1 of the Cambridge Local Plan (2006) is relevant. *“Proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses”*. This site is already in residential use, and the proposal seeks to replace it with residential. I therefore consider that this proposal meets the policy objective and is acceptable, in principle.
- 8.3 The current buildings are in occupation as an HMO (House in Multiple Occupation). The loss of this use would not be detrimental to the housing stock as two new dwellings would be replacing it. Therefore, I am not concerned about the loss of an HMO unit in this area.
- 8.4 In my opinion the principle of development is acceptable and the proposal is compliant with Cambridge Local Plan (2006) policy 5/1

## **Context of site, design and external spaces**

- 8.5 The existing buildings on the site complete the terrace form which ends with a two storey flat roof extension to the side (8A Oak Tree Avenue). The front elevation of the terrace is fairly uniform and has a certain rhythm of fenestration detailing and roof scape. The forecourt of the site is made up of hard landscaping and there is sufficient space for four cars to be parked in this area.
- 8.6 The proposed design matches the existing architecture of Oak Tree Avenue. The front elevation is simple in form and reflects the style and proportion of the neighbouring properties and would make the terrace more symmetrical. The building line would not come forward of the prevailing building line of the terrace and the forecourt is retained. Overall I consider that the street scene would be improved by this design approach and is acceptable.
- 8.7 At the rear there is a single storey element running along both properties at ground floor level, a first floor extension to the end property (No.8A), and the introduction of two box dormer windows on both properties. The dormers do not exceed the highest part of the roof and would not be highly visible from the

street. There are no other dormers on the terrace however as the site is not constrained by Conservation designation it would benefit from permitted development rights for roof extensions. Under permitted development rights a dormer window of up to 40 cubic metres would be allowed. Thus, these dormers could be erected without planning permission. Therefore, it is considered that these dormers are acceptable.

- 8.8 In terms of the external open spaces, the dwellings would both have their own private amenity space to the rear, in which the bins and cycles would be incorporated. The rear gardens are small but of a sufficient size, commensurate to the size of the proposed dwellings. No details of the bins and cycle store have been provided, apart from indicating where they would be situated, on the site plan. It is proposed that the cycles and bins be accessible from the rear of the properties via the private right of way, which is acceptable in my view. I have recommended a condition requiring further details of the bin and cycle stores.
- 8.9 The front forecourt is to be retained and would be for the use of off-street car parking for four cars. This would concur with the character of the car parking along Oak Tree Avenue. The site is situated in a sustainable location, close to public transport routes, so there is also an alternative option for more sustainable modes of transport available to the occupiers.
- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.11 The adjacent neighbour, at No.10 Oak Tree Avenue has objected. The main concerns are addressed below:
- 8.12 Access - The occupier of No.10 is concerned about the access to the rear of the properties via the side passage which is used by Nos. 10 and 12 Oak Tree Avenue as well as the application site. They are also concerned about the access to Oak Tree Avenue from Milton Road as the site is at the mouth of a cul-de-sac and the effect that large vehicles would have on the infrastructure of the cul-de-sac. All of these concerns relate to potential impacts during construction. A condition is therefore

recommended requiring that the contractor's access arrangements, storage and parking details are submitted and approved before works commence.

- 8.13 *Structural stability* - The occupier of No.10 is concerned about potential impacts to their property during the proposed demolition and construction. These concerns are related to Building Control and their regulations about demolition and construction close to other properties. I have recommended an informative to advise the applicant to consider the 'Considerate Contractor Scheme'.
- 8.14 *Overlooking and overshadowing* – In terms of overlooking, whilst the dormers would be introducing an additional level of outlook, there is already a high degree of overlooking between neighbours at first floor level which I do not consider would be exacerbated by the proposed dormers. The proposed dwellings would be situated north-east of No.10, given this orientation it is unlikely that overshadowing would be significant enough to warrant refusal of the application.
- 8.15 I do not consider that the proposed dwellings would cause an unacceptable level of enclosure to the neighbouring property because they are of similar proportions to the terrace form. The single storey elements would be less than 3m in height and therefore unlikely to result in any significant loss of neighbour amenity.
- 8.16 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7

#### Amenity for future occupiers of the site

- 8.17 The future occupants of the proposed dwellings would benefit from a high quality new build, which would be located within a sustainable part of the City and benefit from private amenity areas, adequate cycle and bin storage and off street car parking. Although the gardens, particularly at No.8A, are small they are considered to provide sufficient amenity space for the occupiers given the sustainable location of the site.



- 8.18 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

### **Refuse Arrangements**

- 8.19 Refuse is indicated on the site plan. This is located to the rear of the properties. I am confident that adequate provision can be achieved for both dwellings. A condition is recommended to secure refuse provision in order to meet the requirements.
- 8.20 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Car and Cycle Parking**

- 8.21 Cycle parking is indicated on the site plan. It is provided to the rear of the site close to the bin store. I am confident that adequate cycle parking provision can be achieved for both dwellings. A condition is recommended to secure the provision of cycle parking for both dwellings.
- 8.22 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

### **Third Party Representations**

- 8.23 I have addressed the occupier of No.10 Oak Tree Avenue's concerns in paragraphs 8.12 - 8.15.

### **Planning Obligations (s106 Agreement)**

- 8.24 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account.

- 8.25 The guidance states that contributions should not be sought from developments of 10-units or fewer, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

## **9.0 CONCLUSION**

- 9.1 The proposed demolition of the existing buildings and the construction of two new dwellings is considered to be acceptable in principle. The design of the new dwellings is in keeping with the character of the area and will enhance the street scene. I am of the opinion that the proposal will not have a significant detrimental impact on the amenity of neighbouring occupiers. I recommend that the application is approved subject to conditions.

## **10.0 RECOMMENDATION**

**APPROVE** subject to the following 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 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 until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted 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 appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

4. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

5. Prior to the commencement of development, full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, will be stationed and walk distances for residents including the specific arrangements to enable collection from the kerbside or refuse collection vehicle access point. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter.

