

<b>Application Number</b>	15/0120/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	26th January 2015	<b>Officer</b>	Mr Sav Patel
<b>Target Date</b>	27th April 2015		
<b>Ward</b>	Arbury		
<b>Site</b>	186-188 Histon Road Cambridge Cambridgeshire CB4 3JP		
<b>Proposal</b>	Proposed demolition of two existing dwelling houses and construction of 13 residential units (comprising 8x 1 bed flats and 5x 2 bed flats), including land for the storage of vehicles associated with the adjacent commercial units at 184 Histon Road, along with 2x car parking spaces, cycle parking and hard and soft landscaping.		
<b>Applicant</b>	C/O Agent United Kingdom		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> The principle of re-development of the site is acceptable;</li> <li><input type="checkbox"/> The proposed building is of high quality design and of a scale that is keeping with the character of the area;</li> <li><input type="checkbox"/> The proposed building does not have a detrimental impact on the residential amenities of adjacent neighbours.</li> </ul>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 No.186-188 Histon Road are two storey, semi-detached houses, which are set back from the adjoining highway with car parking in front.

- 1.2 The properties are set behind a combination of a one metre high wooden fence in front of a two metre high hedge. The properties are located on the east side of Histon Road.
- 1.3 No.188 has a rectangular rear garden extends approximately 17 metres to the side boundary of no.2 Akeman Street. No.186 has a much smaller garden, which extends approximately 6 metres. A wooden fence defines the rear boundaries of both sites.
- 1.4 The site area extends 539 square metres (0.05 hectares).
- 1.5 The northern boundary the site abuts a site, consisting of a three storey building containing 14 flats. Planning permission was granted for this development (12/321/FUL) on 27 June 2012 subject to conditions and S106 agreement. I understand the building, known as Akeman House, has been completed and is currently occupied.
- 1.6 To the east of the site (rear) is an area that is used for car parking which separates the site from the rear garden side boundary of no.4 Akeman Street and adjacent plots.
- 1.7 The north-eastern corner of the site adjoins the south-western corner of the rear garden of no.2 Akeman Street.
- 1.8 To the south of the site is defined by a 2 metre high fence adjacent to a long narrow access, which leads to commercial units in Chesterton Mill. On the opposite side of this access, is a three storey building (164-184 Histon Road) with a mansard-style roof which accommodates an interior design use and coffee shop on the ground floor facing Histon Road and motorcycle repair unit behind fronting French's Mill.
- 1.9 To the south east is an area of Protected Open Space, which forms part of St Luke's Primary School.
- 1.10 To the west of the site, directly opposite, is a designated 'Local/District Centre' comprising a petrol station, Aldi, Iceland and a parade of shops and services. There is also a bus shelter/stop a few metres from the site.
- 1.11 The built form of the area is generally characterised by two storey semi-detached and terrace residential properties, particularly to the north. However, the character of the built form

changes south of Akeman Street is varied with to the general character. Simons House is a recently constructed three storey block of flats located south of the application site. Opposite Simons House is an area allocated for commercial use comprising an motor repair centre and a separate car dealership. In addition, the Ranch public-house site has been development into 67 bed four storey student accommodation building.

- 1.12 The site is not located within a Conservation Area and there are no listed buildings or buildings of Local Interest within close proximity to the site. The site also falls outside a Controlled Parking Zone.

## **2.0 THE PROPOSAL**

- 2.1 As amended, the proposal consists of the demolition of the existing dwellings (no.186-188 Histon Road) and construction of a three storey block of flats to accommodate of 13 flats (8 x 1bed and 5 x 2bed) including communal amenity space and cycle (22 spaces including 2 for visitors) and refuse storage provision.
- 2.2 Planning permission (13/0231/FUL) for a similar scheme on the site for 12 flats was approved by Committee in August 2013. The key difference is a complete redesign of the building to include one additional use. The footprint of the proposed building has been increased to project slightly further to the east but would not project past the wing of Akeman House.
- 2.3 It is proposed to retain the car parking (3 spaces) for the adjacent commercial unit in an undercroft off French's Mill as per the approved scheme. Two parking spaces are proposed at the front of the site; a space either side of a hard courtyard area leading to the main entrance to serve the flats. The parking spaces would be screened by boundary planting.
- 2.1 The front boundary of the site is proposed to be defined by a combination of hard and soft landscaping. The side boundary (south) is proposed to provide access for refuse collection and returning of the bins to the bin storage room.

