
Application Number	15/1859/FUL	Agenda Item	
Date Received	6th October 2015	Officer	Mr Sav Patel
Target Date	1st December 2015		
Ward	Romsey		
Site	307 Mill Road Cambridge Cambridgeshire CB1 3DF		
Proposal	Demolition of an existing retail unit, associated workshop, storage and office and erection of 8 flats, together with associated visitor parking, access, landscaping, drainage and infrastructure works		
Applicant	Mr Lloyd Townsend 201 Lancaster Way Business Park Ely Cambs CB6 3NX		

SUMMARY	The development accords with the Development Plan for the following reasons: 1. The proposed development would sympathetically relate to the surrounding residential context and represent a high quality design and layout; 2. The proposed development would enhance the character and appearance of the Conservation Area; 3. The proposed development would not have a significantly adverse impact on the residential amenity of the adjoining occupiers;
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site consists of a single storey pitched roof building (on the western side) and two storey pitched roof building (on the eastern side) fronting Mill Road. The single storey element is set back from the two storey element by approximately 2 metres. Extending off the rear of the single storey element is a single storey flat roof building which connects to a part flat and part pitched roof building. The only part of the site that is not covered by building is the side access adjacent to the boundary with no.305 Mill Road.
- 1.2 The northern boundary of the site connects to the side boundary of the rear garden of no.6 Vinery Road. To the east of the site is a large vacant site which is known as the former Magnet Warehouse site (7.12) which is for mixed use housing and community facility including student hostel for ARU. The site now has planning permission for a mosque and student accommodation. To the south of the site is Mill Road carriageway and opposite this is a residential terrace of two storey Victorian properties with bay windows, which is a defining characteristic of the building of this part of Romsey. The terrace is identified as 'Positive Unlisted Buildings' in the Mill Road Conservation Area Appraisal (2011). To the west is 305 Mill Road which is a currently in commercial use as a convenience store with flats above. Connected to no.305 is Vinery House which is on the corner of Mill Road and Vinery Road.
- 1.3 The site is located within the Mill Road Conservation Area but the buildings on the site are not identified for any merit. To the west of the site and in front of the allocated site is a grass verge with contains three protected (Tree Preservation Order) Birch trees with shrub planting.

2.0 THE PROPOSAL

- 2.1 The proposal as submitted has been through extensive pre-application discussion and involves the demolition and replacement of the existing building.
- 2.2 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Transport Statement
3. Flood Risk Assessment and Surface Water Drainage
4. Phase 1 Environmental Assessment
5. Heritage Statement
6. Environmental Noise Assessment
7. Planning Statement
8. Design and Access Statement
9. Daylight/Sunlight Assessment
- 10.Plans.

2.3 The proposal is for the demolition of the existing buildings and construction of a replacement frontage building and rear wing. The proposed development was originally for 8 flats (3 x 1 bed, 5 x 2 bed). However, following concerns with the scale of the development and impact on the residential amenity of the occupiers in Vinery Road, the rear section of the proposal was reduced in scale. The revised proposal now consists of 7 flats (3 x 1 bed an 4 x 2 bed). The rear wing has been stepped down in height from two " storey to single storey as it approaches the rear boundary of the site. The revisions have also improved the site communal space for future occupiers in terms of amount and threshold space for the ground floor units. Bin and cycle storage are now proposed to be internalised within a secure store.

3.0 SITE HISTORY

There is no relevant planning history for the site.

