Application Number 13/1366/FUL

Date Received 16th September 2013

Officer Mr Sav Patel

Target Date 16th December 2013

Ward West Chesterton

Site Land at and to the rear of Nos 60-64 Chesterton Road And No 2A Trafalgar Road Cambridge Cambridgeshire CB4 1EP

Proposal Erection of a mews style form of development containing 11 x 1 bed flats together with the reconfiguration of the residential accommodation above Nos 60-64 Chesterton Road to replace the existing 2 flats with 4 flats (2 x 2 bed flats and 2 x 1 bed flats) with 1 car parking space, cycle parking and areas of hard and soft landscaping

Applicant HTS Estates Ltd

SUMMARY

The development accords with the Development Plan for the following reasons:

- The proposed development makes efficient and effective use of previously developed plans.

- The design and scale of the development is of high quality and as such would make a positive contribution to the area and improve the views into and out of the Conservation Area.

- The proposed development would not have any adverse impact on the residential amenity of the adjoining neighbours.

RECOMMENDATION APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is located on the southern side of Chesterton Road and on the eastern corner of Trafalgar Road. The land to the rear of 62 and 64 Chesterton Road contains an enclosed flat roof building used for ancillary functions in connection with the retail units fronting Chesterton Road. The application site also includes the first floor of 62 and 64 Chesterton Road, the residential unit at 2a Trafalgar Road and parcel of undeveloped land between no.2a and 2 Trafalgar Road.

1.2 2a Trafalgar Road is a recent three storey (rooms in roof) detached residential dwelling with limited rear amenity space. Permission was granted for this dwelling in 2005. Planning permission was also granted in 2011 for two dwellings on the parcel of land south of no.2a Trafalgar Road but this has not been implemented.
1.3 The majority of the site has been built on. The flat roof building at the rear of the retail units is enclosed by a metal rail at first floor and is accessible via a staircase on the southern end. The staircase provides access to the existing flats in the first floor of 62 and 64 Chesterton Road. There is also a large pitched roof building which runs parallel with the southern boundary. The gable end of this building faces east onto an existing access lane which runs between and parallel with Trafalgar Road and Ferry Path. The access lane contains outbuildings and garages which serve the properties in Trafalgar Road and Ferry Path.

1.4 The retail units fronting Chesterton Road form part of a parade of commercial units that are within the area designated as a ‘District and Local Centre’. There is a Chinese restaurant (The Hotpot) located adjacent to the site (east). The flue for the Chinese restaurant is located adjacent the application site.

1.5 The southern boundary of the site abuts the edge of the Conservation Area (De Freville no.11). The site is also located within a Controlled Parking Zone.

2.0 THE PROPOSAL

2.1 The proposal is for the redevelopment of the site to accommodate a mews type development of two three storey detached buildings to provide 11 x 1bed units and the reconfiguration of the existing residential units above 60-64 Chesterton Road with additional roof extension to 60 Chesterton Road to replace the existing 2 flats with 4 flats (2 x 2 bed flat and 2 x 1 bed flats). The proposal also includes 1 car parking space, cycle parking, bin storage and areas of hard and soft landscaping.

2.2 The proposal also includes no.2a Trafalgar Road which is a 2½ storey detached property with an enclosed garden area. The enclosed garden area would be removed to enable the creation of a landscaped communal courtyard garden for the whole development.

2.3 Access for future residents would be made via two points on the Trafalgar Road side. Cycle access is also proposed onto the access lane to the east.

2.4 The application is accompanied by the following supporting information:

1. Design Statement
2. Planning Statement
3. Contaminated land Desk Study
4. Drainage Proposals and Survey drawings
5. Shading Analysis
6. Noise Assessment
7. Transport Statement
8. Site Waste Management Plan
10. Application drawings.
2.5 Amended plans have been received which show the following revisions:

- The roof form, elevations and balcony configuration of the two three-storey buildings have been altered, which has resulted in a slight reduction in the overall height of the development and set back the second floor living area to limit the impact from overlooking and overbearing on the occupier of no.2 Trafalgar Road.
- Due to concerns raised by our Environmental Health Team, the scheme has been revised so that there are no openings closer to the existing Chinese restaurant flue than those in the existing flats nearby. This has resulted in the front door for apartment 5 being relocated to the front of the staircase rather than in the eastern elevation.