- 2.2 The proposed building would be located on the northern boundary of the site and set one metre away from the adjacent block of flats known as Akeman House.
- 2.3 The proposed building would be approx. 17.6 metres wide, between 12.2 and 28.3 metres in depth and 11.6 metres in height (highest point).
- 2.4 The proposal includes a communal amenity area to the rear which is appropriately 16.5 metres in depth and between 7.1 and 9 metres wide.
- 2.5 Most of the accommodation is at first floor and above, which leaves an undercroft space above the south and east side, which contributes to the external space.
- 2.6 The proposed building would be located slightly behind the building line of the existing properties and set well back from the existing three storey building to the south.
- 2.7 The application is accompanied by the following supporting information:
1. Supporting Planning Statement;
  2. Design and Access Statement;
  3. Transport Statement;
  4. Acoustic Design Assessment
  5. Sustainability Proposal
- 2.8 Following consideration of the submitted proposal, the applicant has revised the scheme by making some alterations to address officers concerns. I set out below the main alterations:
- A separate townhouse on the eastern end of the site has been removed from the proposals and this means that four car parking spaces are now provided within the undercroft area;
  - The rear amenity space has been increased in size and the loss of the townhouse means that adequate levels of daylight and sunlight can now penetrate into this space.
  - The loss of the townhouse means that the access to the car park at the rear is as existing.

- Unit 6 at first floor and Unit 10 at second floor have been slightly increased in size to make them 2xbed units. They have each been provided with private usable terrace areas. A terrace has also been introduced to Unit 13 on the upper floor.

2.9 Revised plans were submitted including updated visual images and a Sunlight and Shadow Analysis for formal consideration. The Transport Statement also includes the parking survey that was carried out for the previously approved scheme. All neighbours and consultees were reconsulted on the revised plans.

### 3.0 SITE HISTORY

Reference	Description	Outcome
12/0321/FUL	Proposed erection of 14 apartments (following the demolition of existing buildings) comprising 2 studio apartments, 11 x 1 bed flats and 1 x 2 bed flats along with cycle parking and hard and soft landscaping.	Approved 08.10.2012
12/1274/FUL	Proposed demolition of existing dwelling houses and construction of 12No Flats.	Withdrawn
13/0231/FUL	Proposed demolition of two existing dwelling houses and construction of 12no. flats including land for storage of motorcycles in association with the adjoining motorcycle repair use at 184 Histon Road.	Approved 30.08.13

### 4.0 PUBLICITY

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

## 5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8 P9/9
Cambridge Local Plan 2006	3/1 3/2 3/4 3/7 3/11 3/12 5/1 8/2 8/4 8/5 8/6 8/10 8/16 8/17

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy Public Art
Material Considerations	<u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27

	May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011)
	<u>Citywide:</u> Cycle Parking Guide for New Residential Developments Air Quality in Cambridge – Developers Guide

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

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

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

## 6.0 CONSULTATIONS

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

First comments:

- 6.1 Clarification is required as the proposal includes car parking but the accompanying Transport Assessment refers to the development as being 'car-free'. The proposal would be referred to a very low parking provision development rather than car free.

- 6.2 A statement should be provided to identify the total worst case additional parking demands in the area for the planning authority to assess whether the available on street parking can satisfy this incremental demand and the likely impact upon residential amenity.
- 6.3 The requirement of payments in accordance with the NCATP is triggered and the number of trips and payments referred to in the Transport Statement is agreed (NCATP £22,942.5).
- 6.4 If following the clarification on the above the proposal is considered acceptable, conditions and informatives regarding no unbounded materials; no gates; access to be laid and constructed; drainage measures; visibility splays; free from obstruction; traffic management plan; and no work to highway without approval, advising that it is an offence to carry out work to public highway, and to contact public utility if the proposal affects this, should be applied.

**Second comments:**

- 6.5 No additional comments to make on the additional material provided.

**Head of Refuse and Environment**

First comments:

- 6.5 No objections to the application in principle subject to conditions and informatives relating to construction hours; collection/delivery hours during construction; construction/demolition noise, vibration and piling details; dust; acoustic design; waste and recycling; waste vehicle circulation; and informatives on dust, contaminated land and housing.

Second comments:

- 6.6 The applicant has contacted the waste officer directly to discuss the waste proposals. The Officer advised that the waste details were acceptable. However no formal confirmation of this has been received from the waste officer. I shall therefore chase the officer for their comments and either add their comments to the amendment sheet or verbally report this at committee. and

confirm the proposals to be acceptable. All other conditions recommended previously are relevant.