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/12 4/11 5/1 8/2 8/4 8/5 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	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010)
	<u>Area Guidelines</u> Mill Road Area Conservation Area Appraisal (2011)

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in

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

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

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Original comments

- 6.1 Recommends refusal due to the access being too narrow for two vehicles to pass in the entrance with comfort, and two average cars will be unable to pass at all, which may result in vehicles stopping suddenly on the highway, or reversing back onto the highway to allow a vehicle to egress. Off street parking is provided on less than one space per room basis. It is likely that the occupiers will own a car and this will put pressure upon on the demand for on street parking on nearby streets which will impact the residential amenity of the existing occupiers. However, this is unlikely to result in any significant adverse impact upon highway safety. If the minded to approve the following conditions and informatives are recommended:

- No unbound materials;
- No gates opening over the highway;
- Access to be constructed to County Highway specification;
- Access to be constructed with adequate drainage;
- Visibility splays;
- Access free of obstruction;
- Traffic Management Plan;

Consent required for works to highway land (informative);
Public Utility (informative)

Comments on revised plans:

- 6.2 The Highway Authority has removed its recommendation for refusal and whilst the proposal is likely to increase demand for on street parking, it is unlikely to result in any significant adverse impact upon highway safety. The following conditions are recommended:

Redundant vehicle crossover to be returned to footway and kerb;
Traffic Management Plan;
Consent required for works to highway land (informative);
Public Utility (informative)

Environmental Health

Comments on original proposal

- 6.3 The proposed development is acceptable subject to the following conditions and informatives:

Preliminary contamination assessment and investigation strategy
Intrusive site investigation report
Implementation of remediation
Completion report
Material management plan
Unexpected contamination
Demolition and construction hours
Collections and deliveries during demolition/construction
Construction/demolition noise/vibration (including piling)
Dust condition
Building noise insulation
Site investigation informative
Remediation works informative
Demolition/construction noise and vibration
Materials chemical testing informative
Dust condition informative

Comments on revised plans

- 6.4 No additional comments to add.

Urban Design and Conservation team

- 6.5 The current proposal is not supportable. The rear range is excessively tall and overbearing, and is detrimental to the character of this part of the Conservation Area. The frontage element is nearly acceptable in isolation, but overall the scheme requires reconsideration.

Comments on revised plans

- 6.6 No material conservation issues with the revised plans.

Landscape Team

Comments on original plans

- 6.7 No comments received.

Comments on revised plans

- 6.8 The Landscape Team have no concerns with the outline designs for the private and communal amenity landscapes for this development subject to a hard and soft landscaping condition.
- 6.9 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 Councillor Smart commented on this application and has called in the application if officers are minded to approve due to concerns with residential amenity in terms of overlooking.
- 7.2 The owners/occupiers of the following addresses have made representations:

2 Vinery Road
4 Vinery Road

6 Vinery Road
8 Vinery Road
17 Romsey Road

7.2 The representations can be summarised as follows:

Comments on original proposal

Design, Scale and Layout

The proposal is an over development of the site;
The proposed buildings are too high for this area and have a significant impact gardens that surround the development;
Against the demolition of the existing buildings which are within the Conservation Area – the proposal should seek to retain and sympathetically restore the building;
Density of development will have a knock on effect on surrounding properties which will have a detrimental impact on the character of the conservation area;

Residential amenity

The proposal will overshadow and visually dominant my house and rear garden;
Overlooking and overshadowing of the surrounding gardens;

Car parking/Highways

Concerned by the insufficient amount of car parking which is likely to put pressure on nearby streets;
Lack of parking and more people is likely to increase congestion in the area;
All residents should be catered for in terms of car parking;

Comments on revised plans

Total lack of off street parking will add to existing overcrowding problem;
The new proposal has two units at the back with a westerly aspect which are lower than before – is this correct?
Not clear from the plans how close the development will come up to my back wall. What about access during building?

Why is there no new daylight/sunlight assessment showing how the new proposal affects my house and garden? Much of the sunlight in the morning would appear still to be at risk of occlusion from the remaining higher units towards the front part of the development;

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

8.0 ASSESSMENT

Principle of Development

- 8.1 Policy 5/1 of the Cambridge Local Plan 2006 allows for residential development from windfall sites, subject to the existing land use and compatibility with adjoining uses. The site is located within a mainly residential context with a small element of commercial uses nearby. Therefore, the proposed redevelopment of the site which requires the removal of existing structures on the site to provide a new building consisting of seven flats is acceptable in principle. Although the last lawful use of the site was as an A1 unit, the site lies outside identified District or Local Centre and as such Policy 6/7 of the Cambridge Local Plan (2006) does not apply to this retail unit. Consequently the loss of A1 is acceptable as a matter of principle.
- 8.2 In my opinion, the principle of the development is acceptable and in accordance with policy 5/1.

