

<b>Application Number</b>	16/0617/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	19th April 2016	<b>Officer</b>	Charlotte Burton
<b>Target Date</b>	19th July 2016		
<b>Ward</b>	East Chesterton		
<b>Site</b>	Hayling House Fen Road Cambridge Cambridgeshire CB4 1UN		
<b>Proposal</b>	Erection of 14 flats and associated bin and cycle stores following demolition of existing dwelling.		
<b>Applicant</b>	Crickmore Stable House 70 Fen Road Chesterton Cambridge CB4 1TU		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposal would deliver 13 additional units which would contribute to meeting housing demand in the city.</p> <p>The proposal would not have an unacceptable impact on the character of the area of views from Stourbridge Common.</p> <p>The proposal is acceptable in terms of flood risk and impact on nearby sites of local nature conservation importance.</p> <p>The proposal would not have an unacceptable impact on the amenity of neighbouring properties, and the amenity of future occupiers would be acceptable.</p> <p>The proposed access and impact on the local highway network is</p>
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	acceptable.
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is 0.41 hectares on the southern side of Fen Road to the east of the Chesterton Junction railway crossing. The site comprises Hayling House – a detached bungalow - and its curtilage which has been recently cleared.
- 1.2 The southern boundary of the site fronts the public footpath along the River Cam. There is an existing access from the site to the footpath. The remainder of the boundary is vegetated. To the west is a triangle of land owned by British Rail, which currently has a thick cover of trees and vegetation.
- 1.3 To the east, the site adjoins Fen View Court. This is a relatively dense development of flats and houses. The red brick buildings are visible from the river. On the opposite side of Fen Road to the north is a mix of 2 storey residential properties and bungalows set back from Fen Road.
- 1.4 The existing building is not listed and is not a building of local interest, nor are there any within the vicinity. The site is not within a conservation area, however to the south is the Stourbridge Common Area of the Central Conservation Area, which includes the northern river bank adjoining the application site.
- 1.5 There are numerous mature trees on the boundaries of the site, although none are subject to Tree Protection Orders. The south western corner of the site is within Flood Zone 3 and the remainder of the site (with the exception of the north western corner) is within Flood Zone 2.
- 1.6 The site is within the setting of the Cambridge Green Belt which includes Stourbridge Common to the south. Stourbridge Common is also a site of local nature conservation importance.
- 1.7 The site falls outside the controlled parking zone.

## 2.0 THE PROPOSAL

- 2.1 The proposal is for the erection of 14 flats following demolition of the existing dwelling, with associated access, car and cycle parking, bin stores and landscaping. All units would be 2-bed and for market sale.
- 2.2 The units would be arranged in three blocks which would all be two storeys:
- Blocks 1 and 2 on the middle part of the site would have 4 units each. The blocks would have two pitched roof elements linked by a flat roof containing a communal access.
  - Block 3 on the northern part of the side fronting Fen Road would have 6 units with three pitched roof elements linked by flat roof containing a communal access.
- 2.3 The buildings would be constructed of buff colour facing brickwork with dark grey fibre cement cladding. The south east gable elevations of each block would feature full height glazing across the width of the elevation and a balcony on both floors.
- 2.4 The site would be landscaped with communal open space, including the southern part of the site fronting the river. During the course of the application, revised plans were submitted to enhance the landscape buffers. Pedestrian access would be provided onto Fen Road and to the footpath along the river, which would both be gated.
- 2.5 Vehicle access would be via Fen View Court and car parking would be provided in three small parking courts. Communal cycle and bin stores would be provided for each of the blocks along the eastern boundary of the site and on the western side of Block 3.