3.0 SITE HISTORY

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/0806/FUL</td>
<td>Construction of 2no two bedroom terrace houses at Land Adjacent To 2 And 2A Trafalgar Road</td>
<td>APPROVED</td>
</tr>
<tr>
<td>09/1116/FUL</td>
<td>Erection of one dwelling on land Adjacent To 2A Trafalgar Road</td>
<td>APPROVED</td>
</tr>
<tr>
<td>07/1229/FUL</td>
<td>Retrospective application for retention of 2no. cold room condenser units and 1no. air conditioning condenser unit and installation of acousting housing.</td>
<td>APPROVED</td>
</tr>
<tr>
<td>05/0089/FUL</td>
<td>Erection of one 3 bedroom house on land between 60 Chesterton Road And 2 Trafalgar Road</td>
<td>APPROVED</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>PLAN</th>
<th>POLICY NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4/11 4/13</td>
</tr>
<tr>
<td></td>
<td>5/1 5/2</td>
</tr>
<tr>
<td></td>
<td>8/1 8/2 8/4 8/6 8/7 8/10 8/16 8/18</td>
</tr>
<tr>
<td></td>
<td>10/1</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Circular 11/95</td>
</tr>
<tr>
<td></td>
<td>Community Infrastructure Levy Regulations 2010</td>
</tr>
<tr>
<td>Supplementary Planning Documents</td>
<td>Sustainable Design and Construction</td>
</tr>
<tr>
<td></td>
<td>Cambridgeshire and Peterborough Waste Partnership (RECAP) : Waste Management Design Guide</td>
</tr>
<tr>
<td></td>
<td>Planning Obligation Strategy</td>
</tr>
<tr>
<td></td>
<td>Public Art</td>
</tr>
<tr>
<td>Material Considerations</td>
<td>Central Government:</td>
</tr>
<tr>
<td></td>
<td>Letter from Secretary of State for Communities and Local Government (27 May 2010)</td>
</tr>
<tr>
<td></td>
<td>Written Ministerial Statement: Planning for Growth (23 March 2011)</td>
</tr>
<tr>
<td></td>
<td>National Planning Practice Consultation</td>
</tr>
<tr>
<td></td>
<td>Area Guidelines:</td>
</tr>
<tr>
<td></td>
<td>Northern Corridor Area Transport Plan</td>
</tr>
<tr>
<td></td>
<td>Conservation Area Appraisal:</td>
</tr>
<tr>
<td></td>
<td>De Freville no.11</td>
</tr>
</tbody>
</table>
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 are of relevance.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 The low level of car parking is likely to place additional parking demand upon the on-street parking on nearby streets, which may impact on residential amenity. However, this is unlikely to result in any significant adverse impact on highway safety. The residents of the new dwellings will not quality for Residents Permit Parking Schemes. NCATP contribution is required.

6.2 No objections to the proposal subject to conditions and informatives.

Head of Refuse and Environment

6.3 The Environmental Health team have raised objections to the proposed scheme on the basis that no odour assessment was carried out to determine the level of discharge from the existing flue extraction system serving the adjoining restaurant use (66 Chesterton Road). Aside from this no other objections were raised and standard conditions have been recommended to control construction/demolition/ delivery/collection hours, noise, odour assessment and scheme for mechanically ventilating the scheme. The Waste Strategy Officer is happy with the proposed refuse storage arrangements.

Urban Design and Conservation Team

Comments on original submission:

6.4 The UDCT are concerned that the proposed render, painted brickwork and fibre cement roof tiles form a poor relationship with the prevailing materials used in the terrace houses. The following amendments are also needed:
Introduce timber louvers/screens to the windows on the east elevation of the southern 1st floor 1 bed flat within the mews block; and Clarify the type of green roof proposed on the flat roof area.

6.5 Provided these amendments are carried out and subject to conditions support could be given to the application proposal.

Comments on the amended design:

6.6 The UDCT also supports the proposed amendments subject to additional amendments and further information required as follows:

- The roof area to plot 4 appears as a balcony space – this needs to be clarified. The patio doors should be deleted and replaced with full height glazing;
- Provide obscure glazing within the first floor window on the southern elevation;
- Use natural slate or similar for the new pitched roof areas above no.60-64 Chesterton Road; and
- Clarification on the balcony screens to the first floor units.

Senior Sustainability Officer (Design and Construction)

Supports the approach taken in the renewable energy provision and sustainable design and construction for this proposal.

Head of Streets and Open Spaces (Landscape Team)

6.7 Supports the proposed development and should the application be approved requests a hard and soft landscaping condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.8 Comments are awaited. These will be reported on the amendment sheet or verbally at the meeting.

Cambridgeshire County Council (Archaeology)

6.9 The site lies in an area of high archaeological potential. Therefore a condition requiring site investigation work to be carried out prior to development is requested.

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:

- 7 Chesterton Road
- 14 Chesterton Road
- 18 Chesterton Road
- 74-76 Chesterton Road
- 155 Chesterton Road
- 193 Chesterton Road
- 7 Chesterton Hall Crescent
- 26 Herbert Street
- 25 Herbert Street
- 30 Herbert Street
- 37 Herbert Street
- 38 Herbert Street
- 43 Herbert Street
- 1 Ferry Path
- 2 Ferry Path
- 4 Ferry Path
- 11 Ferry Path
- 25 Ferry Path
- Dynevor, George Street
- 31 George Street
- 62 Kimberley Road
- 82 Kimberley Road
- 5 Pretoria Road
- 14a Pretoria Road
- 2 Trafalgar Road
- 8 Trafalgar Road
- 24 Trafalgar Road
- 26 Trafalgar Road
- 30 Trafalgar Road
- 32 Trafalgar Road
- 34 Trafalgar Road
- 6 Springfield Road
- 21 Springfield Road
- 32 Springfield Road
- 23 Victoria Park
- 65 Victoria Road

7.2 The representations can be summarised as follows:

- Insufficient car parking proposed to support the proposed development, which is likely to add to the existing car parking problems on the surrounding streets;
- No provision for disabled or visitor parking;
- Additional cars would create more traffic congestion which would present a safety hazard;
- Overdevelopment of the site and overcrowding;
Detrimental impact on the residential amenity of no.2 Trafalgar Road
The proposed development is out of scale and character with the surrounding built form;
The scale and materials of the proposed development would have a detrimental impact on the Conservation Area;
The scale of development will result in an excessive period of disruption and disturbance for local businesses, and potential disruption from any future residents moving in and out of the flats;
The proposal is piecemeal development and would prejudice the overall requirements of Mitcham's Corner;
This proposal would increase pressure on local services such as schools and health provisions;
The proposed flats are too mean in size and provide inadequate floor area for reasonable living conditions;
The proposal has very little space for outdoor activity;
No plans showing the increase in height compared to the existing properties to the south;