Reason - To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/12 and 4/13)

6. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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 2006 policies 3/4, 3/11 and 3/12)

7. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

8. No development shall take place 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 to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

9. No construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

10. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

11. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted 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 details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

12. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period 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 2006 policy 4/13)

13. Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.
- i) contractors access arrangements for vehicles, plant and personnel,
  - ii) contractors site storage area/compound,
  - iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,
  - iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles.

Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties during the construction period. (Cambridge Local Plan 2006 policy 4/13)

14. Notwithstanding the provisions of Schedule 2, Part 1, 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), the enlargement, improvement or other alteration of the dwellinghouse(s) (including the insertion of windows) shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity space for the future occupants. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

15. No development hereby permitted shall be commenced until a surface water drainage scheme based on sustainable drainage principles and following the drainage hierarchy has been submitted to and approved in writing by the local planning authority. The drainage system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding or flooding of third party land for a 1 in 100 year event + 40% allowance for climate change. The submitted details shall:

- a. include details of all proposed SuDS features, information about the design storm period and intensity, the method employed to control the surface water discharged from the site to the greenfield runoff rate and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
- b. identify how the risk of surface water flooding will be dealt with, ensuring that the surface water flood risk is not increased elsewhere; and
- c. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16)

16. No building hereby permitted shall be occupied until drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan for the lifetime of the development.

Reason: To ensure appropriate surface water drainage.  
(Cambridge Local Plan 2006 policy 4/16)

**INFORMATIVE:** Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)



**INFORMATIVE:** New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

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## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	17/2211/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	20th December 2017	<b>Officer</b>	Rob Brereton
<b>Target Date</b>	14th February 2018		
<b>Ward</b>	Coleridge		
<b>Site</b>	42 Birdwood Road Cambridge CB1 3SU		
<b>Proposal</b>	Single storey extension, alterations and change of use to 6-bed HMO (House in Multiple Occupation).		
<b>Applicant</b>	Mr & Mrs Katherine & Kelvin Wong & Sing 42 Birkwood Road Cambridge CB1 3SU		

SUMMARY	The development accords with the Development Plan for the following reasons:
	<ul style="list-style-type: none"> <li>• The proposed change of use would not have a significant detrimental impact on the amenities of occupiers of neighbouring properties.</li> <li>• External works proposed are minimal and will not have an adverse impact on the streetscene or the amenities of the occupiers of neighbouring properties.</li> </ul>
RECOMMENDATION	APPROVAL SUBJECT TO CONDITIONS

### 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No. 42 Birdwood Road is a two storey dwellinghouse located on the corner of Birdwood Road and Gray road. The property has been extended and has a two storey side/rear extension and is finished in red brick and concrete roof tiles.
- 1.2 The surrounding area is characterised by semi-detached residential dwellings.
- 1.3 The subject building is not Listed, a Building of Local Interest or within a Conservation Area.

## **2.0 THE PROPOSAL**

- 2.1 Planning permission is sought for a single storey extension, alterations and change of use to 6-bed House in Multiple Occupation (HMO) sui generis.
- 2.2 The proposed change of use from a single dwellinghouse to a HMO catering for up to 6 persons is classed as a small scale HMO (Class C4) and can usually be undertaken using permitted development rights. As this application proposes to house up to 7 persons in the 6 bedrooms (one room being a double) it is classed as a large scale HMO (sui generis use) and requires full planning permission.
- 2.3 Planning permission is also required for the proposed single storey rear extension which would be 1.7 metres deep by 3 metres wide. It would infill an area between the existing rear extension and the boundary with No. 44 Birdwood Road. Proposed on the ground floor are a bedroom with its own lounge/kitchen, a communal kitchen and dining room and a further bedroom. On the first floor there are four bedrooms. All bedrooms are en-suite.
- 2.4 The proposed internal alterations do not require planning permission.
- 2.5 The application is accompanied by the following supporting information:
1. Design and Access Statement
  2. Plans

## **3.0 SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
C/96/0979	Two storey side and rear extensions and single storey front extension to house (C3).	Approved
C/87/1003	Erection of detached double garage in rear garden of existing dwelling house.	Approved
C/87/0065	Outline application for the erection of a detached dwelling house.	Refused

## 4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	No

## 5.0 POLICY

### 5.1 Central Government Advice

See Appendix 1 for full details of Central Government Guidance,  
Cambridge Local Plan 2006 policies,  
Supplementary Planning Documents and Material Considerations.

### 5.2 Cambridge Local Plan 2006

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/4, 3/7, 3/11, 3/14, 4/13, 5/1, 5/7 8/2, 8/6, 8/10

### 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95 (Appendix A) Supplementary
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Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide  Supplementary Planning Document (February 2012)
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#### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan. For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 No parking layout has been provided to demonstrate that the vehicles can access the site independently using the existing vehicular access, therefore the Highway Authority object.

### **Environmental Health**

- 6.2 No objection subject to standard conditions limiting construction hours and informatives explaining national HMO management regulations.

## **Drainage**

- 6.3 No objection subject to sustainable surface water run-off condition.
- 6.4 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:

- No. 44 Birdwood Road
- No. 46 Birdwood Road
- No. 1 Gray Road

- 7.2 The representations can be summarised as follows:

- A HMO use is out of character with the family dwellings on the street.
- A six bedroom HMO use will cause additional disruption, in terms of noise and requirements for additional parking.
- There is an existing foul sewage drainage issue at 42, 44 and 46 Birdwood Road, with blockages occurring at this property regularly. This proposal would increase load on the system and cause significant inconvenience.
- Reduction in living space for future occupants.

- 7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

- 8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity

4. Refuse arrangements
5. Highway Safety and Car and Cycle Parking
6. Third party representations

## **Principle of Development**

- 8.2 Policy 5/7 of the Cambridge Local Plan (2006) states that the development of properties for multiple occupation will be permitted subject to the potential impact (A) on the residential amenity of the local area, (B) the suitability of the building or site (C) and the proximity of bus stops and pedestrian and cycle routes, shops and other local services. These impacts will be assessed in the paragraphs below.