### **Urban Design and Conservation Team (UDCT)**

First comments:

- 6.7 The proposed scale and massing of the previously consented scheme was felt to be acceptable in design terms and created a scale transition between the lower 2.5 storey Akeman House scheme to the north and the taller No.184 commercial premises to the south. The third floor roof level had less of an impact due to its setback arrangement. UDCT are concerned that the proposed third floor (southern element) on the submitted scheme will appear dominant and bulky from views looking south along Histon Road. The third floor level should be setback in line with the northern element.
- 6.8 The proposed length and four storey height of the eastern 'wing' has resulted in overshadowing impacts to the rear communal amenity space. The length of the building should be reduced and a setback provided at third floor level.
- 6.9 In addition to concerns about scale and massing the following needs further clarification:
- Provide details (materials and design) of the sliding doors/screens proposed for the cycle and refuse storage;
  - Introduce screens on the balcony of Unit 11 to prevent overlooking to the adjacent balcony in Akeman House;
  - Clarify the users of the car park at the rear of the site (within the blue line boundary) and undercroft, and;
  - Relocate the access to the rear car park further east along French's lane.

Second comments:

- 6.10 The submitted second set of amendments have addressed the UDCT previous concerns and has greatly improved the quality of accommodation proposed. The application, as amended, is now acceptable in design terms.

## Senior Sustainability Officer (Design and Construction)

First comments:

Sustainable Design and Construction

6.11 A variety of measures have been integrated into the design of the proposal including: The role of glazed facades orientated to the east, west and south in maximising the benefits of solar gain in the winter. Also a number of measures to minimise excessive solar gain in summer time have been suggested such as:

- solar control glazing is to be specified on the south, west and east elevations;
- The fabric first approach to the design proposals to minimise energy use and associated carbon emissions;
- The use of natural and A rated materials, with reference to the Green Guide to specification;
- Targeting of the energy requirements Level 4 of the Code for Sustainable Homes;
- Specification of materials with low toxicity and non toxic paints and internal finishes;
- The use of water conservation measures including low flow sanitary ware and water efficient appliances.
- 

All of these measures are supported.

Renewable Energy provision

6.12 A number of renewable technologies are being considered in order to meet the requirements of Policy 8/16, notably photovoltaic panels, ground source heat pump and/or a thermal bore. Any of these technologies would be supported for this scheme. If photovoltaic panels are to be utilised, it would be helpful if these could be included on the roof plan, so that the Council can be satisfied that they have been located at the optimum orientation. This could be by way of the Councils standard renewable energy condition if it were not possible to submit this prior to determination.

Second comments:

6.13 No additional comments made.

## **Access Officer**

First comments:

- 6.14 One parking space should be made Blue Badge parking, one ground floor flat should be designed to wheelchair standards, and lift serving all flats above ground floor.

Second comments:

- 6.15 No additional comments made.

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

First Comments:

- 6.16 The officer has the following concerns with the proposed scheme:

- The relationship between the open/car parking area to the east and proposal area;
- Concerned by the potential quality of the amenity space and any proposed soft landscaping as the shadow study shows a great deal of it would be in shade.
- The previous scheme had a better relationship with Histon Road frontage, as it allowed for a better quality of public realm with soft landscaping

Second comments

- 6.17 The proposed revisions are acceptable and landscape can now support the proposed scheme. Satisfied with the access concerns to the existing car parking to the rear and satisfied by the levels of light into the communal space which are resulted from the revised design of the proposal. The proposal is supported subject to conditions on hard and soft landscaping, landscaping implementation and boundary treatment.

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

First comments

- 6.18 The proposals will result in an increase in impermeable area and therefore without adequate surface water drainage strategy, could lead to an increase of localised surface water flooding. However, there is scope within the proposals to mitigate this risk. The officer has therefore recommended a surface water drainage condition.

### **Second comments:**

- 6.19 No additional comments to make.

## **Head of Streets and Open Spaces (Trees)**

- 6.20 There are no arboricultural objections to this application subject to the conditions relating to tree protection measure provided in an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), and implementation of the AMS and TPP.

## **Cambridgeshire County Council (Archaeology)**

- 6.21 Records indicate that the site lies in an area of high archaeological potential. The site is located to the north west of the Roman town at Cambridge, close to the line of the road connecting the Roman towns at Cambridge and Godmanchester. To the north west of the application area is a known Late Iron Age to Roman settlement (Historic Environment Record reference MCB17974). Also in the vicinity is evidence of Prehistoric, Roman, Medieval and Post-Medieval occupation.
- 6.22 No objection to the proposal subject to an archaeology condition.

## **Design and Conservation Panel (Meeting of 6 May 2015)**

The minutes of the Panel meeting(s) were as follows:

*(The comments relate to the original submitted scheme before it was amended to that which is currently being considered).*

## **Histon Road elevation – scale, massing and treatment.**

- 6.23 Some concern was expressed regarding the massing, particularly in terms of its relationship to the top of the brick parapet on Akeman House. The Panel however also considered the width of Histon Road, and concluded that a larger building could in general terms be accommodated in this location. The decision to split the elevation into two distinct elements was also broadly welcomed. There was some concern that the palette of materials would result in an over-busy appearance, and a simplified treatment might give a calmer overall appearance. This might also include introducing a flat roof in place of the current shallow pitch that would also provide greater consistency with its neighbours.