## 3.0 SITE HISTORY

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
15/0606/FUL	Erection of 14 flats and associated bin and cycle stores following demolition of existing dwelling	Application withdrawn
14/2053/FUL	Erection of 15 flats and associated bin and cycle stores following demolition of existing	Application withdrawn

11/0786/FUL	dwelling. Erection of two dwellings following demolition of existing dwelling.	Approved subject to conditions
10/0389/FUL	Erection of two dwellings following demolition of existing dwelling.	Approved subject to conditions

#### 4.0 PUBLICITY

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

#### 5.0 POLICY

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

#### 5.2 Relevant Development Plan policies

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

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

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework –
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	<p>Planning Practice Guidance March 2014</p> <p>Circular 11/95</p> <p>Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Biodiversity Checklist for Land Use Planner in Cambridgeshire and Peterborough (March (2011)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge City Council (2011) - Open Space and Recreation Strategy.</p> <p>Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010)</p>

	Cycle Parking Guide for New Residential Developments (2010)
	<u>Area Guidelines</u> Cambridge City Council (2002)–Eastern Corridor Area Transport Plan.

#### 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

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

No objection.

Visibility splays are acceptable.

Internal roads are unsuitable for adoption by the Highway Authority and will remain as private streets. Ensure the Waste Collection Service is happy to collect from within the site otherwise the drag distances to the nearest Highway Authority adopted vehicular carriageway would exceed the acceptable maxima. If the intended waste collection methodology proves

un-implementable, storage of bins may occur on-street, which would present a hazard to highway users that close to the level crossing.

Willing to adopt the proposed footway on Fen Road, but would not seek to encourage the use of Fen Road for access to and from the site by pedestrians and cyclists as this would increase usage of the crossing by vulnerable users.

The link between Fen Road and the towpath footway/cycleway provides a useful alternative route, avoiding the level crossing for these modes and would also provide access of similar advantage to the footway/cycleway bridge over the Cam.

The Highway Authority would be willing to adopt this route as public highway with the status of cyclepath as securing this route would provide an alternative, safer route for the wider public, reducing usage of the level crossing by these modes, and offsetting the impact of the increase in motor vehicles resultant from this proposal.

This would, however require the removal of the gates at either end and the replacement of the outward opening doors on the bicycle and bin stores with sliding doors to avoid conflict with users of the highway.

Recommended conditions:

- Bespoke manoeuvring area condition
- Bespoke accesses condition
- Bespoke visibility splays condition

## 6.2 Environmental Health

No objection. Recommended conditions:

- CC63 – construction hours
- EH1 – collection during construction
- PILING – piling
- DUST – dust condition
- DUSTCI – dust condition informative
- Bespoke noise assessment / insulation scheme (internal and external)
- Bespoke contaminated land informative

## *Railway noise*

The northern portion of the site is close to the railway mainline and Chesterton Junction level crossing. Indeed, at its closest, Block 3 and Block 1 appear to be approximately 23m and 25m respectively from the rail track. Given the closeness of the track and level crossing to the proposed development, there is the potential for noise disturbance to be caused to future occupiers. I recommend a noise assessment / insulation scheme type condition to ensure a full building envelope and ventilation scheme is provided to achieve the requires standards.

### **6.3 Refuse and Recycling**

No objection. Bin provision is adequate for these 14 flats. Provided the road (paving) is suitable for a 26 tonne refuse lorry, and no parking is allowed outside of the parking bays restricting access to the lorry, then no problems with the collections.

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

No objection. Recommended conditions:

- Materials samples
- Details of walls

### **6.5 Landscape Team**

No objection. Recommended conditions:

- Hard and soft landscaping scheme
- Boundary treatments
- Landscape management and maintenance plan.

### **6.6 Access Officer**

No objection. Recommend the new housing meets condition 2 (formerly lifetime homes) of housing design Part M Building Regulations 2015.

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

While some aspects of the scheme in relation to sustainable design and construction and renewable energy provision are supported, subject to the imposition of the conditions suggested

below, I share the concerns of the Council's Sustainable Drainage Engineer and, as such, am unable to give the application my full support until such time as flood risk concerns are appropriately addressed in consultation with the Sustainable Drainage Engineer.

