

Application Number	15/0430/FUL	Agenda Item	
Date Received	6th March 2015	Officer	Mr Amit Patel
Target Date	1st May 2015		
Ward	Cherry Hinton		
Site	Garage Block 1- 34 Fulbourn Road Cambridge		
Proposal	The demolition of existing 34 garages and erection of 8 affordable residential units (2 two-bed houses, 2 three-bed houses and 4 one-bed flats) with associated car parking and private and shared amenity space.		
Applicant	Keepmoat and Cambridge City Council, 950 Capability Green Luton LU1 3LU		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><input type="checkbox"/> The development provides for affordable housing<input type="checkbox"/> The impact on the neighbours will not be significant<input type="checkbox"/> The design will fit well into the general character of the area
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is currently garages that are located off Fulbourn Road on the northern side. The garages are single storey and some are arranged in a row along the common boundary with existing properties facing Malletts Road and a cycle path.
- 1.2 The Fulbourn Road site is located to the South East of the city. The proposed development is on the land adjacent to No. 79 Fulbourn Road. The site is generally surrounded by rear gardens and two storey houses with the exception of the South East side; which is currently a large green open space.

- 1.3 There are a number of trees on the site; these are mostly concentrated along the western boundary. The dense tree and hedge line to the West surrounds the site creating a visual barrier between the development and the properties on Headington Close (North West). The trees should be considered as part of the overall development. There is an electric substation located near the entrance to the site in the southern part.
- 1.4 The site is not allocated in the Cambridge Local Plan (2006). It is not within a Conservation Area. There are no listed buildings or Building of Local Interest or tree preservation orders on the site. The site falls outside the controlled parking zone and within the Airport Safeguarding Zone of Marshalls Airport.

2.0 THE PROPOSAL

- 2.1 This application is a re-submission of a previously withdrawn scheme. The previous scheme was withdrawn because there were concerns regarding highway safety. This application is the same scheme as previously in terms of housing numbers and design but with altered access enlargement. The scheme still seeks permission for the redevelopment of the site for affordable housing, which will be maintained by the City Council.

- 2.2 The following dwellings would be provided:

4 x 1-bed flats
2 x 2-bed houses
2 x 3-bed houses

Plots 1-2: terrace of 3-bed houses

- 2.3 The terrace would be situated at the northern end of the site and would stand at its closest point 3m from the western boundary with Headington Close; a minimum of 17m from the northern boundary with properties facing Malletts Road. The proposed houses would be two storeys in height. Cycle and bin stores would be provided in the rear gardens.

Plots 3 -4: terrace of 2-bed houses

- 2.4 This building would be two storeys in height and follow the built form of the 3 bed properties in the northern part of the site. Due to the plot shape the boundary with the properties facing Malletts Road would be 6m at its closest point and 17m at its furthest point. These properties would have bins and bike storage.

Plots 5-8: 4 one bed flats

- 2.5 The building would mirror the scale and size of the proposed houses but would run along the south eastern boundary adjacent to the cycle and footpath linking Fulbourn Road and Malletts Road.
- 2.6 Six car parking spaces would be provided. Each dwelling would have an individual cycle and bin store.
- 2.7 The application is accompanied by the following supporting information:
1. Materials Schedule
 2. Services Appraisal
 3. Soft landscaping
 4. Sustainability Checklist
 5. Tree Survey
 6. Waste Management
 7. Zero Carbon Technical report
 8. Arboriculture Impact Assessment
 9. Landscape management plan
 10. Code for sustainable homes estimator tool
 11. Soiltechnics report
 12. Flood Risk Assessment
 13. Transport Statement
- 2.8 The Disability Panel commented on the application at its 3rd March 2015 meeting. Their comments are attached as appendix 1 at the back of this report.
- 2.9 The applicants in the light of Urban Design and Landscape comments have submitted additional information relating to shadow study and revised layout plans.

3.0 SITE HISTORY

Reference	Description	Outcome
14/0921/FUL	The demolition of existing 34 no. garages and erection of 8 affordable residential units.	Withdrawn

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 3/10 3/11 3/12 4/4 5/1 5/4 5/12 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
Supplementary Planning Guidance	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) Modelling the Costs of Affordable Housing (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.

For the application considered in this report, there are no policies in the emerging Local Plan that are of relevance.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objection: Garages are not regarded as trip generators in themselves and so Corridor payments for 68 trips are triggered.
- 6.2 The revised access layout provides a length of carriageway clear of the carriageway and footway of Fulbourn Road of sufficient width to allow two cars to pass in the entrance, and segregated footway areas on both sides of the access for pedestrians.