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. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations
11. Planning Obligation Strategy

Principle of Development

8.2 The provision of additional dwellings on previously developed land, which makes effective and efficient use of such land in sustainable locations, is generally supported by central government advice contained within the National Planning Policy Framework 2012. Policy 5/1 of the Cambridge Local Plan 2006 allows for residential development from windfall sites, subject to the existing land use and compatibility with adjoining uses, which is discussed in more detail in the amenity section below. The proposal is in compliance with these policy objectives.
8.3 The application site is located to the rear of a parade of shops which front Chesterton Road. The parade forms part of a District and Local Centre designation. However, the prevailing use of the area is residential. The site is located in a highly sustainable location due its close proximity to local shops, services and public transport and cycle links. The site is also located within reasonable walking and cycling distance of the city centre.

8.4 The proposed development would make efficient and effective use of a previously developed and constrained parcel of land and would compromise the redevelopment potential of Mitcham’s Corner due to its location and scale.

8.5 In my opinion, the principle of the development is acceptable and in accordance with the NPPF and Local Plan policy 5/1.

Context of site, design and external spaces

8.6 The site is located to the rear of an existing parade of Class A use. The existing units were originally of two storeys, but have been converted to include additional accommodation in the roof space. The land to the rear appears to be used as a combination of yard and enclosed storage area, as well as private garden for no.2a Trafalgar Road. The rooftop of the enclosed storage area is used to provide access to the residential flats in the first floor of the 62 and 64 Chesterton Road. The walkway currently allows residents to these existing flats direct and clear views over the private amenity areas of the dwellings in Trafalgar Road.

8.7 To the rear of the site (south) is the boundary of the De Freville Conservation Area. The southern boundary also adjoins the side garden boundary of 2 Trafalgar Road. The properties in Trafalgar Road comprise mainly two storey Victorian terrace dwellings fronting the back edge of the pavement. The dwellings in Ferry Path, to the east, are also two-storey terrace dwellings.

8.8 The built form of the area, particularly on the southern side of Chesterton Road, is characterised mainly by two/two and a half storey Victorian terraced dwellings and buildings of domestic scale such as garages and outbuildings. However, I note that beyond the Ferry Path junction (east), there are examples of three storey properties including three storey residential blocks of flats. There are also other examples of three storey properties to the north of the site.

8.9 There are nearby examples of 2 ½ storey dwellings in which the roofspace has been converted to provide additional residential accommodation, particularly no.2a Trafalgar Road and 60 to 66 Chesterton Road. The roof conversions are emphasised by pitched dormer windows.

8.10 The design of the proposed buildings, which is a modern, high density residential development, contrasts, in my view, sympathetically with the traditional architectural style and scale of the surrounding building form.
The proposed building would be three storey but the upper level has been designed to appear subservient and within the roof. The roof form, which has been revised to address concerns relating to scale, would appear less prominent, particularly at ground level from Trafalgar Road.

8.11 The applicant has demonstrated through a massing study that the proposed building would not be entirely visible from Chesterton Road but would be from oblique views.

8.12 The proposed buildings comprise two detached blocks with access to the upper levels via a steel staircase that runs through the middle. The proposal seeks to create a ‘mews’ style development within this back land and constrained location. The proposed mews buildings would be located against the eastern boundary with 66 Chesterton Road and served by a staircase, which would provide access to the flats within no.64. The buildings would be detached from the rear of 60 and 64 Chesterton Road. The southern block, closest to 2 Trafalgar Road, includes a two-storey side and rear sections which comprises the cycle parking area (including plant and meters) on the ground floor, a residential unit on the first floor and a stair core to provide access to three apartments (two on first floor and one on second floor). The roof top of this element is proposed to be a ‘green roof’ which is contained behind a parapet wall. This two storey section of the proposal would be set back from the western elevation of the block and run along the southern boundary.

8.13 The proposed blocks are 9.3 metres wide; 10.6 metre in depth and 9.9 metres to the ridge (1.6 metres above the ridgeline of 2 Trafalgar Road. In terms of proximity to no.2, the block would be 8.6 metres from the windows in main rear elevation. The second floor has been pushed back and would be 11.5 metres from the rear elevation of no.2.

8.14 The two storey section on the southern boundary would be 6 metres in height (to top of parapet wall) and set back from no.2 by 12.3 metres. This section of the development runs along the rest of the southern boundary terminating in line with the rear boundary with no.2.

8.15 The design of the proposed blocks has evolved from that which was originally submitted following concerns expressed by officers regarding its scale and impact on the neighbour at no.2 Trafalgar Road. The original design of the second floor comprised a series of framed gables with balconies set behind, which was too visually dominant on the adjoining neighbour. Following discussions with the applicant a revised scheme was submitted, which removed the framed gable sections in favour of angled roof sections set within a parapet wall. This amendment reduced the visual dominance of the entire roof section (second floor) over both blocks. The balcony for the apartment closest to the side boundary with no.2 Trafalgar Road has also been removed.

8.16 In addition to these alterations, the applicant has revised the shape of each block. The western facade of the southern block has been made concave whereas the block to the north has been given a convex form.
This not only gives the buildings symmetry but also angles the windows, particularly in the first floor apartments, away from the rear of no.2. This elevational revision along with the revised roof form has significantly altered the appearance of the scheme while maintaining a high quality design solution for the site. The cumulative effects of these revisions have, in my view, addressed my concerns with the scale of the development.