## **The return down French's Mill Lane.**

- 6.24 The Panel were concerned that the increased height of the return wing on French's Mill Lane could appear overpowering, in particular when viewed by ground floor residents in Akeman House. The additional floor would also increase the overshadowing of the shared garden area. Panel noted that this wing had been reduced in width, but the lack of daylight studies made it difficult to properly assess the impact of the additional floor. Panel also felt that the garden area might be enhanced if it were formed as a single shared garden along with that serving Akeman House, thereby omitting the fence along the boundary.

## **Townhouse.**

- 6.25 The Panel were informed that the addition of the townhouse was to provide a 'sense of place' in a predominantly commercial context. The absence of a mews-like quality to French's Mill Lane and the rather ambiguous relationship with the 3 parking spaces for the commercial premises to the south were regarded as disappointing. The Panel were also concerned by the very limited amount of private amenity space for this house and the lack of privacy to the rear ground floor windows. Consideration should be given to providing private amenity space for the townhouse to the rear of the ground floor living space. The Panel noted that the existing commercial building immediately to the south is in the same ownership as this site. This

commercial building is of poor architectural quality and its redevelopment for residential use would provide the opportunity for a more holistic proposal, with a more satisfactory resolution of the parking and access arrangements. Whilst that may not be part of the current proposals, an awareness of the implications for the future redevelopment of the block to the south on the current proposal would be helpful.

### **Green roofs.**

- 6.26 The exploration into the use of green roofs combined with PV is encouraged for greater sustainability.

### **Conclusion.**

- 6.27 This scheme would benefit from significant further work. The Panel accepts that a number of design parameters have been established through the previously approved scheme, including parking and access arrangements. However, the justification for the increase in units from 12 to 14 is questioned, especially given the impact of the extra floor on the return wing along French's Mill Lane. The scale of this east wing of the development appears tall and oppressive, while removal of the top floor and the number of units would significantly improve the quality of the communal garden space. A re-visiting of the Histon Road frontage with a simpler palette of materials is also encouraged.

### **VERDICT – AMBER (unanimous)**

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:

- 11 Windsor Road
- 84 Windsor Road
- 103 Windsor Road
- Windsor Road Residential Association (WIRE)
- 38 Oxford Road
- 140 Histon Road (Support)

- 7.2 The representations can be summarised as follows:

## Objections:

### Design, scale and layout:

- The scheme would dwarf the adjoining buildings;
- The building is out of keeping with other buildings in the area;
- Too many units are proposed;

### Residential amenity

- The residential amenity of future residents is likely to be affected by the area identified for storage of vehicles for the adjacent commercial unit;

### Car, cycle parking and travel distances

- Insufficient and inadequate car parking that will result in overspill into surrounding streets;
- Existing streets are under pressure from commuter and overnight parking;
- Parking survey in Transport Statement does not take account of the 14 flats at 190-192 Histon Road;
- Parking survey is misleading for assuming that free parking lies within 225 metres distance. Unreasonable to expect residents to travel this distance.
- There are no surveys during the daytime on weekends;
- Shortage of on street parking for existing residents on Histon Road and nearby streets. ;
- Unrealistic to suppose all residents will have necessary fitness to cycle – railway station is much longer than 12 minutes away;
- 20 cycle parking spaces is not enough for the number of residents ranging between 25-30;
- Confusion over the number of car parking spaces; townhouse
- Public transport links are not as frequent as the transport statement suggests.

### Support:

- The design fits in with neighbouring properties and is pleasing in external appearance;

- The design and context of the scheme is an improvement on the previous consented scheme;
- The revised scheme responds better to the adjacent scheme on the corner of Akeman Street;
- Type of accommodation proposed is ideal for this location and much needed within the site;
- Important and positive contribution to much needed housing stock in Cambridge in a suitably sustainable location;
- Scheme represents a step forward in the regeneration of this area

7.3 No representations were received to the proposed amendments.

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

## **8.0 ASSESSMENT**

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

1. 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 Planning permission has been granted on this site for a block of 12 flats. Therefore the principle of residential development in the proposed form has already been established. Applications for housing are supported by the Local Plan Policy 5/1. The application to provide 13 units would contribute towards the City's market housing stock and would therefore comply with

aims and objectives of this policy. The site is also considered to be a brown field site, which has been previously developed.

- 8.3 In my opinion, the principle of the development is acceptable and in accordance with policies 3/1 and 5/1 of the Cambridge Local Plan 2006.