- 6.3 Although the access is next to a pedestrian crossing emerging vehicles will have sufficient view of pedestrians and cyclists at the crossing and so the access and crossing should operate within acceptable levels of safety.
- 6.4 The potential for this conflict already exists with the existing access and this proposal allows a degree of improvement.
- 6.5 The following conditions are recommended: driveway material, no gates, access specification, drainage, manoeuvring and access conditions, construction management plan and informatives relating to works in the highway, encroachment and public utilities.

Head of Refuse and Environment

- 6.6 The proposal is acceptable subject to conditions relating to: contaminated land, construction hours, construction, noise, vibration and piling, collection and deliveries, dust mitigation, electric sub-station and informatives relating to contaminated land, asbestos and dust.

Urban Design and Conservation team

- 6.7 The Urban Design and Conservation Team did not originally support the scheme due to overshadowing concerns for plot 4, amenity space and privacy issues.
- 6.8 The applicant has provided additional information in light of the comments above. The Urban Design Team have commented that the proposal is now supported.
- ☐ Plot 4 will receive 2 hours of light and now passes the BRE recommendations
 - ☐ The amenity space of plot 5 is acceptable as it is a sufficient size to accommodate table and chairs. However the boundary treatment is conditioned as the planting may not be suitable.
 - ☐ The addition of a screen to plot 4 will limit oblique views and addresses the concern relating to the loss of privacy to 1b Malletts Road
 - ☐ The revised submitted floor plans and elevations show that the 1.8m high timber screen to the roof terrace of Plot 7 (first floor flat) has been relocated on the west side of the terrace. We support this approach which reduces potential overlooking impacts to the rear garden of No. 79 Fulbourn Road.

Cambridgeshire County Council (Archaeology)

- 6.9 No objection subject to condition requiring archaeological investigations.

Nature Conservation

- 6.10 No objection to the proposal as the site would not be good place for roosting bats as the garage structures would lead to unstable temperatures but recommend an informative relating to nesting birds.

Landscape

- 6.11 The Landscape team originally did not support the application due to the quality of the amenity space provided for the development. The applicants have provided further information to address these concerns and the scheme is now acceptable subject to condition for boundary treatment around plots 5 and 6.

Sustainable Drainage

- 6.12 No objection to the proposal but no information is provided regarding surface water drainage but conditions relating to sustainable drainage can overcome this and therefore recommend conditions.

Access Officer

- 6.13 No objection to the proposal but one of these homes should be built to Wheelchair homes standards as there is a short supply of such stock in Cambridge.

There should be a Blue Badge parking space set out.

- 6.14 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 made a representation:

- ☐ 79 Fulbourn Road

7.2 The representation can be summarised as follows:

- ☐ Loss of privacy to the rear garden and side windows
- ☐ Car parking on site will lead to overflow of cars parking in the surrounding area and illegally parked cars or service vehicles cause obstruction
- ☐ Agree with Urban Design comments
- ☐ Increase in noise and disturbance from vehicle traffic
- ☐ Highway safety concerns about cars entering and exiting the site
- ☐ Supporting documents relate to a different site
- ☐ If the proposal is approved then conditions relating to construction hours and noise should be recommended

7.3 The above representation is a summary of the comment that has been received. Full details of the representation can be inspected on the application file.

8.0 ASSESSMENT

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

1. Principle of development
2. Affordable Housing
3. Context of site, design and external spaces
4. Disabled access
5. Residential amenity
6. Refuse arrangements
7. Highway safety
8. Car and cycle parking
9. Third party representations
10. Planning Obligation Strategy

Principle of Development

- 8.2 Policy 5/1 of the Cambridge Local Plan (2006) states that proposals for housing developments on windfall sites will be permitted subject to the existing use and compatibility with adjoining land uses. The surrounding area is predominantly residential and I am, therefore, satisfied that the proposals comply with policy 5/1 of the Local Plan.

Affordable Housing

- 8.3 The proposal will provide 8 new affordable housing units which will be managed by the City Council. It will help meet the housing need.
- 8.4 The proposal is acceptable as set out in policy 5/1 and 5/5 (Meeting Housing Needs).

Context of site, design and external spaces

Scale

- 8.5 The proposed houses and block of flats are two storeys in height. This is the prevailing character of the area and is considered to be acceptable.