## **Context of site, design and external spaces**

- 8.3 The proposal includes a small lean-to single storey rear extension. This is a minor development that would not materially alter the character of the property. All other works proposed to the dwellinghouse would take place inside the property.
- 8.4 Birdwood Road and Gray Road are residential streets mainly comprising semi-detached family dwellings. The HMO would offer an alternative type of accommodation along the street. I do not see this form of housing to be harmful to the established character. I acknowledge that there would be an increase in the number of occupants compared to its previous use as a family dwelling. However, the proposal seeks to mainly utilise the existing structure and existing outbuildings in the rear garden, which can easily accommodate bin and cycle storage. I consider the proposed use can subsist without harm to the character of the area.
- 8.5 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/14.

## **Residential Amenity**

### **Impact on amenity of neighbouring occupiers**

- 8.6 The proposed single storey rear extension would adjoin the boundary with No. 44 Birdwood Road. This extension is minimal in scale at only 1.7 metres deep, 2.4 metres high to eaves and



3.5 metres high to ridge. As this extension would not surpass the rear elevation of No. 44's single storey rear extension no detrimental impacts are envisaged.

- 8.7 The HMO will increase the number of occupiers living at the property and the number of people coming and going which could increase noise levels. The Environmental Health Team does not consider that this proposed change of use to a large HMO will create a significant additional detrimental level of noise impact to neighbours. I agree with this assessment and I recommend an informative to the permission to remind the applicant of their responsibilities to the Management of Houses in Multiple Occupation (England) Regulations 2006 and the Housing Act 2004. The house will have up to 7 occupants.
- 8.8 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and parts (A) and (B) of 5/7.

Amenity for future occupiers of the site

- 8.9 The large amenity space to the rear of the property is more than sufficient in size for up to 7 occupiers.
- 8.10 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7, 3/12 and part (B) of 5/7.

### **Refuse Arrangements**

- 8.11 A sufficient amount of bin space in a secure store has been provided for the amount of bins required for the HMO. The bin store will not adjoin a neighbouring boundary but rather the boundary with Gray Road, where they will be pulled out.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 and part (B) of 5/7.

## **Car and Cycle Parking**

- 8.13 Having been to site I can confirm there is adequate space for 2 off-street spaces in front of the property. This will not change as part of this proposal. This property also has the benefit of a double garage which is accessed off Gray road. This also will not change as part of this proposal. This is a sufficient amount of parking for the HMO.
- 8.14 The Highway Authority has raised concern regarding the potential for the application to increase on-street parking, although they state this is an amenity issue rather than a highway safety issue. A number of local residents have concerns that this proposal will have an adverse impact on the limited on street parking situation. There are no parking standards for HMOs in the Cambridge Local Plan (2006). The City Council promotes lower levels of private car parking particularly where good transport accessibility exists. Part C of policy 5/7 states that HMOs should be permitted if they are located in buildings with good proximity to bus stops and pedestrian and cycle routes, shops and other local services. The subject building is located just off Perne Road which has excellent transport links to the city centre and contains many shops/services.
- 8.15 A communal cycle store is proposed in the existing outbuilding in the rear garden which is of sufficient size to store 6 cycles. This meets the requirements of Appendix D of the Cambridge Local Plan and is acceptable. Further details are recommended to be sought via condition 4 to confirm this.
- 8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6, 8/10 and Part (C) of policy 5/7.

## **Other Issues**

- 8.17 The drainage officer has requested a sustainable drainage condition be appended to the permission. In my view, given the very small size of the extension, such a condition is unnecessary in order to grant planning permission.

## 8.18 Third Party Representations

Concern	Response
HMO is out of character	Paragraphs 8.3 – 8.5
Impact on street parking	Paragraphs 8.13 and 8.14
Impact of additional noise	Paragraph 8.7
Foul drainage infrastructure	Not a planning issue, this issue will be dealt with by Building Control.
Living space for future occupants	Paragraphs 8.9 and 8.10

## 9.0 CONCLUSION

- 9.1 I am of the opinion that the proposal complies with the relevant policies and will not have a significant detrimental impact on neighbouring properties, highway safety or the amenity of future occupiers. I recommend that the application is approved subject to conditions.

## 10.0 RECOMMENDATION

**APPROVE** subject to following 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 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. The House of Multiple Occupation hereby permitted shall have a maximum of 7 occupants.

Reason: In the interests of the neighbours' residential amenities and to accord with policies 3/7, 5/7 and 4/13 of the Local Plan 2006.

4. No occupation of the development shall commence until details of facilities for the secured/covered parking of at least 7 bicycles for use in connection with the development hereby permitted has been submitted to and approved in writing by the local planning authority. The facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

**INFORMATIVE:** Management Regulations apply to all HMOs (whether or not they are licensable) and impose certain duties on managers and occupiers of such buildings. Persons in control of or managing an HMO must be aware of and comply with the Management of Houses in Multiple Occupation (England) Regulations 2006. These regulations stipulate the roles and responsibilities of the manager and also the occupiers of HMOs. Further information may be found here: <https://www.cambridge.gov.uk/houses-in-multiple-occupation>

**INFORMATIVE:** The Housing Act 2004 introduced the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors. Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed, habitable rooms without adequate lighting or floor area etc. Further information may be found here: <https://www.cambridge.gov.uk/housing-health-and-safety-rating-system>.

**INFORMATIVE:** The Housing Act 2004 introduced Mandatory Licensing for Houses in Multiple Occupation (HMOs) across all of England. This applies to all HMOs of three or more storeys and occupied by five or more persons forming more than one household and a person managing or controlling an HMO that should be licensed commits an offence if, without reasonable excuse, he fails to apply for a licence. It is, therefore, in your interest to apply for a licence promptly if the building requires one. Further information and how to apply for a Licence may be found here: <https://www.cambridge.gov.uk/licensing-of-houses-in-multiple-occupation>.

## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	17/1518/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	11th September 2017	<b>Officer</b>	Charlotte Burton
<b>Target Date</b>	6th November 2017		
<b>Ward</b>	Castle		
<b>Site</b>	15 Fontwell Avenue Cambridge CB4 3LZ		
<b>Proposal</b>	Replacement dwellinghouse and garage. Existing dwelling and garage to be demolished.		
<b>Applicant</b>	Mrs Shirley Jones 15 Fontwell Avenue Cambridge CB4 3LZ		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The proposed replacement dwelling would not harm the character of the area; and</li> <li>- It would not adversely impact on the residential amenity of neighbouring properties.</li> </ul>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No. 15 Fontwell Avenue is a detached bungalow on the north eastern corner of the end of a cul-de-sac. The surrounding area is predominantly residential with a mix of detached and semi-detached bungalows and two storey dwellings. The site is not within a conservation area. There are no other relevant site constraints.

## 2.0 THE PROPOSAL

- 2.1 The proposal is for demolition of the existing dwelling and garage, and erection of a one-and-a-half storey 5-bed dwelling and garage. The proposed dwelling would be orientated south-west to north-east on the site and would have a hipped roof. The materials would be brickwork with timber cladding and concrete roof tiles.

- 2.2 During the course of the application, revised plans were submitted replacing two proposed roof lights on the north-eastern roof slope with a single roof light, and providing sections to show the base of this roof light would be at least 1.75m above the finished floor level. These plans were the subject of public consultation.
- 2.3. A further set of revised plans were submitted which amended the roof of the garage from a pitched roof to a hipped roof. This was not publicly consulted on.

### **3.0 SITE HISTORY**

- 3.1 There is no recent planning history.

### **4.0 PUBLICITY**

- |     |                        |     |
|-----|------------------------|-----|
| 4.1 | Advertisement:         | No  |
|     | Adjoining Owners:      | Yes |
|     | Site Notice Displayed: | No  |

### **5.0 POLICY**

- 5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

- 5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/12
		4/13
		8/2 8/6 8/10

### 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

## **6.0 CONSULTATIONS**

### **Cambridgeshire County Council (Highways Development Management)**

6.1 No objection.

### **Environmental Health**

6.2 No objection subject to conditions for construction hours and piling, and dust informative.

### **Landscape Architect**

6.3 No objection.

### **Sustainable Drainage Engineer**

6.4 No comments received.

6.5 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

7.1 The owners/occupiers of the following addresses have made representations objecting to the proposal and the revised plans:

- 7A Holyrood Close
- 16 Carisbrooke Road (County Councillor Sheil)

7.2 The representations can be summarised as follows:

- Loss of privacy to 7A Holyrood Close from roof window on the north-east roof slope.
- Some minimal overlooking towards 16 Carisbrooke Road.
- Minimum roof window height 1.75m above finish floor level is fine, but should have same minimum roof window height in bedroom 4 also.
- Dormer windows (second storey) would be out of keeping with dwellings in the area.



- 7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

- 8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Context of site, design and external spaces
2. Residential amenity
3. Highway safety
4. Car and cycle parking
5. Refuse arrangements
6. Third party representations

### **Context of site, design and external spaces**

- 8.2 Fontwell Avenue is characterised by detached and semi-detached bungalows. There are a variety of styles with some orientated with gable ends fronting the road and others with ridge lines parallel to the street. The existing bungalow forms one of four similar bungalows at the north eastern end of the cul-de-sac which have stepped gable ends fronting the road. The bungalows are set back from the road and constructed in brick with timber cladding.
- 8.3 The proposed dwelling would have a rectangular footprint with a gabled porch on the north western elevation and a projecting element on the south eastern elevation. The principal elevation would face north west and would front onto the driveway. The orientation and layout of the proposed building would be in-keeping with the pattern of development at the eastern end of the cul-de-sac and be an appropriate response to the site context.
- 8.4 The ridgeline of the proposed dwelling would be 5.8m high which would be approximately 0.7m higher than the existing bungalow. The eaves would be 2.5m high which is the same as the existing. In my view, the proposal has managed to incorporate an attic storey without significantly increasing the height and scale of the building on the site, and I consider this to be acceptable within the surrounding context. The hipped

roof would be a departure from the prevailing pattern of gabled roofs, however this would minimise the apparent scale and bulk of the roof scape. I do not consider the hipped roof would significantly harm the character of the cul-de-sac.

- 8.5 Third parties have raised concerns about the ‘dormers’ being out of character with the area. The proposal does not include dormer windows but does include roof lights, which I understand the third party was referring to. In principle, roof lights could be inserted into the properties within Fontwell Avenue under permitted development (subject to meeting certain conditions). Thus the roof lights cannot be considered to be inappropriate in themselves.
- 8.6 The materials would be brick and timber cladding with concrete tiles, which would be appropriate to the context. The garage would have the appearance of an ancillary outbuilding and would be subservient to the dwelling. The landscaping including a paved driveway would be appropriate to the residential character of the site.
- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.8 The neighbouring properties are No. 14 to the west (detached bungalow), No. 16 to the south (detached bungalow), Nos. 7 and 7a Holyrood Close to the north (semi-detached bungalows) and Nos. 16-20 Carisbrooke Road to the east. I have also considered the impact on the wider residential area.
- *Nos. 14 and 16 Fontwell Avenue*
- 8.9 No. 14 has windows on the side elevation facing towards the site. There is a single storey garage built on the boundary and garden at the rear. The proposed dwelling would be 5m from the boundary at the closest point at the front of the site and 8m at its furthest point at the rear of the site. Due to the separation distance, the proposed dwelling would not have a significant overbearing or overshadowing impact. There would be two roof lights facing towards No. 14 which would serve a landing and

bedroom 4. The sections show the base of these roof lights would be approximately 1.5m above the finished floor level which would afford some glimpses towards No.14. However, due to the separation distance and as the glimpses would not be towards the private amenity space, in my opinion this would not result in a significant loss of privacy.

- 8.10 No. 16 has no windows on the side elevation facing towards the site, so the potential glimpses from the two roof lights on the proposed south western roof slope would not result in loss of privacy. There would be glimpses from the three roof lights on the south eastern roof slope serving a bedroom 4, a bathroom and a landing towards this property's rear garden. However this would be at an oblique angle and the separation distance between the roof lights and the boundary of No. 16 (there is a footpath between the site and No. 16) would be over 10m at its closest point. Due to the orientation, the proposed dwelling would not have an overbearing or overshadowing impact.