The use of photovoltaic panels is supported. Calculations need to be provided to demonstrate at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources. This can be dealt with through recommended condition:

- Renewable energy calculations

General approach to sustainable design and construction is supported:

- The design of principal rooms to face south in order take advantage of solar gain. While this approach is supported, it does need to be balanced against the need to minimise excessive solar gain in the summer. The proposed balconies will provide some shading, helping to reduce the risk of overheating, but it may also be necessary to consider the specification of solar control glazing;
- The reference to the use of thermal mass is supported, although it is not clear whether this thermal mass will be exposed or whether a wet plaster finish will be utilised in order to maximise the benefits of the thermal mass. Thermal mass also needs to be combined with secure night time ventilation, and it is not clear whether this is provided for. This element is important to ensure that exposed thermal mass does not inadvertently contribute to unwanted internal heat gains in the summer;
- The specification of Mechanical Ventilation with Heat Recovery (MVHR), which will help maintain a healthy indoor environment. While the use of MVHR is supported, it will be important to ensure that this is specified with a summer bypass mode to ensure that it does not inadvertently contribute to unwanted internal heat gains in the summer;
- A commitment to utilising water efficient appliances and sanitary ware to achieve water efficiency levels of 120 litres/person/day. While this approach is welcomed, I would encourage the applicant to go further given the levels of water stress facing Cambridge. The Council is looking to introduce a new planning policy requirement for all new development to achieve a level of water consumption of 110

litres/person/day based on the requirements set out in the optional national technical requirements set out in Part G of the Building Regulations, 2015 edition. While this is not yet an adopted policy requirement, I would encourage the applicant to give consideration to implementing the maximum fittings specification set out in Table 2.2 of this document.

The Sequential Test has been applied to the site and has demonstrated that the principle of development in this location is acceptable. No objection, provided the Sustainable Drainage Engineer supports the Flood Risk Assessment.

#### **6.8 Sustainable Drainage Officer**

No objection. Support the Flood Risk Assessment. The applicant will need to provide a topographic survey to demonstrate that they have undertaken the re-contouring of the land. This can be dealt with through recommended condition:

- Topographic survey

#### **6.9 Environment Agency**

##### Comments 09.05.2016

In the absence of an acceptable Flood Risk Assessment we object to the grant of planning permission and recommend refusal on this basis that the FRA submitted with this application does not comply with the requirements set out in paragraph 9 the Technical Guide to the National Planning Policy Framework. The submitted FRA does not therefore; provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. We ask to be re-consulted with the results of the FRA. We will provide you with bespoke comments within 21 days of receiving formal reconsultation. Our objection will be maintained until an adequate FRA has been submitted.

No further comments received on revised Flood Risk Assessment

#### **6.10 Anglian Water**

The development site is within the 15m cordon sanitaire of a sewage pumping station. Recommended condition:

- No noise sensitive development within 15m of pumping station

Development will lead to an unacceptable risk of flooding downstream. A drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures. Recommended condition:

- Foul water strategy.

From the details submitted the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

#### **6.11 Walking and Cycling Officer**

The proposal to dedicate 2m for adoption of highway to allow for a new footway is welcomed. The cycle and pedestrian route through the site linking Fen Road to the towpath will be a very useful link, avoiding the level crossing. As such it is strongly recommended that this link is available to the public and that the gates are removed to allow this access. This path could be also be offered up as public highway. Cycle parking proposed for blocks 2 and 3 and for visitors is fine. There does not appear to be any cycle parking associated with block 1 which is not acceptable.

#### **6.12 Cambridgeshire County Council (Growth and Economy - Waste)**

No objection. Recommended conditions:

- Detailed Waste Management and Minimisation Plan

#### **6.13 Cambridgeshire County Council (Growth and Economy - Flooding)**

No objection. Recommended conditions:

- Surface water drainage scheme
- Surface water drainage maintenance

#### 6.14 **Nature Conservation Officer**

No objection. Recommended conditions:

- Southern boundary shall not be externally lit
- Details of bat boxes.

#### 6.15 **Affordable Housing Officer**

##### Comments 20.04.2016

Objection. The gross increase in the number of dwellings proposed does not meet the threshold for Affordable Housing; however, a previous application on this site demonstrated that an increased number of dwellings could be brought forward on this site (14/2053/FUL with 15 units). Therefore, the land use is not seen as efficient and an element of affordable housing would need to be included in accordance with our Supplementary Planning Document.