### **Context of site, design and external spaces**

- 8.4 The site is currently occupied by a pair of 1930s two storey semi-detached houses that have separate access and are set back from Histon Road. To the south of the site is a large three storey commercial building. The land to the north of the site is occupied by a recently completed block of flats which turns the corner from Histon Road into Akeman Street.
- 8.5 It is also important to note that planning permission was granted for a four storey block of 12 flats on this application site. According to the applicant, the reason this permission was not implemented was because the scheme was not considered commercially viable. The applicant therefore reappraised the site with a new architect and submitted the proposed scheme for 14 flats, which has since been revised to a 13 flat scheme.
- 8.6 The context of this part of Histon Road from south of the junction of Akeman Street and to the west, is characteristic by large blocks of flats and commercial uses. To the north of the site the character changes from this into two storey domestic housing. Therefore, the proposed development, in light of the scale and design of the previous consented scheme, responds to the context of this area. The proposed scheme would sit taller within the street compared to the buildings either side, however, in my view, this adds variation in height. The proposed scheme has been designed to carefully relate to Akeman House by carrying through the parapet line into a section of the proposed scheme before announcing itself with the bold angled roof form. I believe this transition has been successfully designed. The D&C Panel also broadly welcomed the two distinctive elements approach. The commercial building to the south it not visually appealing and I do not consider there are any aspects of the building that the proposed scheme could have responded successfully to. I consider the scale of the proposed scheme, from Histon Road, would not appear adversely out of keeping or intrusive within the street scene. I also believe the proposed

contemporary design would make a strong and positive contribution to the street scene.

- 8.7 The side elevation which extends along French's Mill Lane carries on the articulation of the front elevation but is more conservative in terms of its form and arrangement. The first floor would be cantilevered so as to provide a useable space around the building for access to the bin and cycle store. This feature would also reduce the overall mass of the building, particularly from ground level. The revised scheme has further reduced the mass and width of this elevation by the removal of the townhouse element on the eastern end of the building.
- 8.8 In terms of the elevations, careful consideration was needed to the external treatment of each elevation. The applicant has proposed an array of materials with the emphasis on a low carbon approach. The materials include timber cladding, metal standing seam roofs, aluminium framed composite windows and doors and clear and opaque cantilevered glass balustrades. The Panel raised some concerns with the palette of materials. The Panel suggested it would result in an "over-busy appearance" and a simplified treatment should be considered. However, the UDCT considers the proposed palette of materials could be acceptable in design terms subject to further information and samples. I agree with this approach as there is a varied palette of materials in the area. I have therefore recommended a materials condition (3).
- 8.9 The Panel were concerned that the height of the side wing could appear overpowering on the ground floor residents in Akeman House and would also increase overshadowing over the garden space. This was a concern that I also raised with the applicant. Following revisions to the side wing elevation (removal of the townhouse), a revised sunlight and shadow study was carried out. It demonstrated that 82.3% of the rear amenity space would now receive a minimum of 2 hours sunlight on the 21st March and is well in excess of the 50% recommended by BRE guidance figure. This is supported by the UDCT. The side wing would project no further than the side wing of Akeman House which projects along Akeman Street, albeit the proposed scheme would be taller. The proposed side wing would be located 11 metres off the boundary and a further 7.5 metres from the nearest part of the adjacent existing side

wing. I am therefore satisfied that the proposed wing would not appear significantly overpowering.

8.10 In terms of external space, the proposal includes a private communal garden to the rear. This area would be similar of the communal space provided at Akeman House. The communal area would provide approximately 179 sqm of outdoor space. This area would serve as a main outdoor amenity space for future occupiers. On the basis the proposed flats would contain 18 residents (8x1bed = 8 and 5x2bed = 10), which equates to a ratio of approximately 10 sqm per resident. This is comparable, and in some case more than, other similar residential housing schemes that have recently been approved. The frontage of the site (facing Histon Road) would accommodate two car parking spaces either side of the main access route to the front entrance. The car parking spaces would be screened by a combination of hard and soft boundary treatment to soften the appearance of the building and visual appearance of parked cars. The external space would help to assimilate the proposed building into the site and provide future residents with a high quality living environment.

8.11 In my opinion, the proposed development is of a scale that would not appear alien or intrusive in this context. The proposal is also considered to be of high quality design such that it would make a positive contribution to the visual appearance and character of this part of Histon Road.

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

### **Public Art**

8.13 As the site would be highly visible from the public realm, I have recommended a public art condition so that public art provision can be made on site.

8.14 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**

#### *Renewable energy*

8.15 The applicant has identified a range renewable energy technologies in order to provide 10% of the energy from renewables in order to comply with policy 8/16. The Sustainability Officer supports the proposed approaches. Therefore, as no specific strategy has been proposed in order to comply with the requirement of policy 8/16, I have recommended a renewable energy condition to ensure this the relevant information is submitted, agreement and implemented.

### *Sustainability*

8.16 There is a bus stop directly in front of the site which provides services into the City Centre. The site is also approximately 7 minute cycle ride and 25 minute walk into the City Centre.