8.17 The roof extension to no.60 to accommodate an additional residential unit was carefully considered due to its prominent location on the corner of Trafalgar Road and Chesterton Road. Several schemes were considered at the pre-application stage.

8.18 The applicant considered a various designs in consultation with officers. Officers considered the submitted roof extension design, which includes a small flat roof dormer window facing Trafalgar Road to be acceptable in this context.

8.19 Overall the proposed development is considered to be of high quality design and of a scale that would be appropriate for this location. The back yard area is current a ‘mish-mash’ of buildings and areas of hardstanding. The proposed development would significantly improve the visual appearance of the area and would enhance views into and out of the Conservation Area.


Public Art

8.21 All major developments are required to provide Public Art either on site, if appropriate, or as a commuted sum. The applicant has agreed to contribute a commuted sum (equating to 1% of the Capital Construction Costs) through a S106 agreement.

8.22 In my opinion 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

8.23 All major developments are required to provide renewable energy provision. The applicant has submitted a Renewable Energy Report which appraises a variety of renewable energy options. The report concludes that PV panels would be the most practical solution in order to provide 10% energy from renewables. A total area of approximately 85sqm would be required for the PV panel in order to achieve the 10%. This approach has been supported by our Sustainability Officer.

8.24 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**

8.25 The proposed ground floor units would be directly accessed from the communal courtyard via a level access. This means that five units (four units in the new buildings and no.2a, via its rear doors) in the proposed development would be accessible via a level access.

**Residential Amenity**

Impact on amenity of neighbouring occupiers

8.26 The site is a constrained parcel of land due to its size, shape, surrounding buildings and uses, and proximity to the existing occupiers and the Conservation Area. The occupier of 2 Trafalgar Road would be the most affected by any development on the site. Therefore, careful consideration has been given to the scale and proximity of the development and window positioning.

8.27 The scale of development is considered to be acceptable, in my view. There are many three storey buildings in this location including 60-64 Chesterton Road and 2a Trafalgar Road. However these properties have had their roofs converted to provide the third storey. Therefore in order to reduce the scale of the development the proposed buildings have been designed to give the second floor a lightweight and subservient appearance to avoid causing an overbearing and adverse sense of enclosure on the occupier of no.2 Trafalgar Road. The proposed buildings have no loft space as the second floor is to be provided in the roofscape.

8.28 The development steps down to two storey on the southern boundary, which in my view mitigates the dominance of the development and gives architectural interest in the southern elevation from the Conservation Area. The ridgeline line of the three storey element would be approximately 1.6 metres above the ridge of no.2. However, the accommodation on the second floor would be set back by 2.9 metres from the back edge of the western elevation. This set-back and the revised roof design would ensure that the visual impact of the second floor mass is much more limited when seen from ground level nearby. Furthermore, the second floor accommodation would be separated by 11.5 metres from the rear elevation of no.2 Trafalgar Road. The element nearest no.2 would be the first floor and parapet wall for the second floor which would be located 8.5 metres from the window in rear elevation of no.2. The height of the building (to the parapet on the second floor) would be 6.8 metres. In comparison the eaves height of no.2 is 5.6 metres. Therefore the 1.2 metre difference in height is not considered to be a significantly out of scale building-to-building relationship in this urban context.

8.29 In terms of the impact from overshadowing, I do not consider the proposed development would cause any harmful shadowing on the residents to the south. The site is located north of the properties in Trafalgar Road and to the west of the site is a commercial use (HSBC bank). Given the sun’s
path, the proposed development would not cast any significant shadows over the nearest rear gardens and dwellings to the south. The applicant has demonstrated this in a shadow study, which has been produced for March, June, September and December at 9am, 1pm and 5pm. Therefore, I am of the view that the proposed development would not cause any adverse overshadowing issue on the neighbouring occupiers.

8.30 In my view, whilst the development will have a significant presence when seen from the rear garden of no.2 (and to a lesser degree the other properties in Trafalgar Road), the scale and proximity of the development would not cause an adverse overshadowing or adverse sense of enclosure issue such that it would warrant refusal.

8.31 In terms of overlooking, there are no windows in the proposed development that would directly overlook the private amenity area of no.2 or the other properties in Trafalgar Road. The fenestration of each façade has been carefully designed and laid out to ensure that not only are the future residents provided with sufficient levels of daylight but there is no direct overlooking. Whilst there would be oblique views from the first floor apartments, screens have been proposed either side of the patio doors. The concave western elevation also helps to limit views to the south. Furthermore, the proposal includes the planting of a tall tree adjacent to the southern boundary to further mitigate any overlooking. The specimen of tree to be used has been agreed with the Landscape Officer.

8.32 There are three windows at first floor level in the southern elevation. These windows are mainly to provide light into a living room, a bedroom and bathroom. The living room window can be frosted, as it is an ancillary window to provide light (due to its southerly aspect) and the bedroom window has been angled so that it faces the rear most section of the garden at no.2, and the bathroom window is to be obscurely glazed. I have recommended a condition that requires the first floor living room window in the southern elevation to be frosted.

8.33 The second floor apartments would not have access to the roof areas enclosed by the parapet wall. These areas shall be for roof maintenance and emergency access only. This has been ensured by having fixed glazing with small hatches for maintenance access only. Details of the maintenance access have been conditioned.

8.34 In terms of the impact on the residents of 2a Trafalgar Road, this dwelling is to form part of the mews development. The existing garden wall is to be removed and the amenity area opened up to provide a communal courtyard area for all future residents. Whilst the window to window distance between 2a and the apartments, particularly on the first floor, would be relatively short, I am of the view that in this context it would be acceptable.