Context of site, design and external spaces

- 8.3 The original proposal was for eight flats contained within a two storey building fronting Mill Road with undercroft vehicle access into the site and a connected two storey building extending off the rear. This proposal was not considered to be acceptable due to the scale and depth of the rear element; internal courtyard layout; and undercroft access. Following discussions with the applicant, revised plans were submitted on 29th March 2016 which attempted to address Officers concerns.
- 8.4 Revised plans have been reviewed and consultees and local residents have been re-consulted. The revised scheme has

been reduced in scale in a stepping down approach from 2 " storey to single storey. The element facing Mill Road is substantially the same as original proposed except for revisions to the openings on the ground floor following the removal of the undercroft access. The internal courtyard has as a result of the car free scheme been significantly improved in terms of layout and amount of useable space.

- 8.5 In terms of site context, the proposed element fronting Mill Road responds to and draws inspiration from, the existing Victorian terrace by incorporating features such as a bay window, chimneys, fenestration arrangement and materials (slate roof and gault brick). The proposal also includes two pitched roof dormers which, whilst are not common features within the immediate area, are nevertheless considered to be of a sympathetic scale and massing within the Conservation Area. The Conservation Officer shares with this view. The pastiche design and scale of the Mill Road facing building, works successfully in this context without appearing contrived. I am therefore, satisfied that this element of the proposal would result in a significant improvement compared to the existing buildings on the site and as a result would enhance the character and appearance of the Conservation Area.
- 8.6 The rear projection which was originally proposed to extend along the western boundary to the rear boundary (north) at 2 and 2 " storey was considered to be unacceptable due to it's contrasting design and oppressive scale from within the Conservation Area. The proposal would be visible from Vinery Road and from the rear gardens of the properties in Vinery Road. However, the view would have been of a mainly 2 " storey blank elevation which would create a wall of development along the rear boundaries of the properties in Vinery Road. Following discussions with the applicant, the applicant revised the rear element.
- 8.7 The revised rear element has been scaled down by stepping down from 2 " storey to single storey in three phases, as it extends towards the rear boundary. The east elevation of the rear wing has a more contemporary treatment in terms of its fenestration with large floor to ceiling windows and balcony features. This is considered to be acceptable as it would not be visible from the public realm and would also benefit the amenity in terms of outlook for future occupiers.

- 8.8 The 2 " and 2 storey phases have projecting gables which help to break up the elevation of the rear wing and provide architectural interest. The west elevation continues to be a relatively blank side of the development. However, with the reduced scale, it would not appear as a wall of development from the gardens of the properties in Vinery Road, particularly nos. 2, 4 and 6.
- 8.9 I am satisfied that the revised design and scale of the proposed development has sufficiently overcome officers concerns with the original proposal such that it would result in a suitable form of development in this location.
- 8.10 With regards to the external space, the future occupiers would now benefit from a generous amount of communal garden space following revised plans. In the original scheme, the courtyard was dominated by hardstanding for the driveway and two parking spaces and the external bin and cycle stores. This resulted in the garden area being located in front of flat 4. Officers raised concerns with this as the layout was not considered to provide a high quality outdoor space for future occupiers in terms of location, amount, usability and impact on residential amenity. The outdoor space was located in front of unit 4 who would benefit from the space and was not considered to be inviting for other occupiers to use the space. The applicant was encouraged to revise the communal courtyard area to make it more usable and inviting to all future occupiers. The applicant was advised to remove the car parking spaces and hardstanding area and relocate the bin and cycle store to within the undercroft area. The applicant revised the site layout plan to take on board officers recommendations/suggestions.
- 8.11 The proposed internal courtyard has been made significantly better with the removal of the car parking spaces and relocation of the bin and cycle store. The revised communal space would essentially result in 27.3 metres in length and 3.4 metres deep area of grass land, which would be located adjacent to the eastern boundary. Each of the ground floor flats would benefit from a terrace area set behind a low hedge threshold. Unit 6 on the first floor would benefit from a balcony. Officers did request that balconies be provided for the other upper floor flats (1, 3 and 5) but the applicant could not find a suitable way of