##### Comments 03.08.2016

In light of the planning history and the site constraints, I am happy to support your recommendation that an increase in the number of proposed units on the site to meet the 15 unit threshold for Affordable Housing may not be achievable.

#### 6.16 **Cambridgeshire Constabulary (Architectural Liaison Officer)**

No objection. The parking spaces in the north western part of the site along with the cycle and bin store are not overlooked by active rooms from the flats. There will need to be sufficient lighting covering the street and car park areas to meet standards. Recommended condition:

- Lighting scheme

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

Records indicate that the site lies in an area of high archaeological potential. No objection. Recommended condition:

- Archaeological investigation

## 6.18 Network Rail

No objection. Comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land relating to future maintenance, drainage, plant and materials, scaffolding, piling, fencing, lighting, noise and vibration, and vehicle incursion. Recommended agree an Asset Protection Agreement.

## 6.19 Airport Safeguarding

No objection. Recommended informative:

- Use of cranes

## 6.20 Consultations with Service Managers

I have consulted the Development Contributions Monitoring Unit regarding potential mitigation measures to address demands for Informal Open Space/PlaySpace, Indoor/Outdoor Sports Facilities and Community Facilities:

### Community facilities

It is proposed that the council requests £15,702 (based on the funding formula set out in the council's Planning Obligations Strategy 2010). This proposed development is within around 970 metres of the Browns Field Youth & Community Centre facility, which is on the council's 2016/17 'target list' of facilities for which specific S106 contributions will be sought. The community facilities audit (2016) highlights that the capacity of this facility needs to be improved to mitigate the impact of local development, like that proposed by this planning application. So far, the council has agreed zero specific contributions for this project so there is still scope for this contribution (and up to 4 others) to be requested.

£15,702 – Towards the provision and / or improvement of the facilities (inc kitchen, toilets, storage and furniture and equipment) at Browns Field Youth & Community Centre.

### Indoor sports

It is proposed that the council requests £6,725 (based on the funding formula set out in the council's Planning Obligations

Strategy 2010). This proposed development is within around 1 mile of the North Cambridge Academy, which is on the council's 2016/17 'target list' of facilities for which specific S106 contributions will be sought. The indoor sports audit (2016) highlights that the capacity of this facility needs to be improved to mitigate the impact of local development, like that proposed by this planning application. So far, the council has agreed zero specific contributions for this project so there is still scope for this contribution (and up to 4 others) to be requested.

£6,725 – Towards the provision of a new indoor court and extended sports hall floor at North Cambridge Academy.

### Outdoor sports

It is proposed that the council requests £5,950 (based on the funding formula set out in the council's Planning Obligations Strategy 2010). This proposed development is within around 1 mile of the North Cambridge Academy facility, which is on the council's 2016/17 'target list' of facilities for which specific S106 contributions will be sought. The outdoor sports audit (2016) highlights that the capacity of this facility needs to be improved to mitigate the impact of local development, like that proposed by this planning application. So far, the council has agreed zero specific contributions for this project so there is still scope for this contribution (and up to 4 others) to be requested.

£5,950 – Towards the provision of / or improvement of artificial cricket nets and wicket at North Cambridge Academy.

### Informal open space

It is proposed that the council requests £6,050 (based on the funding formula set out in the council's Planning Obligations Strategy 2010). This proposed development is within around 200 metres of the Stourbridge Common facility, which is on the council's 2016/17 'target list' of facilities for which specific S106 contributions will be sought. The informal open space audit (2016) highlights that the capacity of this facility needs to be improved to mitigate the impact of local development, like that proposed by this planning application. So far, the council has agreed zero specific contributions for this project so there is still scope for this contribution (and up to 4 others) to be requested.

£6,050 – Towards the provision and/or improvement of and/or access to Informal Open Space at Stourbridge Common.