8.17 The site is located adjacent within walking distance of Histon Road Local Centre.

8.18 In my opinion, subject to a renewable energy condition, 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**

8.19 The applicant has not confirmed if either of the ground floor flats would be laid out to wheelchair standards. I have asked the applicant to clarify if one of the flats is proposed to be wheelchair standard as the flat nearest the front elevation appears bigger.

8.20 The proposed car parking spaces at the front of the site are wide enough to accommodate disabled parking. Therefore, I do not consider it necessary to restrict one of the spaces as Blue Badge as there is no guarantee that a wheelchair user would need such as space or reside at the site.

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

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

8.22 The proposed development would mostly affect the residents in Akeman House as they would be closest. The dwellings to the east in Akeman Street, are of sufficient distance from the site not to be adversely affected by the proposed development in terms of overlooking. The site orientation and separate distances from Akeman House and the dwellings in Akeman Street, the proposed development would also not cause significant levels of overshadowing or appear overbearing. In my view, it is accepted that there is already a degree of overlooking between properties, particularly along Akeman Street where the character is more residential, from the existing properties. The rear half of the rear garden of no.2 is in the applicant's ownership and is currently used as a car parking area for the commercial unit to the south. Therefore, there would be no direct overlooking of the rear garden from the proposed development over and above the approved scheme (13/0231/FUL).

8.23 The side wing of the proposed development would be set 11 metres off the northern boundary and a further 10 metres from the side wing of Akeman House. The 20 metres of separation from the elevations that face each other is considered to an acceptable distance to not cause adverse levels of overlooking or appearance significantly overbearing.

8.24 Concerns have been raised regarding the lack of on-site car parking and how this will impact on neighbouring streets that already experience high levels of car parking, or competition for parking. Residents are worried that the occupiers of the proposed flats will park their cars on adjacent streets or in other inconvenient places that could compromise highway safety and that the proposed development will put additional pressure on the existing car parking problems in and around the surrounding streets. The Highways Authority has advised that the proposal has the potential to impact on the amenity of existing residential units.

8.25 I consider the assessment used in the transport assessment to be acceptable in demonstrating that there is sufficient capacity within the surrounding streets to accommodate additional car parking demand from the proposed development. The same assessment was used to consider the approved scheme. There has been no material change since the survey was carried out

to require an updated assessment to be carried out. I nevertheless, consider the site to be located within a highly sustainable location in terms of proximity to the local centre, bus stops, the city centre and cycle routes. The Local Plan encourages low levels of private car parking in order to encourage a modal shift, particularly where good public transport accessibility exists.

- 8.26 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

#### Amenity for future occupiers of the site

- 8.27 The original proposed scheme was revised following concerns with the level of overshadowing that would occur over the communal space. Following the removal of the town house and revised east elevation the revised sunlight and shadow study shows that 82.3% of the rear amenity space will now receive a minimum of 2 hours sunlight on the 21st March and is well in excess of the 50% BRE guidance figure. This has been assessed by the UDCT and has addressed their concerns in this regard.
- 8.28 The revisions to the side wing have resulted in changes to unit 6 (first floor) and unit 10 (second floor) and unit 13 (third floor). Unit 6 and 10 have been increased in size (from approximately 53sq.m to 71sq.m) and now form 2 bedroom units. Small private terraces have been added to the southeast corner of the units and measure 2m deep x 2.2m wide and form usable amenity spaces. A 2.2m deep x 3.6m wide roof terrace has been added to Unit 13 and forms a usable amenity space for the occupants.
- 8.29 The proposed alterations to the layout and size of units 6, 10 and 13 which are contained within the side wing would improve the quality of the accommodation.
- 8.30 I am therefore satisfied that the proposed development would provide high quality living accommodation and high quality living environment for future residents.

8.31 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**

8.32 The proposal includes an enclosed refuse storage facility located on the south side of the ground floor with separate access for wheeling the bins to the collection point at the front of the site. The Waste Officer supports the size and amount of refuse proposed but has concerns regarding the responsibility of putting out and bringing in the bins. On this basis, the Officer has requested a waste condition relating to the management of the bins be attached to any permission.

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

### **Highway Safety**

8.34 The proposal would also not create any conflict with pedestrians crossing the access, as the spaces are set back from the road and there is sufficient visibility either side of the access to assess movement along the pavement before leaving the site to enter the highway.

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

### **Car and Cycle Parking**

#### **Car parking**

8.36 The site is situated outside the Controlled Parking Zone (CPZ). The Local Plan car parking standards for areas outside of the CPZ recommend that for a single and two bedroom units, one space per unit should be provided, which would equate to 13 spaces (+ 1 visitor/disabled space) in total for the proposed development. The Council's car parking standards are defined as the maximum levels and can be reduced on a case by case basis where appropriate.