incorporating these without materially altering the design or causing amenity issues for existing residents. Therefore, given the significantly improved layout and amount of usable garden space which would benefit all future occupiers, officers believe this would outweigh the lack of private external space for the upper flats which are mainly 2 bed units.

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

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.13 Officers raised concerns with the applicant on the original scheme mainly due to the significant adverse impact the rear wing would have had on the residential amenity of the occupiers of nos.2 and 4 Vinery Road. The original scheme would have resulted in a 2 " storey (8.3 metre high) and 25.6 metre deep rear wing along the rear (eastern) boundary within 8 metres of the rear elevations of nos.2 and 4 Vinery Road. This would have resulted in a wall of development that would appear visually intrusive and create an overbearing sense of enclosure from the properties and gardens of nos. 2, 4 and to a lesser extend no.6 Vinery Road. Officers were also concerned with the potential impact on the occupier of flat above 305 Mill Road which has windows facing east towards the proposed development. The applicant was therefore, advised to reduce the scale of the rear wing to mitigate the impact on the existing occupiers. The applicant was advised to reduce the scale in a phased manner.
- 8.14 The applicant submitted revised plans taking on board the concerns and suggestions. The revised rear wing was reduced in scale to an acceptable level. The revised rear wing consists of three phases; 2 " storey element (7.8m in length by 8.4 metres in height to ridge and 5.3 metres to eaves), a two storey element (7.6 metres in length by 6.1 metres in height to ridge and 3 metres to eaves); and a single storey element (10.25 metres in length by 4.5 metres in height to ridge and 2.5 metres to the eaves). Each phase would have a pitched roof. The revised rear wing is now considered to be acceptable and overcomes officers concerns with the potential overbearing and visually intrusive impact on the residential amenity of the

neighbouring occupiers. The occupier of the flat above 305 Mill Road would have an improved outlook from the east facing windows. The windows that would face the proposed development serve a kitchen and bedroom window which would be 6.6 metres and 4.9 metres away (respectively) from the proposed development. The flat does benefit from windows that face onto Mill Road and the entrance door which faces north. Access to the flat is via a metal staircase at the rear of the building. The courtyard on the ground floor is used for parking and storage the Spar shop. This area therefore does not provide the occupier of the flat with a private outdoor space. In my view, the proposed development would not have a significant adverse on the residential amenity of the occupier of flat.

- 8.15 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 and Cambridge Local Plan (2006) policies 3/4 and 3/7.
- 8.16 A daylight/sunlight assessment was submitted with the application and assessed the impacts of the proposed development based on the original plans. Since the submission of the Daylight/Sunlight analysis, the scheme has been amended to reduce the scale of the rear range. The assessment demonstrates that there is no impact on daylight/sunlight to the surrounding area over and above the shadow cast by the current building on the site. I am satisfied that the impacts in this regard are acceptable.
- 8.17 I note that the third party representations raise concern that a revised daylight/sunlight assessment has not been submitted for the scheme as amended. It is my view that the report submitted demonstrates that the originally scheme would not have any significant adverse impacts in relation to daylight/sunlight. Therefore, as the scale of the proposals have reduced, I am satisfied that there would not be any additional adverse impacts arising from the scheme as amended. I am also satisfied that a further daylight/sunlight assessment is not required in this instance.