Elevations and materials

- 8.6 The proposed elevations and materials are similar to other recently approved City Council housing sites with a mixture of red and buff facing brickwork, grey flat concrete roof tiles, and grey PVCu windows. The majority of the proposed materials are supported. Subject to the approval of the materials, which can be controlled by condition (9), the proposal is acceptable.
- 8.7 The submitted elevations show projecting bays at ground floor to the 3 bedroom houses and plain front to the 2 bed houses and 1 bed flats. This will give some interest within the estate. The ratio of brick to voids will also add interest in the estate and this approach is supported and helps to articulate the elevations.

- 8.8 Timber boarding is shown on the front elevation of the balconies associated with the first floor flat units (Plots 7 and 8) which prevents overlooking of the rear gardens of 79 Fulbourn Road. This approach is considered to be visually acceptable.
- 8.9 The roof plan shows the photovoltaic panels but the elevations do not. These details can be controlled by condition 10.

Landscape and amenity space

- 8.10 The general approach to private amenity space is supported with approximately 5 to 18m deep gardens proposed for the houses and some amenity space in the front of the properties to the ground-floor flats. Balconies (4.3m wide x 2.3m deep) are proposed for the first floor flat units and provide private amenity space for these units.
- 8.11 The rear garden boundaries of No. 1-3 Malletts Road are currently secured by the back wall of the garages. It is proposed that a 1.8m high close boarded fence is provided along the boundaries. The boundary detail proposed in this section is to be 1.8m high close boarded fence which is acceptable.
- 8.12 The Urban Design Team have commented that the proposal should be flats over garages (FOG) to overcome their concerns. I do not consider this appropriate as this would create dead space at ground floor level. In addition they have also commented that plot 4 will not receive light to the rear garden and plot 5 amenity space is not functional. The Landscape and Urban Design Team have commented that the amenity space to the front of the ground floor flats (plots 5 and 6) is not appropriate to serve its function. The applicants have provided additional details and now show a space for table and chairs this is now considered acceptable. The Urban Design Team have concerns on whether the planting proposed would be appropriate on a tight area and therefore recommend a condition to control the boundary treatment around this space (12). Also considering that there is green open space adjacent to the site I consider that the layout is acceptable.
- 8.13 Where it passes in front of the substation, the internal access road would be 2.7m in width. This would discourage ad hoc parking.

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

Disabled access

- 8.15 The Access Officer has commented that the proposal should provide a disabled parking space. I agree with the advice given. I consider there is room on site to accommodate this and recommend a condition (11).
- 8.16 The issue with the Wheelchair homes standard is not a planning consideration but if a future tenant needed these facilities then the property would need adaptations which is covered by Housing and Building Control legislation and I consider that the Access Officer be approached to give advice on this. See informative 33.
- 8.17 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on 79 Fulbourn Road

- 8.18 Comments have been received regarding the potential for overlooking to the neighbour from third party and Urban Design colleagues. There are first-floor windows proposed looking in this direction from the first-floor flats, which serve the kitchen/dining, landing and bathroom. The closest point from the proposed building to the common boundary with number 79 is 8m. However, the angle of the building will give an outlook towards the end of the garden and is acceptable.
- 8.19 The balcony is 10m away from the common boundary with number 79. The applicants have submitted additional information to add a 1.8m screen rather than the balustrade proposed in the submitted scheme to overcome this concern, which the Urban Design Team accept and therefore I consider it acceptable.
- 8.20 The proposed building would be situated to the northeast of the neighbouring houses on Fulbourn Road. The submitted shadow diagrams demonstrate that generally the shadows cast by the proposed buildings reach number 79 is during the

morning of March and September with the rest of the year not creating a shadow at all. I do not consider this to be an issue.

Impact on Malletts Road

- 8.21 The proposed 3-bed and 2-bed houses (plots 1 to 4) would be situated directly to the southwest of the neighbouring houses on Malletts Road. The submitted shadow diagrams demonstrate that generally the shadows cast by the proposed houses do not reach the houses on Malletts Road with the exception of December 12pm to 3pm and partially in March/September at 4pm. In my opinion, the overshadowing would not be significant as to warrant a refusal and I consider it to be acceptable.
- 8.22 Due to the site context the rear elevation of the proposed houses will run east to west along the boundary with properties facing Malletts Road. Windows are proposed on the rear and side elevations of the houses, which would be 18m for plot 1 and 8m for plot 4 to the closest point to the boundary. The Malletts Road properties are at 90 degrees to the proposed houses and concerns have been raised regarding overlooking. The Urban Design Team commented on the submitted scheme that they had concerns about overlooking to Malletts Road properties. The applicants have submitted additional drawings showing a screen that would overcome this concern and the Urban Design Team agree. I now consider the proposal acceptable.
- 8.23 The proposal will have side windows that face 2 Malletts Road. Number 2 has been extended and has side facing windows itself. There will be a separation gap of 15m from proposed windows in first-floor to number 2. There is planting in the adjacent green space that will obscure direct overlooking to the rear gardens from these windows. I do not consider that this would be any worse.