8.35 I am of the view that the proposed development has been carefully designed to minimise any adverse overlooking issue on the adjoining occupiers.
8.36 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 of future occupiers of the site.

8.37 I am of the view that the proposed development would provide a high quality living environment for future residents particularly in this urban context. The communal garden would provide a pleasant outdoor space with a southerly aspect for residents to enjoy.

8.38 The one bed units vary in size between 35sqm and 45 sqm and the two bed units would have an area of between 50sqm and 55sqm. Whilst there are no specific policies or limits in the Local Plan regarding size of living accommodation, the size of the units proposed are acceptable levels of living accommodation for a city centre location. The proposed development makes efficient and effective use of previously developed land without adverse compromising on the quality of living accommodation that is proposed.

8.39 In terms of residential amenity, there would not be any direct or adverse levels of overlooking from any dwellings or properties outside the site, which would cause a concern. The relationship between the residential units in the site would be of a typical mews style development, which is acceptable in this context.

8.40 Concerns have been raised with the proximity and effects from the existing extraction flue on the eastern boundary which serves the Chinese restaurant at no.66 Chesterton Road. No odour assessment of the existing flue has been submitted. The flue is located adjacent to eastern boundary and would not protrude beyond the roof line of the proposed buildings. It is understood that the applicant has been unable to gain access to properly assess the flue or reach an agreement with the tenants of the restaurant towards upgrading/relocating the flue.

8.41 The Environmental Health Team raised an objection to the proposal on the ground that an odour assessment was not submitted to determine the odour levels from the existing flue (on the eastern boundary) and dispersal rate. They do not consider the existing flue cowl (cover) to be the most effective means of dispersing odour/fumes, particularly as the proposed development would be adjacent to the flue. Without an assessment, it is difficult to assess what impact the flue and any odour would have on the amenity of future residents. Also, as the flue is not with the applicant’s (landowner) control, they are unable to replace or move it.

8.42 The Environmental Health team have not received any complaints against the flue in terms of odour from local residents. However, the absence of complaints concerning odour is not a guarantee that unreasonable levels of odour do not affect the locality. Therefore, without an odour
assessment or means to ensure the upgrading or relocation of the existing flue, the applicant has had to reconsider their approach.

8.43 To overcome the odour concerns, the applicant has agreed to mechanically ventilate the development and have sealed windows on the eastern elevation. The applicant has also revised the scheme so that, whilst the new blocks would be adjacent to the flue, there would be no proposed receptors any closer than the existing flats on site and nearby. A specifically worded condition has been agreed with Environmental Health, so that the required level of information is provided for the mechanical ventilation, to ensure the impact on the residential amenity of future residents is satisfactorily protected. Whilst mechanically ventilating a building is not the ideal solution, particularly for residential development, the site constraints dictate this approach is taken.

8.44 Therefore, in this situation, in my view, it is reasonable to mechanically ventilate the entire scheme and have sealed windows on the eastern elevation of the three storey buildings. I do not consider it necessary to have sealed windows in the rest of the scheme. However, the windows in the western elevation of the second floor apartments shall have restricted openings to prevent any future residents from accessing the roof area. This is primarily to protect the residential amenity of the residents in Trafalgar Road. The external areas on the second floor shall only be accessible for emergency escape and maintenance purposes.

8.45 It would be unreasonable to expect the entire development to have sealed windows and be mechanically ventilated, as this would create a poor living environment for any future residents.

8.46 Therefore, in my view, providing a balance that offers residents the opportunity to open windows but then have the ability to use the mechanical ventilation if/when there is an odour nuisance issue is the best possible solution in this situation.

8.47 Therefore, subject to conditions regarding mechanical ventilation and sealed windows in the eastern elevation, in my opinion, the proposal would provide a high-quality living environment for future occupiers whilst protecting the residential amenity of the adjoining residents in Trafalgar Road. I consider that the proposal in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7, 3/12 and 4/13.

Refuse Arrangements

8.48 The proposed includes two communal and secure bin storage areas within the site. The bin stores are to be located close to both access points adjacent to Trafalgar Road. The storage areas are to be contained in large communal wheeled containers for green waste, dry recycling and residue waste. The apartments are to be provided with integral containers to help manage and collect waste before it is deposited in the external containers. The proposed arrangement is acceptable. I have however recommended a
condition which seeks specific details of the storage arrangements and compounds to be submitted for consideration prior to development.

8.49 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

**Highway Safety**

8.50 The proposed development is unlikely to lead to any adverse highway safety concerns. The highways authority has considered this scheme and does not consider there to be any adverse impact upon highway safety but indicated that the proposal has the potential to create additional parking demand upon unrestricted streets.

8.51 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

**Car and Cycle Parking**

**Car Parking**

8.52 The Car Parking Standards set a maximum provision of one car parking spaces per dwelling up to two bedrooms. On this basis, 13 spaces would be the maximum level permitted to serve the 13 proposed new residential units. However, it is Local Plan policy to promote lower levels of car parking in order to encourage a modal shift towards sustainable forms of transport.

8.53 The proposal seeks to provide one off-street car parking space (visitor/disabled) for the development. Whilst this is below the maximum level permitted by the standards, I am of the view that as the application site is located in a highly sustainable location due its proximity to shops and services, access to public transport links and good cycle and walking links into the city centre, a lower level of car parking would be acceptable in this location and would discourage the need for car ownership.

8.54 In addition, as many of the surrounding roads have parking restrictions and none of the future residents would qualify for resident parking permits this is likely to further discourage any future resident from car ownership in this location. Therefore, in view of this and the site’s highly sustainable location, I believe one car parking space for this development would be acceptable.