- *Nos. 7 and 7a Holyrood Close*

- 8.11 I have received an objection from the owner/occupier of No. 7a regarding overlooking from the roof lights on the north-eastern roof slope serving bedroom 5. During the course of the application, the two proposed roof lights were replaced with a single roof light and a section was provided showing that the base of the window would be 1.75m above the internal finished floor level. I am satisfied that this demonstrates that there would be no overlooking towards this property. I have recommended a condition to remove permitted development rights for roof extensions and the insertion or alteration of roof lights in order to protect the amenity of neighbouring properties.

- 8.12 In terms of enclosure and overshadowing, the proposed replacement dwelling would be closer to the shared boundary than the existing bungalow, approximately 4.8m at its closest point. However, I am satisfied that the scale of the one-and-a-half storey building would not have an unacceptable overbearing or overshadowing impact on these properties.

- 8.13 The proposed replacement garage would be built on the boundary and would be 2.4m high to the eaves and 4.5m high to the ridge. The northern elevation of the garage along the boundary would be 4.8m wide. This would have some

enclosing impact on the rear gardens of these properties which are approximately 7m deep. During the course of the application, the plans for the garage were amended to change from a pitched roof to a hipped roof, so that the roof would slope away from the neighbouring properties. I am satisfied that this would not have a significant adverse enclosing impact on residential amenity. The outbuilding would be to the south of these gardens, however due to the scale, is unlikely to have a significant adverse overshadowing impact.

- *Nos. 16-20 Carisbrooke Road*

8.14 Due to the position and scale of the proposed one-and-a-half storey dwelling and the length of the neighbouring gardens, the proposal would not have an adverse impact on the residential amenity of the occupiers of these properties.

- *Wider area*

8.15 The Environmental Health team has recommended conditions to control construction hours and piling, and an informative regarding dust. I consider this to be reasonable and necessary to protect the amenity of the wider residential area during construction.

#### Amenity for future occupiers of the site

8.16 The proposed 5-bed dwelling would be on a relatively large plot and would provide a good amount and quality of external amenity space. The dwelling would provide a good level of amenity for the future occupants, in terms of the amount of floor space and the quality of the accommodation.

8.17 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

#### **Highway Safety**

8.18 The proposal would retain the existing access from Fontwell Avenue. The Highways Authority has not objected to the

proposal. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

### **Car and Cycle Parking**

- 8.19 The proposal includes a driveway with space for parking multiple cars. While this would exceed the Council's adopted maximum car parking standards, this is similar to the current situation, as the existing dwelling has a large driveway. For this reason, I consider the proposal is compliant with Cambridge Local Plan (2006) policy 8/10.
- 8.20 The proposal includes cycle parking within the garage. While the applicant has not shown how many spaces could be provided, in my opinion, the future occupants could reasonably use the outbuilding to meet their needs for bicycle storage should they wish to without impacting on car parking provision. This is similar to the existing situation. As such, I do not consider it necessary to recommend a condition for further cycle parking details. The proposal is compliant with Cambridge Local Plan (2006) policy 8/6.

### **Refuse Arrangements**

- 8.21 The proposal includes space to store three refuse and recycling bins. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Third Party Representations**

- 8.22 I have addressed the representations from third parties within my assessment.

## **9.0 CONCLUSION**

- 9.1 The proposed replacement dwelling would not harm the character of the area and would not adversely impact on the residential amenity of neighbouring properties.

## 10.0 RECOMMENDATION

**APPROVE** subject to the following 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 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 construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

4. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted 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 details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties.  
(Cambridge Local Plan 2006 policy 4/13)

5. Notwithstanding the provisions of Schedule 2, Part 1, Class B 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 enlargement of the dwellinghouse consisting of an addition or alteration to its roof, shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties  
(Cambridge Local Plan 2006 policies 3/4 and 3/12).

6. Notwithstanding the provisions of Schedule 2, Part 1, Class C 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 other alteration to the roof of the dwellinghouse including the insertion of new roof lights or the alteration those roof lights expressly authorised by this permission (other than repair works and like-for-like replacements), shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties  
(Cambridge Local Plan 2006 policies 3/4 and 3/12).

**INFORMATIVE:** Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)



## PLANNING COMMITTEE

7<sup>th</sup> March 2018

<b>Application Number</b>	17/2093/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	14th December 2017	<b>Officer</b>	Charlotte Burton
<b>Target Date</b>	8th February 2018		
<b>Ward</b>	Romsey		
<b>Site</b>	190-192 Mill Road And 2B Cockburn Street Cambridge CB1 3LP		
<b>Proposal</b>	Reconfiguration and extensions, incorporating dormer windows, and alterations to roof of building to provide 10 residential units (net increase of 7) along with bin and cycle storage.		
<b>Applicant</b>	Skymond Ltd		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The current proposal has reduced the number of proposed units compared to the previous scheme resulting in units that would provide an acceptable level of amenity for the future occupants, thereby overcoming the sole reason for refusal.</li> <li>- The proposal would not harm the residential amenity of neighbouring occupiers.</li> </ul>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is Nos. 190-192 Mill Road and No. 2b Cockburn Street. This comprises a tattoo studio and three residential flats. The building fronting Mill Road is two-storeys with a shop front at ground-floor level and a consistent rhythm of first-floor windows above. The Cockburn Street elevation is comprised of a small residential unit, set back from the road, and adjacent to the larger two-storey mass of No.2b Cockburn Street which has residential floor space above ground-floor garages.