Disturbance from construction

- 8.24 Concerns have been raised regarding noise and disturbance from vehicle movements. However, this is a garage site and there would be vehicle movements already. I note that there would be boundary treatment installed along this part of the site which will help in mitigating the noise created by car movements.

- 8.25 The Environmental Health Officer has recommended conditions to control; Construction hours (13); noise, vibration and piling (14); deliveries and collections (15); and dust suppression (16) and informatives relating to; contaminated land (29), asbestos (30); dust (31), Impact piling (32) I agree with their advice and recommend conditions as numbered above.
- 8.26 Subject to conditions, 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 3/12.

Amenity for future occupiers of the site

- 8.27 The applicants have submitted a further shadow study and shows that there will be 2 hours of light to the rear parts of the garden of plot 4 and this meets that BRE guidance and the Urban Design Team also accept this. I do not consider that this would be detrimental to the future occupiers.
- 8.28 Urban Design and Conservation Team also commented regarding the amenity space for plot 5. I note that this will not have a narrow strip of land between the threshold and the internal road access. The applicants now show table and chairs can be accommodated within the amenity space of plots 5 and 6. However, there is concern about the boundary treatment to plots 5 and 6, which can be controlled by condition; subject to the boundary treatment to this space the scheme is acceptable. Additionally adjacent to the site is large green open space which is in close proximity to the future occupiers. The Urban Design Team has commented that this is now acceptable and I agree with their advice.
- 8.29 The Environmental Health Officer has commented that there may be contaminated land issues on site due to previous uses and recommends a condition to control this. In addition, the sub-station could potentially have an impact on future occupiers and recommends a condition to assess this impact and mitigate against this and I agree with their advice and recommend conditions (3 to 8 and 17).
- 8.30 Subject to conditions, 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

- 8.31 A Waste Strategy has been provided as part of the application, which is considered to be satisfactory.
- 8.32 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.33 The local highway engineer has not raised concerns regarding the proposal causing highway safety issues. However, third party comments have been received regarding vehicles obstructing access for the adjoining site at number 79 and cars entering and exiting the site. The local highway engineer has commented that the entering and exiting the site is acceptable and Number 79 has its own access. Any infringement on road traffic such as illegally parked cars and causing obstruction would not be within the control of planning authorities but a matter for the highway or the police and therefore would be unreasonable to refuse the application on these grounds.
- 8.34 The local highway engineer has commented that the following conditions are recommended relating to driveway material (18), no gates (19), County Council Construction specification (20), drainage (21), free of obstruction for manoeuvring and access (22), construction management plan (23) and informative relating to works in highway (26); encroachment (27) and public utilities (28). I agree with this advice and recommend the conditions.
- 8.35 Subject to conditions, In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car parking

- 8.36 It is proposed that car parking spaces are allocated for each of the houses and the ground floor flat units. The first floor flats would not be provided with a car parking space. Some of the proposed car parking is placed further from the relevant units

than I would wish. This is a result of the constrained site layout and whilst not ideal is generally acceptable. I recommend a car club informative (34).

Cycle parking

- 8.37 It is proposed that each dwelling would have an individual store, with the stores for the houses situated in the rear gardens and the stores for the flats attached to the building. This approach is acceptable.
- 8.38 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

County Archaeology

- 8.39 The County Archaeology have commented that there may be Archaeological remains in the site and therefore recommend a condition. I agree with their advice and recommend condition 24.
- 8.40 Subject to condition, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 4/9.

Sustainable Drainage

- 8.41 The Sustainable Drainage Officer has commented that the proposal does not provide any details relating to surface water drainage but considers a condition to mitigate this and I accept this view and recommend condition 25.
- 8.42 Subject to condition, in my opinion the proposal is compliant with National Planning Policy Framework 2012.

Third Party Representations

- 8.43 The third party comments have been addressed in the main body of the report above.

Amenity – including Loss of privacy, noise and disturbance	Covered in 8.19 – 8.25
Traffic – including increased movements will impact on highway safety, increased	Covered in 8.33 and 8.34

parking, access	
Other – including documents relating to different site	Covered in 2.9

Planning Obligation Strategy

Planning Obligations

- 8.44 As a result of the Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government) developer contributions on small-scale developers, for sites of 10-units or less, and which have a maximum combined gross floor space of 1,000 square metres and tariff style contributions should not be sought. This also applies to all residential annexes and extensions. The proposed development falls at or below this threshold therefore it is not possible to seek planning obligations to secure community infrastructure in this case.