**Cycle Parking**

8.55 The proposal includes a designated covered cycle storage area for 18 cycles and two separate stands located under the staircase that provides access to the apartments in no.62-64 Chesterton Road. This is above the requirements of the Council’s standards (17). The main cycle storage area is located adjacent to the southern boundary. Sheffield stands are proposed to be used.
In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

**Third Party Representations**

I have addressed most of the third party representations received in the above section. I therefore set out below my response to the issues that I have not addressed.

Disturbance during construction

Conditions are recommended to mitigate any nuisance impact on the residential amenity of the surroundings such as dust, working hours, delivery/collection hours etc.

Pressure on local services

The proposed development is for a net increase of 13 units. Planning obligation contributions to support the necessary improvement is services and infrastructure will be required as detailed below.

The County Council has sought contributions towards Life-long learning.

**Planning Obligations**

The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

(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.

The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments and the Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The
proposed development triggers the requirement for the following community infrastructure:

**Open Space**

8.62 The Planning Obligation Strategy requires that all new residential developments contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. The proposed development requires a contribution to be made towards open space, comprising outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers. The total contribution sought has been calculated as follows.

8.63 The application proposes the erection of 11 one-bedroom flats, two-bedroom flats and two one-bedroom flats. The net total of additional residential units is 13. A house or flat is assumed to accommodate one person for each bedroom, but one-bedroom flats are assumed to accommodate 1.5 people. Contributions towards provision for children and teenagers are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

<table>
<thead>
<tr>
<th>Outdoor sports facilities</th>
<th>Type of unit</th>
<th>Persons per unit</th>
<th>£ per person</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>studio</td>
<td>1</td>
<td>238</td>
<td>238</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 bed</td>
<td>1.5</td>
<td>238</td>
<td>357</td>
<td>11</td>
<td>3927</td>
</tr>
<tr>
<td></td>
<td>2-bed</td>
<td>2</td>
<td>238</td>
<td>476</td>
<td>2</td>
<td>952</td>
</tr>
<tr>
<td></td>
<td>3-bed</td>
<td>3</td>
<td>238</td>
<td>714</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4-bed</td>
<td>4</td>
<td>238</td>
<td>952</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>4879</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Indoor sports facilities</th>
<th>Type of unit</th>
<th>Persons per unit</th>
<th>£ per person</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>studio</td>
<td>1</td>
<td>269</td>
<td>269</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 bed</td>
<td>1.5</td>
<td>269</td>
<td>403.50</td>
<td>11</td>
<td>4438.5</td>
</tr>
<tr>
<td></td>
<td>2-bed</td>
<td>2</td>
<td>269</td>
<td>538</td>
<td>2</td>
<td>1076</td>
</tr>
<tr>
<td></td>
<td>3-bed</td>
<td>3</td>
<td>269</td>
<td>807</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4-bed</td>
<td>4</td>
<td>269</td>
<td>1076</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>5514.5</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Informal open space</th>
<th>Type of unit</th>
<th>Persons per unit</th>
<th>£ per person</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>studio</td>
<td>1</td>
<td>242</td>
<td>242</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 bed</td>
<td>1.5</td>
<td>242</td>
<td>363</td>
<td>11</td>
<td>3993</td>
</tr>
<tr>
<td></td>
<td>2-bed</td>
<td>2</td>
<td>242</td>
<td>484</td>
<td>2</td>
<td>968</td>
</tr>
<tr>
<td></td>
<td>3-bed</td>
<td>3</td>
<td>242</td>
<td>726</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4-bed</td>
<td>4</td>
<td>242</td>
<td>968</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>4961</strong></td>
</tr>
</tbody>
</table>
### Provision for children and teenagers

<table>
<thead>
<tr>
<th>Type of unit</th>
<th>Persons per unit</th>
<th>£ per person</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td>studio</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>1 bed</td>
<td>1.5</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2-bed</td>
<td>2</td>
<td>316</td>
<td>632</td>
<td>2</td>
<td>1264</td>
</tr>
<tr>
<td>3-bed</td>
<td>3</td>
<td>316</td>
<td>948</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-bed</td>
<td>4</td>
<td>316</td>
<td>1264</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>1264</strong></td>
</tr>
</tbody>
</table>

8.64 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010) and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010).

### Community Development

8.65 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The total contribution sought has been calculated as follows:

<table>
<thead>
<tr>
<th>Community facilities</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>1256</td>
<td>11</td>
<td>13816</td>
</tr>
<tr>
<td>2-bed</td>
<td>1256</td>
<td>2</td>
<td>2512</td>
</tr>
<tr>
<td>3-bed</td>
<td>1882</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-bed</td>
<td>1882</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>16328</strong></td>
</tr>
</tbody>
</table>

8.66 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

### Waste

8.67 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought has been calculated as follows:
<table>
<thead>
<tr>
<th>Waste and recycling containers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of unit</td>
</tr>
<tr>
<td>House</td>
</tr>
<tr>
<td>Flat</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

8.68 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/7, 3/12 and 10/1 and the Planning Obligation Strategy 2010.

**Household Recycling Centres**

8.69 A network of Household Recycling Centres is operational across the Cambridgeshire and Peterborough area. Continued development will put pressure on the existing facilities and require expansion of the network. Financial contributions are required in accordance with the Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012). These contributions vary according to the nature and scale of the proposed development and are based on any additional costs for the relevant local authority arising out of the need for additional or improved infrastructure, which is related to the proposed development.