- 1.2 The surrounding area is comprised of a range of commercial units along Mill Road and typically terraced residential properties along the side streets. The site falls within the Mill Road East District Centre and the Central Conservation Area. It is outside the controlled parking zone. There are no other relevant site constraints.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is for extensions and reconfiguration works to the existing buildings to provide 10 residential units (net increase of 7 units compared to existing), including bin and cycle storage.
- 2.2 The overall ridge height (8.9m) of the Nos. 190-192 Mill Road would not be changed. The ridge height of the smallest building, adjoining the rear of No.192 Mill Road, would be increased to 8.5m and the ridge height of no.2B Cockburn Street would rise to 8.65m.
- 2.3 The footprint of the proposed building would be increased at two-storey level, with extensions to infill the vacant space between No.192 Mill Road and No.2B Cockburn Street, as well as moving the building line of the small terraced property fronting Cockburn Street forward.
- 2.4 The proposal includes the addition of dormer windows along the roofs of Cockburn Street and Mill Road, as well as other alterations to the fenestration of the buildings. The rear element along Cockburn Street would be render with the lower link element in brick.

## **3.0 SITE HISTORY**

- 3.1 The planning history consists of:

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
17/0957/FUL	Reconfiguration and extensions, incorporating dormer windows, and alterations to roof of building to provide 12 residential units (net increase of 9 units) along with bin and cycle storage.	Refused  Appeal in progress

17/0493/FUL	Change of Use from Retail (Use Class A1) to Tattoo Parlour (Sui Generis Use)	Permitted.
C/94/0539	INSTALLATION OF ROLLER SHUTTER DOORS TO EXISTING SHOP FRONT (A1).	Permitted.
C/90/0811	ERECTION OF A TWO STOREY DWELLING.	Refused.
C/83/0040	Provision of shop front	Permitted.
C/66/0094	New shop front and internal alterations	Permitted.

3.2 The recent application 17/0957/FUL was refused by the Planning Committee against officer recommendation on the following ground:

1. The proposed development would constitute an overdevelopment of the site by virtue of cramped and small living spaces for future occupants and a constrained external living environment and as such would fail to secure a good standard of amenity for future occupants, contrary to Cambridge Local Plan (2006) policies 3/7 and 3/14.

#### **4.0 PUBLICITY**

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

#### **5.0 POLICY**

- 5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

## 5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/14 4/11 4/13 5/1 8/2 8/6 8/10 10/1

## 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010) Roof Extensions Design Guide (2003)
	<u>Area Guidelines</u> Mill Road Area Conservation Area Appraisal (2011)

#### 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

### 6.0 CONSULTATIONS

#### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The application removes an existing double garage whilst increasing the number of households within the site. The proposal provides no off-street parking provision and would seem to rely on the surrounding streets to satisfy any demand for car parking generated by the proposal. The streets in the vicinity provide uncontrolled parking, and so there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets in competition with existing residential uses. The development will impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application. In the event of approval, the following conditions should be applied:

- Returning of vehicle crossover to normal footway;
- Traffic management plan;
- Traffic management plan informative; and
- Highways informative

## **Environmental Health**

6.2 No objection, subject to the following conditions:

- Construction hours;
- Collection during construction;
- Dust;
- Noise insulation scheme; and
- Dust informative

## **Conservation team**

6.3 No objection. The change of roof form from hipped to gable is acceptable as there is mixture of both hipped and gable ends along Mill Road and this change will not detrimentally affect the character of the area. It will be important that the dog's tooth brick detailing which currently runs along the eaves line is replicated along the new gable eaves line. The proportions of the new windows to No 2B Cockburn Street are an improvement on the existing and the plans show reasonable reveals. The door to the set - back element on Cockburn Street looks very modern and should be a copy of the existing panelled door. The dormers proposed are acceptable in terms of size and form although the illustrative views are showing the cheeks in brick. This finish should be either slate or render.

6.4 Subject to the above matters being addressed, the following conditions are recommended:

- External joinery;
- Materials sample panel;
- Roofing details;
- Dormer details; and
- Large scale drawings of iron/ steel railings

## **Urban Design team**

6.5 No objection. No significant change to Mill Road elevation. Changes to Cockburn Street elevation are acceptable in design terms. Cycle and refuse storage has been well resolved within the footprint of the building. Some of the units are slightly under the Councils (Local Plan 2014) emerging space standards, however when considering the constraints of the site (i.e. within a conversion), this is considered acceptable. Concern over

quality of light to living area of Unit S2 which could be resolved though reconfiguring living area. Communal external area is small, however occupants would have access to amenity spaces nearby and are unlikely to be occupied by families. Unclear the status of the entrance to unit S7 which appears to be outside the application site boundary.

6.6 Recommended conditions:

- Materials samples;
- Non-masonry walling systems;
- Windows and doors;

**Head of Streets and Open Spaces (Landscape Team)**

6.7 No objection.

**Head of Streets and Open Spaces (Sustainable Drainage Officer)**

6.8 No objection subject to drainage condition.

**Head of Streets and Open Spaces (Nature Conservation Officer)**

6.9 No objection.

**Anglian Water**

6.10 The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. No evidence has been provided to show that the surface water hierarchy has been followed. Recommend condition for surface water management strategy.

6.11 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

**7.0 REPRESENTATIONS**

7.1 The owner/occupier of the following address has a made representation objecting to the proposal:

- 2 Cockburn Street

7.2 The representation can be summarised as follows:

- Driveway being used as a bin assembly point and the proximity to 2&2A
- Build-up of refuse in the driveway
- Increase in the rat population
- Bin assembly points should not abut 2&2A
- Dark corners will encourage drug users and other crime related activities
- Adequate lighting should be provided

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces (and impact on heritage assets)
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations
8. Planning Obligations (s106 Agreement)

### **Principle of Development**

8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan (2006). Policy 5/1 supports proposals for housing development on windfall sites subject to the existing land use and compatibility with adjoining uses. The site currently includes residential uses above the existing commercial units and is within a predominantly residential area along Cockburn Street. For these reasons, I consider the proposed use would be compatible and the principle of the development is acceptable in accordance with policy 5/1.