Amenity for future occupiers of the site

- 8.18 The revised layout of the internal courtyard would provide future occupiers with a well laid out, usable and functional communal space for future occupiers to enjoy. Each flat is laid out to a high standard and are spacious.
- 8.19 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

- 8.20 The revised layout has internalised the bin store. The bin store provision and layout is acceptable in my view and I am satisfied that the details can be secured by way of a suitably worded condition.
- 8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.22 The proposed development has overcome the highway safety objection raised by the County Highway Authority by removing the undercroft access.
- 8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car parking

- 8.24 Concerns have been raised by third parties regarding the lack of car parking for the proposed development and the potential car parking pressures that the proposal will put on the surrounding streets. However, it is Local Plan policy to promote lower levels of car parking in order to encourage a modal shift towards sustainable forms of transport. The City's Car Parking Standards are therefore set as maximum levels, and in a location such this; very well placed for local shops and services,

the railway station, bus stops links and cycle routes into the city, a car free development is regarded as acceptable. Therefore, whilst I appreciate there are strong local concerns with the lack of on site/off street car parking there is no policy basis in the Local Plan on which this could be refused and in the absence of an objection from the Highway Authority a refusal of planning permission would be hard to sustain. The site is located within a highly sustainable location and has very accessible links to public transport and is within walking distance of shops and services. I have however recommended a car-club informative.

Cycle parking

- 8.25 The proposal includes fourteen cycle parking space; ten within a secure store and two visitor spaces accessible from the internal courtyard and two spaces internalized space in the front elevation. The cycle parking standards require that 1 cycle space per dwelling (up to 3 bedroom dwellings) is provided equating to a requirement for at least 7 cycle spaces. The current proposals are therefore compliant with this requirement and would also provide for some visitor parking. I am satisfied that the quantum and layout of the proposed cycle parking is acceptable.
- 8.26 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.27 I set out below my response to the issues raised in the third party representation.

Representation	Response
<u>Design, Scale and Layout</u>	
The proposal is an over development of the site;	It would be difficult to argue the proposed is overdevelopment of the plot especially as the proposed building footprint is less than the existing and the proposal would provide a high quality living environment for future occupiers.
The proposed buildings are too	The scale of the development

high for this area and have a significant impact gardens that surround the development;	has been significantly reduced and now relates more sympathetically with the surrounding context.
Against the demolition of the existing buildings which are within the Conservation Area – the proposal should seek to retain and sympathetically restore the building;	The Conservation Team supports the proposed development. The existing buildings are not defined in the Conservation Area Appraisal as positive. The proposed development is considered to be significant enhance to the site and character and appearance of the Conservation Area.
Density of development will have a knock on effect on surrounding properties which will have a detrimental impact on the character of the conservation area;	Each planning application is considered on its own merits.
<u>Residential amenity</u>	
The proposal will overshadow and visually dominant my house and rear garden;	The revised proposal would not cause any significant or prolonged levels of overshadowing of the surrounding houses and gardens.
Overlooking and overshadowing of the surrounding gardens;	There are no windows that would cause direct overlooking of the neighbour gardens. The rooflights are high level and with cill heights of 1.7 metres above internal ground floor level.
<u>Car parking/Highways</u>	
Concerned by the insufficient amount of car parking which is likely to put pressure on nearby streets;	See paragraph 8.23
Lack of parking and more people is likely to increase congestion in the area;	As above

All residents should be catered for in terms of car parking;	If car parking were to be provided for each flat then the proposal would either need to be increase in scale to accommodate the car parking or significant reduced. This would result in the site being dominated by car parking.
<u>Comments on revised plans</u>	
Total lack of off street parking will add to existing overcrowding problem;	My view is that for the type and size of units proposed and in this location, it would reasonable to expect the future occupiers would not own cars. See para 8.23 also
The new proposal has two units at the back with a westerly aspect which are lower than before – is this correct?	None of the units have a westerly aspect. The units in the rear window face over the communal area. The rooflights in the western roofscape are high level and serve bathrooms and kitchens.
Not clear from the plans how close the development will come up to my back wall. What about access during building?	The rear wing would be set off the western boundary by 200mm at most tapering to a point where it touches the boundary. Access for building work is civil matter for the applicant and adjacent land owners to agree
Why is there no new daylight/sunlight assessment showing how the new proposal affects my house and garden? Much of the sunlight in the morning would appear still to be at risk of occlusion from the remaining higher units towards the front part of the development;	The revised scale of the rear wing is such that it would not in my view require a new daylight and sunlight assessment to be carried out. The single storey pitched roof element would be located across the rear boundary of nos. 2 and 4 Vinery Road. The higher units are unlikely to cause significant levels of overshadowing. In this urban context, any new development is likely to have a degree of