8.70 The adoption of the Waste Management Design Guide SPD requires a contribution to be made in relation to all new development where four or more new residential units are created. Policy CS16 of the adopted Minerals and Waste Core Strategy requires new development to contribute towards Household Recycling Centres (HRCs) consistent with the RECAP Waste Management Design Guide SPD.

8.71 For new development in Cambridge the relevant HRC is located at Milton. The following table sets out how the contribution per new dwelling has been calculated for the Milton HRC.
### Notes for Milton Infrastructure/households

<table>
<thead>
<tr>
<th>Notes for Milton</th>
<th>Infrastructure/households</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 sites at £5.5 million</td>
<td>£22 million</td>
<td>Cost per site sourced from Mouchel Parkman indicative costs 2009</td>
</tr>
<tr>
<td>Total catchment (households)</td>
<td>115,793</td>
<td>WMT Recycling Centre catchment tables CCC mid 2009 dwelling figures</td>
</tr>
<tr>
<td>New households</td>
<td>24,273</td>
<td>CCC housing trajectory to 2025 as of December 2010</td>
</tr>
</tbody>
</table>

**Infrastructure costs**

\[
\text{Total number of households in catchment} \times \text{New households in catchment} \]

\[
\frac{£22 \text{ million}}{115,793} \times 24,273 = £4,611,730
\]

Total Developer Contribution per household = £190

The net gain is 13 therefore the necessary contribution towards HRC is £2470.

8.72 Subject to the completion of a S106 planning obligation to secure the requirements of the Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012), I am satisfied that the proposal accords with the Cambridgeshire and Peterborough Minerals and Waste Development Plan (Core Strategy Development Plan Document July 2011) policy CS16.

**Education**

8.73 Upon adoption of the Planning Obligation Strategy (2010) the Council resolved that the Education section in the 2004 Planning Obligations Strategy continues to apply until it is replaced by a revised section that will form part of the Planning Obligations Strategy 2010. It forms an annex to the Planning Obligations Strategy (2010) and is a formal part of that document. Commuted payments are required towards education facilities where four or more additional residential units are created and where it has been established that there is insufficient capacity to meet demands for educational facilities.

8.74 In this case, 13 additional residential units are created and the County Council have confirmed that contributions are not required for pre-school education, primary education and secondary education for one-bedroom units. Contributions are therefore required on the following basis.
### Pre-school education

<table>
<thead>
<tr>
<th>Type of unit</th>
<th>Persons per unit</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>1.5</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2+- beds</td>
<td>2</td>
<td>810</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

### Primary education

<table>
<thead>
<tr>
<th>Type of unit</th>
<th>Persons per unit</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>1.5</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2+- beds</td>
<td>2</td>
<td>1350</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

### Secondary education

<table>
<thead>
<tr>
<th>Type of unit</th>
<th>Persons per unit</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>1.5</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2+- beds</td>
<td>2</td>
<td>1520</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>0</strong></td>
</tr>
</tbody>
</table>

### Life-long learning

<table>
<thead>
<tr>
<th>Type of unit</th>
<th>Persons per unit</th>
<th>£ per unit</th>
<th>Number of such units</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>1.5</td>
<td>160</td>
<td>13</td>
<td>2080</td>
</tr>
<tr>
<td>2+- beds</td>
<td>2</td>
<td>160</td>
<td></td>
<td>2080</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>2080</strong></td>
</tr>
</tbody>
</table>

8.75 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy 2010, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

**Transport**

8.76 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated. The site lies within the North Corridor Area Transport Plan where the contribution sought per trip is £399.

8.77 The Highway Authority has made an assessment of the proposal, on which the following assessment of expected additional trips and contributions is based.
### Northern Corridor Area Transport Plan

<table>
<thead>
<tr>
<th>Existing daily trips (all modes)</th>
<th>Predicted future daily trips (all modes)</th>
<th>Total net additional trips</th>
<th>Contribution per trip</th>
<th>Total £</th>
</tr>
</thead>
<tbody>
<tr>
<td>64</td>
<td></td>
<td>399</td>
<td>25536</td>
<td></td>
</tr>
</tbody>
</table>

8.78 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy 2010, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 8/3 and 10/1 and the Planning Obligation Strategy 2010.

#### Public Art

8.79 The development is required to make provision for public art and officers have recommended as set out in paragraphs 8.21 to 8.22 above that in this case a commuted sum is appropriate.

8.80 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

#### Monitoring

8.81 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term and £300 per non-financial head of term. Contributions are therefore required on that basis.

#### Planning Obligations Conclusion

8.82 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

### 9.0 CONCLUSION

9.1 The proposed redevelopment of this back-land site, which is in poor condition to create a mews style development comprising 13 new residential units arranged in two three storey detached building including communal courtyard and cycle and bin storey provision would significant improve this location. The external elevations of the buildings have been carefully laid out to avoid causing any direct overlooking of the existing neighbours. The modern design is a creative design solution for this constrained back location and whilst views of the entire development would be limited there would be view through the gaps into the site along Trafalgar Road and the rear access lane. The scale of the development
has also been carefully considered so as to avoid creating an adverse sense of enclosure on the neighbour immediately to the south. The scale of the proposed development is comparable with the prevailing built form of the area and would not appear out of keeping in these terms.

9.2 The design of the development would make a positive improvement to the character and appearance of this part of the Conservation Area and would not have a significantly adverse impact on the amenity of neighbouring residential properties.

9.3 The proposed development is compliant with the NPPF and relevant policies contained in the Cambridge Local Plan 2006.