- 8.37 It is important to note that the car parking provision to serve the proposed development is the same as that for the approved scheme; two spaces at the front. The proposed scheme also consists of only one additional unit.
- 8.38 The proposal would only provide two parking spaces located on the frontage of the site. The spaces have been designed to comply with the standard Highway specification for parking and manoeuvring into and out of in forward gear. The Highway Authority has not raised any concerns with the layout and dimensions of the proposed car park spaces.
- 8.39 In view of the information provided in the transport statement; car parking survey, the absence of on-site car parking on the proposed site would not have a significantly adverse impact on the existing car parking capacity on the surrounding streets. I therefore consider that the proposed development is acceptable from a car parking point of view and it would be unreasonable to refuse the application based on car parking alone. This is because I consider that the site is in a sustainable location, within reasonable walking and cycling distance of the City Centre, it is on a bus route and it is close to local shops and amenities.
- 8.40 I have nevertheless, recommended a condition to ensure future residents are aware of their nearest club-car location (condition X).

#### Cycling Parking

- 8.41 In terms of cycle parking, 20 spaces (excluding the two visitor spaces) are proposed to serve the future residents. The cycle parking provision complies with the cycle parking standards in the Cycle Parking Guide for New Residential Developments (2010). The guide requires 1 space per bedroom up to 3bed dwellings (18 beds = 18 cycle spaces). The cycle space would be located within a self-contained, secure storage room within the ground floor of building and close to the main entrance. In addition two visitor spaces are proposed adjacent to the car parking space on the southern side.
- 8.42 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

## Third Party Representations

8.43 I have addressed some of the issues raised by third party representation in the above section. However, for those that I have addressed I set out below my response to:

<b>Representation</b>	<b>Response</b>
The scheme would dwarf the adjoining building	The proposed building would be taller than the adjoining buildings but I do not consider this to be a negative element. The height of the proposed building would add variation in the roofline along Histon Road which is mixed. The height is not significantly taller such that it would appear adversely dominant.
Out of keeping	The design of the proposed building is modern and contrasts well with the adjoining buildings. The proposed building would appear as a bold statement which in my view would improve the street scene along Histon Road.
Too many units	The proposal consists of one additional unit compared with the approved scheme. This is not considered to be significant increase such that it would have an adverse impact on the area.
Impact of storage vehicles on residential amenity of adjoining neighbour.	The car parking spaces within the undercroft are the same as the proposed scheme. The spaces are only likely to be used by the commercial unit when the commercial unit is in operation. Outside these hours the spaces are likely to be vacant. I do not consider their use would have any adverse

	impact on the residential amenity of future residents.
Insufficient and inadequate car parking	See para 8.37 to 8.40
20 cycling parking spaces is not enough	Para 8.42
Confusion over the parking for the townhouse	The townhouse has been removed from the scheme.
Bus services not as frequent as suggested in the transport statement	There are bus services directly outside the site. Whilst they may not be as frequent as suggested in the transport statement, the site is located in a high sustainable location in terms of proximity to shops, services and within a reasonable walking and cycling distance of the city centre.

## **Planning Obligation Strategy**

### **Planning Obligations**

8.44 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.

8.45 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 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:

#### Informal Open space

- 8.46 I have consulted with the service manager to identify a project in this area that contributions could be linked to. The Council estimates the cost of new or improved open space to be £242 per person, and therefore, I expect the improvements required for 22 additional residents to cost approximately £5,324. If the Streets and Open Spaces Asset Manager is able to provide precise details of the works required at this stage, I will report them on the amendment sheet, or at Committee.

#### Sports (outdoor and indoor)

- 8.47 The future occupiers will also create an additional demand for indoor and outdoor sports facilities. I expect the cost of the additional provision required to be approximately £5,236 for outdoor provision (£238 per person and £238 per person), and £5,918 for indoor provision (£269 per person). If the Sport and Recreation Manager is able to give precise details of the works required at this stage, I will report them on the amendment sheet or at Committee.

#### Community development

- 8.48 I have consulted with the service manager to identify a project in this area that contributions could be linked to. The Council estimates the cost of new or improved community facilities to be £1256 per person, and therefore, I expect the any such improvements required for 22 additional residents to cost approximately £16,328. If the Streets and Open Spaces Asset Manager is able to provide precise details of the works required at this stage, I will report them on the amendment sheet, or at Committee.
- 8.49 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)

Transport

- 8.50 I have consulted with County Highways to identify a transport project in this area that contributions could be linked to. I shall report their response on the amendment sheet or verbally at committee. 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 8/3 and 10/1 and the Planning Obligation Strategy 2010.