## **Context of site, design and external spaces and impact on heritage assets**

- 8.3 The extensions and alterations proposed are substantially similar to the previous scheme, and the impact on the character of the area and the conservation area was not a reason for refusal. I have no reason to take a different view and the Urban Design and Conservation team remain supportive of the proposal, subject to conditions. For the sake of completeness, I include the assessment below.
- 8.4 The proposed works would not have a significant impact on the appearance of the Mill Road frontage of Nos.190 – 192. The proposed dormers and velux windows would be positioned to align with the positions of the first-floor windows below and are subservient in scale and form. During the course of the application, it was clarified that the dormers would have a hipped roof, however the details would be secured through conditions. The Conservation team has requested agreement of the materials for the side cheeks, which can be resolved through conditions. The proposed hip-to-gable extension on the corner of Cockburn Street would not appear out of context with the area given that there is already a gable end on the opposite side of Cockburn Street.
- 8.5 The proposed raising of the ridges along Cockburn Street would not harm the character or appearance of the Conservation Area as these elements would still appear subservient to the overall ridge of the Mill Road frontage building. The relationship of building scales stepping down as the building extends out to the secondary street would still be achieved and the proposal integrates well into its context. The existing smaller building in-between no.192 Mill Road and Cockburn Street would still read as a subordinate form through its lower ridge line and set back from the street frontage. The proposed alterations to the fenestration at ground-floor and first-floor level along Cockburn Street provide a more coherent and engaging frontage than that of the existing building at No.2b Cockburn Street.
- 8.6 In my opinion, the proposed works and alterations would preserve the character and appearance of the Conservation Area. As such, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/14 and 4/11.

## Residential Amenity

### Amenity for future occupiers of the site

- 8.7 The 'cramped and small living spaces for future occupants and a constrained external living environment' was the sole reason for refusal of the previous application (17/0957/FUL). The applicant has sought to address this by reducing the number of proposed units from 12 to 10. This has entailed the loss of one of the proposed units on the ground floor and one on the proposed first floor. The proposal now includes three 1-bed units as opposed to studios. I have provided a comparison of the proposed floor spaces with the previous scheme as follows:

	<b>Proposed (10 units)</b>	<b>Previous scheme (17/0957/FUL) (12 studios)</b>
<b>Ground</b>	S1 – 47.2 (1-bed unit)	S1 – 32.7
	S2 – 41.8 (1-bed unit)	S2 – 26.6
		S3 – 30.1
<b>First</b>	S3 – 32.3 (studio)	S4 – 32.4
	S4 – 38.9 (studio)	S5 - 39
	S5 – 35.5 (studio)	S6 – 34.4
	S6 – 32.3 (studio)	S7 – 30.8
	S7 – 55.1 (1-bed unit)	S8 – 30.8
		S9 - 27
<b>Second</b>	S8 – 45.5 (studio)	S10 – 45.3
	S9 – 35.2 (studio)	S11 – 40.1
	S10 – 50.1 (studio)	S12 – 52.3

- 8.8 The smallest unit proposed under the current scheme would be 32.3sqm compared to 26.6sqm under the previous scheme. With regard to the space standard within the emerging Local Plan (2014), three of the proposed studios would be above the standard (37m<sup>2</sup>) and one of the proposed 1-bed units would be above the standard (50m<sup>2</sup>). These standards have not been formally adopted and as such can only be given limited weight. The size of the units is reflective of other developments in the local area, such as the flats on the corner of Campbell Street and Mill Road (16/1780/S73) that are in the process of being

built. Here, the smallest unit is 18.9m<sup>2</sup>. In my opinion, the larger units proposed here provide a significantly better quality of accommodation compared to the previous scheme.

- 8.9 The Urban Design team have queried the daylight levels reaching the living area of unit S2 and recommended an internal rearrangement. This room would receive some light from the south facing window, albeit this would be limited by the enclosure resulting from neighbouring properties and the overhang above. Nonetheless, I am satisfied with this on the basis that the future occupants could arrange the accommodation to suit their requirements and would be aware of the limited light levels prior to occupation. I consider this unit provides an acceptable quality accommodation.
- 8.10 The proposal has not increased the area of communal amenity space within the site. However, the reduction in the number of units would reduce the intensification of use of this space. In reality, the proposed outdoor amenity space is not meaningful and is unlikely to be used. This is acceptable in my view given the dense urban context where it is unusual for studios and 1-bed flats to benefit from private or communal outdoor amenity space. As highlighted by the Urban Design Team, the units would be in close proximity to open spaces within the city which would provide alternative amenity spaces, such as Coleridge Rec and Romsey Rec. The proposed units would not be occupied by families which typically have a greater need for outdoor amenity space.
- 8.11 For these reasons, I am satisfied that the reduction in the number of units and internal rearrangement has resulted in units that would provide an acceptable level of amenity for the future occupants that is appropriate for the urban context. I consider that in this respect the current proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/14.

#### Impact on amenity of neighbouring occupiers

- 8.12 The extensions and alterations to the built form proposed are substantially the same as the previous application. The impact of the built form was not a reason for refusal and therefore I have no reason to take a different view. For the sake of completeness, I have reiterated the assessment here. The neighbouring properties are Nos. 2 and 2a Cockburn Street to

the south, the residential flats above No. 188 Mill Road to the west, and the residential uses above No. 194 to the east.

- *Nos.2 and 2a Cockburn Street*

8.13 There are no windows on the side (north) elevation of Nos.2 and 2a Cockburn Street that face towards the application site. The proposed development would not be prominent from the garden or windows of this neighbour and I am confident that this relationship would be acceptable. There would be two first floor windows on the proposed south elevation that may allow oblique view across the garden of this neighbour but these would be high level. Only one of the units would be accessed via the entrance at the rear of the site, which is the same as the existing situation, so I do not consider that there would be a significant increase in comings and goings that would impact on this neighbour.

8.14 The occupants of this property have objected on the grounds of the impact of the bin store on their residential amenity. I have addressed this in the relevant section below. A second objection has been raised on the grounds of the potential for anti-social behaviour due to the lack of external lighting within the passageway. The site is private property and this would be a management issue and/or a criminal issue. I do not consider that the proposed extensions and alterations or the increase in the number of occupants living on the site would significantly increase the likelihood of anti-social behaviour compared to the existing situation or similar situations within the surrounding area.