10.0 RECOMMENDATION

1. APPROVE subject to the satisfactory completion of the s106 agreement by 30 June 2014 and subject to the following conditions and reasons for approval:

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 brickwork is to be erected until the choice of brick, bond, mortar mix design and pointing technique have been submitted to and approved in writing by the local planning authority by means of sample panels prepared on site. The approved panels are to be retained on site for the duration of the works for comparative purposes, and development shall be carried out in accordance with the approved details.

Reason: To ensure development responds to the context of the site (Cambridge Local Plan 2006 Policy 3/4).

4. Full details of the colours to be used are to be submitted to and approved in writing by the Local Planning Authority. Colours should be specified by means of the RAL or British Standard (BS 4800: 1989) systems and not by means of manufacturer's trade names. The development shall be carried out in accordance with the approved details.

Reason: To ensure development responds to the context of the site (Cambridge Local Plan 2006 Policy 3/4).
5. 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. The development shall thereafter be constructed in accordance with the approved details.

Reason: To ensure development responds to the context of the site (Cambridge Local Plan 2006 Policy 3/4).

6. Full details of the proposed new windows including refurbished dormer windows on the Chesterton Road elevation, including material, reveal depth and joinery should be submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure development responds to the context of the site (Cambridge Local Plan 2006 Policy 3/4).

7. The approved development shall not be occupied 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 park layouts, other vehicle and pedestrian access and circulation; hard surfacing materials; minor artefacts and structures (e.g., furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g., drainage, power, communications cables, pipelines indicating lines, manholes and supports); 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. The development shall be carried out in accordance with the approved details.

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 demolition or construction works shall commence on site until a traffic management plan has been submitted to and approved in writing by Local Planning Authority. The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries;

ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street;

iii. Movements and control of all deliveries;
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)

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


9. 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.


10. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the residential amenity of the adjoining residents, Cambridge Local Plan policy 4/13.

11. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: To protect the residential amenity of the adjoining residents, Cambridge Local Plan policy 4/13.
12. 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 the internal noise levels recommended in British Standard 8233:1999 Sound Insulation and noise reduction for buildings-Code of Practice. The scheme as approved shall be fully implemented before the development hereby permitted is commenced and shall not be altered without prior approval.


13. Prior to the commencement of development, a scheme to mechanically ventilate all new residential units within the scheme to prevent harm to amenity from odours of the existing flue serving the adjoining restaurant at 66 Chesterton Road, shall be submitted and approved in writing by the Local Planning Authority. The scheme shall also include details of the proposed odour filtration system including maintenance programme, and acoustic treatment to ensure the fan speed and extraction system does not exceed 30 dB LAeq (in accordance with BS 8233:1999) in each bedrooms at night. The development shall be carried out in accordance with the approved scheme prior to the occupation of the residential units.

Reason: To protect the residential amenity of future residents, Cambridge Local Plan policy 4/13.

14. Prior to the commencement of development, a scheme for a safety/maintenance system for the windows on the second floor including details of the proposed opening restriction and locking/opening mechanism shall be submitted to and approved in writing by the Local Planning Authority. The system shall be installed to allow emergency/maintenance opening of the windows. The external areas (excluding walkway/entrance areas) at second floor shall only be used for maintenance purposes and shall not be used for external amenity use by future residents. The development shall be carried out in accordance with the approved scheme prior to the occupation of the residential units.

Reason: To protect the residential amenity of existing residents to the south, Cambridge Local Plan policy 3/7 and 3/12.

15. All windows in the eastern elevation of the three storey buildings (excluding the two storey element on southern boundary) shall be sealed and unopenable for the purposes of ventilation requirements.

Reason: To protect the residential amenity of future residents, Cambridge Local Plan policy 3/7 and 3/12.
16. No development approved by this permission shall be COMMENCED prior to a contaminated land assessment and associated remedial strategy, being submitted to the Local Planning Authority (LPA) and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary:

(a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.

(b) The site investigation, including relevant soil, soil gas, 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 LPA. The LPA 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.

No development approved by this permission shall be OCCUPIED prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs d), e) and f).

(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 LPA.

(f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the LPA. 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 full 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.
The development shall be carried out in accordance with the approved details.


17. Prior to the commencement of occupation, full details of the storage facilities for the separation of waste for recycling and composting within the individual flats shall be provided. The development shall be carried out and retained in accordance with the approved arrangements and unless alternative arrangements are agreed in writing by the local planning authority.


18. Prior to the commencement of the use hereby permitted, the on-site storage facilities for residential waste, including waste for recycling and the arrangements for the disposal and collection of waste detailed on the approved plans shall be provided. The development shall be carried out and retained in accordance with the approved arrangements and unless alternative arrangements are agreed in writing by the local planning authority.

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

19. 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)

20. The first floor window in the southern elevation which is to serve a living room as shown in drawing number (P08 rev E) 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 and shall be top hung and 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.
21. The second floor window in the southern elevation which is to serve a bedroom as shown in drawing number (P08 rev E) shall be made high level with a cill height of 1.7 metres above internal floor level 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: 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 applicants 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.

INFORMATIVE: 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.

INFORMATIVE: 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.

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).

2. Unless prior agreement has been obtained from the Head of Planning, in consultation with the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 4th June 2014, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):

The proposed development does not make appropriate provision for public open space, community development facilities, life-long learning facilities, transport mitigation measures, public realm improvements, public art, waste facilities, waste management and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 3/8, 3/12, 5/14, 8/3 and 10/1 and the Cambridgeshire and Peterborough Minerals and Waste Development

3. 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.