### Play provision for children and teenagers

It is proposed that the council requests £7,900 (based on the funding formula set out in the council's Planning Obligations Strategy 2010). This proposed development is within around 1/3 of a mile of the Green Road Recreation Ground play area, which is on the council's 2016/17 'target list' of facilities for which specific S106 contributions will be sought. The play area audit (2016) highlights that the capacity of this facility needs to be improved to mitigate the impact of local development, like that proposed by this planning application. So far, the council has agreed zero specific contributions for this project so there is still scope for this contribution (and up to 4 others) to be requested.

£7,900 – Towards provision of and / or improvements to the Green End Road Recreation Ground play area.

#### **6.21 Cambridgeshire County Council (Growth & Economy Cambridgeshire County Council)**

The County Council will not be seeking contributions towards education provision as the development will not generate any children.

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

## **7.0 REPRESENTATIONS**

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

- 26 Fen Road
- 119 High Street, East Chesterton

7.2 The representations can be summarised as follows:

- Over-development of the site;

- Inadequate car parking provision. Each property should be provided with one car parking space. An absolute minimum of 14 parking spaces should be provided for residents with a further 6-8 for visitors. Parking in Fen Road outside the flats will be very restricted once the station opens.
- The application might be acceptable if an alternative access was created to Chesterton Fen avoiding the need for a level crossing. Until that happens there should be no further development on Chesterton Fen.
- The proposed blocks will reflect the houses erected at the Penny Ferry site with look out of place.
- The proposed grey cladding is overpowering and monolithic. The external materials should match the adjoining flats and not the Penny Ferry site;
- The site should not add to the existing flooding risk on Chesterton Fen.
- The proposed conveyance of land to the County Council to allow improvement of Fen Road will mitigate existing problems at the approach to the level crossing and is welcomed.

7.3 A representation has been received from the Cambridge Cycling Campaign group (Camcycle) which can be summarised as follows:

- There is a shortfall of 4 spaces assuming Block 1 and 2 each have a dedicated cycle shed and there is no provision for visitor cycle parking. If only one shed is proposed to be shared between Blocks 1 and 2, there is a very serious shortfall of cycle parking.
- This development is within easy cycling distance of many employment and leisure opportunities and is well-connected to them by a variety of good routes. Cycle ownership amongst the occupants is likely to be extremely high so provision ideally should be higher than that recommended by official documents.
- Design of the cycle parking is fundamentally flawed and does not provide adequate spacing, which would reduce the number of cycle parking spaces. This is an elementary but very serious error and must be rectified.

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. Affordable Housing
3. Context of site, design and external spaces / Impact on heritage assets
4. Residential amenity
5. Disabled access
6. Highway safety
7. Car parking
8. Refuse arrangements
9. Cycle parking
10. Drainage and flooding
11. Biodiversity
12. Renewable energy and sustainability
13. Public Art
14. Third party representations
15. Planning Obligations (s106 Agreement)

### **Principle of Development**

8.2 The National Planning Policy Framework (NPPF) places strong emphasis on the need to deliver a wide choice of high quality homes. Paragraph 49 states that 'housing applications should be considered in the context of the presumption in favour of sustainable development'. For decision-taking, this presumption means 'approving development proposals that accord with the development plan without delay' (para 14).

8.3 The proposal is for residential development on an unallocated site and therefore Cambridge Local Plan (2006) policy 5/1 applies. This supports residential development on windfall sites subject to the existing land use and the compatibility with adjoining uses. The site is currently in residential use as garden and for the reasons given in this report, I consider the proposal is compatible with adjoining uses. Therefore, in my opinion, the proposal is compliant with policy 5/1 and the principle of development is acceptable.

- 8.4 Policy 3/10 for the sub-division of existing plots also applies. This supports residential development within the garden area or curtilage of existing properties unless it will:
- a. Have a significant adverse impact on the amenities of neighbouring properties through loss of privacy, loss of light, an overbearing sense of enclosure and the generation of unreasonable levels of traffic or noise disturbance;
  - b. provide inadequate amenity space, or vehicular access arrangements and parking spaces for the proposed and existing properties;
  - c. detract from the prevailing character and appearance of the area;
  - d. adversely affect the setting of Listed Buildings, or buildings or gardens of local interest within or close to the site;
  - e. adversely affect trees, wildlife features or architectural features of local importance located within or close to the site; and
  - f. prejudice the comprehensive development of the wider area of which the site forms part.
- 8.5 This report considers criteria a, b, c, e and f in detail below. Criterion d is not relevant to this proposal. In summary, in my opinion, the proposal is compliant with these and therefore meets policy 3/10 and the principle of development is acceptable.