Planning Obligations Conclusion

- 8.51 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 development of a four storey building consisting of 13 residential flat with internalised cycle and bin storage provision including communal space, is considered to be of high quality design and would not have a significant adverse impact on the residential amenity of the surrounding occupiers.
- 9.2 The proposed development would make a positive contribution to the street scene due to its contemporary design and bold styling. The design has been carefully arranged to ensure it respects the development either side without appearing intrusive or dominant.
- 9.3 The proposed development would not have a significant adverse impact on the residential amenity of the surrounding neighbours over and above the scheme that was approved for 12 units.
- 9.4 The site is located within a sustainable location in terms of its proximity to local shops and services, and is accessible to bus

stops which is located a few metres from the site. In this context, I consider the low car parking provision for the scheme acceptable and would not adverse impact the existing on street car parking situation.

## 10.0 RECOMMENDATION

**APPROVE** subject to completion of the s106 Agreement by 5 November 2015 and the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

4. No development shall take place until details of the roof access and roof maintenance plan have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure

5. Prior to the commencement of development, with the exception of the demolition of the existing buildings on the site, details of the proposed renewable energy technology which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources, shall be submitted to and approved in writing by the local planning authority. The details shall include their respective energy contributions, location, design and a maintenance programme. It shall also include an assessment of any air quality noise or odour impact and mitigation measures required to maintain amenity and prevent nuisance in accordance with the Council Sustainable Construction And Design Supplementary Planning Document to be submitted in writing and agreed with the Local Planning Authority prior to installation. The approved renewable energy technologies shall be fully installed and operational prior to the occupation of any of the flats hereby approved and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution. (Cambridge Local Plan 2006 policies 4/13 and 8/16).

6. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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

7. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

8. No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

9. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

10. Prior to the commencement of development and with reference to BS 5837 2012, details of the specification and position of all protection measures and techniques to be adopted for the protection of any trees from damage during the course of any activity related to the development, shall be submitted to the local planning authority for its written approval in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP).

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

11. The approved AMS and TPP will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

12. Prior to the commencement of development, full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify who will be responsible for the putting out and returning of the bins to and from the refuse storage area, the specific positions of where wheelie bins, recycling boxes or any other means of storage will be stationed and the arrangements for the disposal of waste. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity (in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006))

13. No development shall commence until further details of the circulation route for refuse collection vehicles have been submitted to the local planning authority and approved in writing. The required details shall include a full construction specification for the route, and a plan defining the extent of the area to which that specification will be applied. No dwelling forming part of the development shall be occupied until the refuse vehicle circulation route has been laid out and constructed in accordance with the details thus approved, and thereafter the route shall be maintained in accordance with those details.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity (in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006))

14. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

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

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

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

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

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

17. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2006 policy4/13

18. The noise insulation scheme and ventilation requirements as stated within the Cass Allen acoustic design assessment dated 05 January 2015 (ref: RP02-12505) shall be fully implemented, maintained and not altered unless otherwise agreed in writing by the local planning authority.

Reason: To protect the amenity of future residents Cambridge Local Plan 2006 policy4/13

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 driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

21. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) 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.

22. 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.

23. The access shall be constructed with adequate drainage measures to prevent surface water runoff 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: for the safe and effective operation of the highway in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

24. Prior to development, two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings for the front entrance. The splays are to be included within the curtilage of the development hereby approved. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

Reason: In the interests of highway safety.

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

Reason: In the interests of highway safety.

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

Reason: In the interests of highway safety.

27. Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.

- i) contractors access arrangements for vehicles, plant and personnel,
- ii) contractors site storage area/compound,
- iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,

- iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles.

Thereafter the development shall be undertaken in accordance with the approved details.

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

28. 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 associated Guidance, and the results of the assessment provided to the local planning authority. The submitted details shall:
- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged to a achieve a 20% reduction in the previous development peak flows from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - ii. include a timetable for its implementation; and
  - iii. 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: In order to safeguard against the increased risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site (Cambridge Local Plan 2006 policies 3/7, 3/12 and 4/13).

29. The undercroft shown on the approved plans shall be used only for the parking of no more than 3 cars and/or 18 motorcycles associated with the commercial use at 184 Histon Road. At no time shall the area be used for the commercial repair of vehicles.

Reason: To protect the amenity of future residents and nearby properties (Cambridge Local Plan 2006 policies 3/7 and 4/13)

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

Councils Supplementary Planning Document Sustainable Design and Construction 2007:  
<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

Guidance on the assessment of dust from demolition and construction

[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)  
Control of dust and emissions during construction and demolition supplementary planning guidance

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

**INFORMATIVE:** 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.

**INFORMATIVE:** The Housing Act 2004 introduces the HHSRS as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors. Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

The applicant/agent is advised to contact the Residential Team at Mandela House, 4 Regent Street, Cambridge and Building Control concerning fire precautions, means of escape and the HHSRS

**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.