9.0 CONCLUSION

The proposal is a garage site located in the southern half of the City. The proposal is for the demolition of the current garages and erection of a terrace of houses and a block of flats. There will be a mixture of 3 bed, 2 bed and 1 bed units.

The proposal has been assessed to have minimal impact on the neighbours subject to conditions.

The Highway Engineer has confirmed that the proposal is acceptable and will not have any highway safety concerns.

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. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Site investigation strategy based on the information identified in the desk study.

(b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:

(a) 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

(b) 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. Implementation of remediation.

Prior to the first occupation of the development or (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

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.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) 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

7. Material Management Plan:

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

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

All works will be undertaken in accordance with the approved document.

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. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5

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.

9. No development should 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).

10. Full details of the location, size and type of solar panels shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented 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)

11. Prior to the occupation of the site a plan showing the layout of a disabled car park space shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the approved details.

Reason: To make the proposal inclusive. (Cambridge Local Plan (2006) policy 3/7).

12. No development shall take place until there has been submitted to and approved by the local planning authority in writing a plan indicating the positions, design, materials and type of boundary treatment to be erected at the front of plots 5 and 6. The boundary treatment shall be completed in accordance with a timetable agreed in writing with 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).

13. 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 amenity of occupiers and nearby properties. (Cambridge Local Plan (2006) policy 4/13.

14. 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 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.

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

15. 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 amenity of occupiers and nearby properties. (Cambridge Local Plan (2006) policy 4/13.

16. Prior to commencement 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 occupiers and nearby properties. (Cambridge Local Plan (2006) policy 4/13.)

17. Prior to the commencement of development works a noise report prepared in accordance with the provisions of British Standard (BS) 4142:1997, 'Method for rating industrial noise affecting mixed residential and industrial areas,' that considers the impact of the electricity substation upon the proposed development shall be submitted in writing for consideration by the local planning authority.

Following the submission of a BS 4142:1997 noise report and prior to the commencement of development works, 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) for protecting the residential units from noise from the neighbouring substation shall 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'. These levels shall be achieved with ventilation meeting both the background and summer cooling requirements.

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and prior to occupation of the residential units and shall not be altered without prior approval.

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

18. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety. (Cambridge local plan (2006) policy 8/2).

19. No gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety. (Cambridge local plan (2006) policy 8/2).

20. Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site. (Cambridge local plan (2006) policy 8/2).

21. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To prevent surface water discharging to the highway. (Cambridge local plan (2006) policy 8/2).

22. The access and manoeuvring area shall be provided as shown on the approved drawings and retained free of obstruction.

Reason: In the interests of highway safety. (Cambridge local plan (2006) policy 8/2).

23. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
- 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 (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.

Reason: in the interests of highway safety. (Cambridge local plan (2006) policy 8/2).

24. 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. The development shall then be implemented in accordance with the approved details.

Reason: This will secure the preservation of the archaeological interest of the area either by record or in situ as appropriate. (Cambridge Local Plan (2006) policy 4/9)

25. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that 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 the National Planning Policy 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 + an allowance for climate change. The submitted details shall:
- 1. 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;
 - 2. 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 protect against flooding. (National Planning Policy Framework 2012).

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.

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: If during the works contamination is encountered, the LPA should be informed, additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA. The applicant/agent to need to satisfy themselves as to the condition of the land / area and its proposed use, to ensure a premises prejudicial to health situation does not arise in the future
Contaminated Land Guide

The Council's document 'Developers Guide to Contaminated Land in Cambridge' provides further details on the responsibilities of the developers and the information required to assess potentially contaminated sites. It can be found at the City Council's website on

<http://www.cambridge.gov.uk/ccm/content/environment-and-recycling/pollution-noise-and-nuisance/land-pollution.en>.

Hard copies can also be provided upon request.

INFORMATIVE: Asbestos containing materials (cement sheeting) may be present at the site. The agent/applicant should ensure that these materials are dismantled and disposed of in the appropriate manner to a licensed disposal site. Further information regarding safety issues can be obtained from the H.S.E.

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’:

https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/SustainComSPD_WEB.pdf

‘Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils:

http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp

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

INFORMATIVE: The applicant should speak to the Access Officer regarding the Wheelchair Home Standards and issues relating to inclusive access

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.