- *No. 194 Mill Road*

8.15 There is a comfortable separation distance from No.194 Mill Road to the east such that the increase in ridge height proposed would not result in any harmful visual enclosure or overshadowing being experienced. There are already views across the street towards this neighbour and the proposal would not result in any harmful loss of privacy.

- *No. 188 Mill Road*

8.16 The proposed extensions would not harm the amenity of the residential flats above No.188 Mill Road in my opinion. There is

a bedroom window on the rear elevation of the first-floor flat immediately adjacent to No.190 Mill Road. The proposed physical works and additional increases in ridge heights would be set away from this neighbour's window and the additional mass would not lead to a significant increase in overshadowing in the morning or overbear this outlook in my opinion. The proposed additional extensions and ridge height increases would therefore not result in any harmful loss of light or visual enclosure being experienced at these adjoining flats. There would be a comfortable separation distance from the main rear courtyard space of these flats also. The upper-floor windows facing towards these neighbours would all be obscure glazed and I do not consider a harmful loss of privacy would be experienced.

- 8.17 For these reasons, in my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 3/14.

### **Refuse Arrangements**

- 8.18 The proposal includes a large internal bin store with a straightforward means of access onto Cockburn Street for collections. The bin store would be convenient to use so there would be no reason for users to leave bins on the highway beyond the collection day. In my opinion, the store is reasonable and would not result in overspill onto the highway. The internal store would minimise rats due to its solid construction. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Highway Safety**

- 8.19 The Highway Authority has raised no objection to the proposal on highway safety grounds subject to recommended conditions. In my opinion the requested condition for the developer to reinstate the kerb would not be a reasonable condition as it is not necessary in order to make the development acceptable. Subject to a condition for a construction traffic management plan, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

## **Car and Cycle Parking**

- *Car parking*

8.20 The proposal removes two existing car parking spaces and proposes car-free units. This complies with the Council's adopted maximum car parking standards. The site is well served by public transport along Mill Road and is located in a central location within the City. There are also good cycle links from the site into the heart of the City and the railway station is within walking distance. The residential units would all be one-bedroom and the future occupants are likely to be individuals or couples. In my opinion, the future occupants would not be dependent on car usage. As such, I do not consider any additional pressure on surrounding streets would be significant enough to harm the amenity of the wider area.

- *Cycle parking*

8.21 The proposal includes 12 no. cycle parking spaces internally within the building. This accords with the Council's adopted minimum standards and meets the dimensions and guidance set out within the Cycle Parking Guide.

8.22 For these reasons, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

## **Third Party Representations**

8.23 I have addressed the concerns regarding bin storage and anti-social behavior in the relevant section above.

## **Planning Obligations (s106 Agreement)**

8.24 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account.

- 8.25 The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floor space of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

## **9.0 CONCLUSION**

- 9.1 In conclusion, the reduction in the number of units compared to the previous scheme has resulted in units that would provide an acceptable level of amenity for the future occupants that is appropriate for the urban context. The proposal remains acceptable in terms of the impact on the amenity of neighbouring properties and the impact on the conservation area subject to the conditions recommended.

## **10.0 RECOMMENDATION**

**APPROVE** subject to the following 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 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 construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

4. 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.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

5. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period 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 2006 policy 4/13

6. Prior to the commencement of development/construction, a noise insulation / attenuation scheme as appropriate, detailing the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) and other mitigation to reduce the level of noise experienced internally at the residential units as a result of high ambient noise levels in the area shall be submitted to and approved in writing by the local planning authority. The scheme shall have regard to the external and internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To provide an acceptable living environment for future occupants (Cambridge Local Plan 2006 policies 3/7 and 4/13).

7. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. Development shall be carried out in accordance with the agreed details thereafter.

Reason: in the interests of highway safety (Cambridge Local Plan 2006 policy 8/2)



8. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/14 and 4/11)

9. Before starting any non-masonry walling systems, cladding panels or other external screens (including structural members, infill panels, edge, junction and coping) details including the colours, surface finishes/textures and relationships to glazing and roofing are to be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details and retained as such thereafter.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4 and 3/14).

10. No roofs shall be constructed until full details of the type and source of roof covering materials and the ridge, eaves and hip details, if appropriate, have been submitted to the local planning authority as samples and approved in writing. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

11. No dormers shall be constructed until full details, at a scale of 1:10, showing the construction, materials, rainwater disposal and joinery of the dormers, including their cheeks, gables, glazing bars and mouldings, have been submitted to and approved in writing by the local planning authority. Dormers shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

12. No works comprising the installation or construction of external joinery shall begin until full details of all external joinery including frames, thresholds, mullions, transoms, finishes, colours, etc., has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policy 4/11)

13. Before installing any boundary treatments along Cockburn Street as shown on the approved plans, large scale drawings including details of railings and finials shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved drawings and retained as such thereafter.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

14. The windows identified as having obscured glass on drawing number PL-3-02 REV A shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to occupation of the development hereby permitted and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall and shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/14).

15. Notwithstanding the approved plans, the first floor windows on drawing number PL-3-02 REV A shall be installed no lower than 1.7m above the finished floor level of the first-floor and shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/14).

16. No development hereby permitted shall be commenced until a surface water drainage scheme based on sustainable drainage principles and following the drainage hierarchy has been submitted to and approved in writing by the local planning authority. The drainage system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding or flooding of third party land for a 1 in 100 year event + 40% allowance for climate change. The submitted details shall:

- a) identify the existing and proposed method of surface water disposal;
- b) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site to achieve greenfield equivalent rates or a minimum 20% reduction where justified;
- c) provide information on the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
- d) provide a management and maintenance plan for the proposed SuDS features.

No building hereby permitted shall be occupied until drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan for the lifetime of the development.

Reason: To minimise flood risk (National Planning Policy Framework 2012 paragraph 103).

**INFORMATIVE:** Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

[http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring\\_construction\\_sites\\_2012.pdf](http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf)

-Control of dust and emissions during construction and demolition - supplementary planning guidance

[https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)

**INFORMATIVE:** Traffic management plan details; The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).

iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

**INFORMATIVE:** This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

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