	impact on the existing environment and residential amenity of neighbouring properties. However, I do not consider the degree of harm would be significant enough to warrant refusal.
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9.0 Conclusion

- 9.1 The proposed revised development is for demolition of the existing structures on the site and construction of a new 2 " storey building facing Mill Road with a rear wing consisting of 2 " storey dropping down to single storey. The proposed building would consist of seven residential flats and include associated bin and cycle storage provision and communal space.
- 9.2 The proposed frontage building has been designed to appear as a traditional building which responds to and draws inspiration from the local area. The proposed building is considered to be significant improvement on the existing structures facing Mill Road. This element of the proposal would enhance the character and appearance of the Conservation Area and by repairing the street frontage of the site.
- 9.3 The proposed rear wing has been scaled down significantly whilst only losing one unit from the original scheme. The stepped phasing of the rear wing is considered to be acceptable in this context and in relations to the neighbouring building. The side elevation of the rear wing will be visible from oblique views between 305 Mill Road and the front building. However, the variation in roof height and use of traditional materials would ensure the rear wing reads as a building of appropriate scale and appearance. The proposed development overall would, in my view significantly improve the current use and appearance of site such that it would enhance the character and appearance of the Conservation Area.
- 9.4 The proposed development has been revised to ensure it would not have a significantly adverse impact on the neighbouring properties, particularly nos.2, 4 and 6 Vinery Road which abut the western and northern boundaries of the site. The reduced scale of the rear wing would no longer appear overbearing or significant overshadow the rear gardens, particularly as the rear

wing steps down to single storey adjacent to the boundaries of these properties.

- 9.5 Concerns have also been raised regarding the lack of car parking associated with the proposed development. The site is considered to be located within a highly sustainable location and in combination with the size of the units (1 and 2 bed), is not likely in my view to lead to a significant increase in car parking on the surrounding street. The site is located within close proximity to public transport links, within walking and cycling distance of the city centre including Mill Road Local Centre which contains a range of shops and service. Therefore in this context, and given the Local Plan encourage a modal shift away from car usage, I believe this site represents an ideal location for a car free development. By making the development car free, it has also helped to improve the internal layout of the site which would provide future occupiers with a high quality living environment.

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

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

10. There should be no 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)

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

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

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

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

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

13. Before the development/use hereby permitted is occupied, a scheme for the insulation of the building in order to minimise the level of noise emanating from the said building shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the building hereby permitted is occupied and shall be thereafter retained as such.

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

14. 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)

15. 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)

16. 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)

17. 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)

18. Prior to the commencement of occupation, full details of the storage facilities for the separation of waste for recycling and composting within the individual flats shall be provided. The approved arrangements 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. Cambridge Local Plan 2006 policies 3/12 and 4/13.

19. The redundant vehicle crossover of the footway must be returned to normal footway and kerb at no cost to the Highway Authority.

Reason: For the safe and efficient operation of the public highway

20. 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 (wherever possible all such parking should be within the curtilage of the site and not on street),
- 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 (wherever possible all loading and unloading should be undertaken off the adopted public highway).
- v) movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

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)

INFORMATIVE: Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

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

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

INFORMATIVE: Dust condition informative

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

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

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

-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

INFORMATIVE: Demolition/Construction noise/vibration report

The noise and vibration report should include:

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

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

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

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

-Agreed target levels are likely to exceeded

-Upon the receipt of substantiated complaints

-At the request of the Local Planning Authority / Environmental Health following any justified complaints.

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

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

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

INFORMATIVE: This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

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: 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.