### **Affordable Housing**

- 8.6 Policy 5/5 states that on sites of 0.5 ha or more and all developments including an element of housing which have 15 or more dwellings, the Council will seek affordable housing of 40% or more of the dwellings or an equivalent site area. The proposal is for 14 units on a site area of 0.41 ha and therefore does not trigger the requirement for affordable housing.
- 8.7 The Affordable Housing Officer commented that the current proposal represents under-development on the site, as a previous application proposed 15 units on the site which would trigger the requirement for affordable housing (14/2053/FUL). The previous application proposed a part three storey element of Block 3 on the Fen Road frontage which provided the

additional units. The Urban Design Team objected to the previous application and concluded that:

*The Urban Design Team cannot support the submitted application. We are concerned that the proposed scale of the three storey elements in Block 3 will be prominent and overbearing from views looking east and west along Fen Road. The height of the three storey elements will also appear to rise above Blocks 1 and 2 when viewed from the Common. The scale of the proposal should be reduced to two storeys so as to relate to surrounding context.*

8.8 The Urban Design Team's objection was one of the reasons why the previous application was withdrawn. The site has many constraints which limit the developable area and the scale of development on the site, including the area within the flood zone, the sensitive views from the footpath and common. In my opinion, this demonstrates that it would be difficult to deliver 15 or more dwellings on the site. The Affordable Housing Officer supports this conclusion.

8.9 For these reasons, in my opinion, the current application for 14 units is acceptable and does not conflict with policy 5/5.

### **Context of site, design and external spaces / Impact on the setting of the conservation area**

#### Response to context

8.10 The site forms part of the setting of Stourbridge Common, which is part of the Cambridge Conservation Area, within the Cambridge Green Belt and a site of local nature conservation importance. The common and the river are well-used as an amenity space by city residents and visitors.

8.11 The existing bungalow is small-scale, however it is located close to the river frontage and painted pink so that it is relatively prominent in views from the river and the common. Nonetheless, the frontage is softened by the vegetation along the northern boundary of the river which partially obscures views of the existing building.

- 8.12 The site is viewed within the context of the railway bridge to the west and the residential development to the east. The Fen View Court properties – being part three stories, red brick and also close to the river frontage – are highly prominent and there is a two storey white property to the east of these. The properties on the northern side of Fen Road can also be glimpsed through the vegetation.
- 8.13 Within this context, although there would be more buildings on the site, the proposal would be viewed alongside the comparatively denser and more prominent existing development on adjoining sites. The units would be set back from the frontage further than the building line of Fen View Court. Therefore, in my view, the redevelopment of this site for the number of units proposed is considered to be appropriate to the context of the site in principle.
- 8.14 The existing bungalow is in a poor state of repair and, in my opinion makes little positive contribution to the river frontage. In my opinion, the proposal would enhance the appearance of the site by replacing an outdated bungalow with a high quality design, which would make a positive contribution to the river frontage, thereby enhancing views from Stourbridge Common.

#### Scale and massing

- 8.15 The scale and massing has been informed by the surrounding context. Compared to the previous withdrawn application, Block 3 has been reduced from part three storeys to two storeys. The Urban Design Team - who objected to the previous application on this basis – support the scale and massing of the current proposal.
- 8.16 The blocks are formed of pitched roof elements linked by a flat roof. The scale and massing reflects the southern block of Fen View Court which is comprised of 2 three-storey elements flanked by two-storey elements. The form of the Blocks 1 and 2 would complement this and contribute positively to creating some sort of rhythm to the river frontage.
- 8.17 Block 3 on the northern part of the site would be of an appropriate scale and massing compared to the two storey dwellings on either side of Fen Road. I am satisfied that the three pitched elements with recessed links would have a

domestic scale that complements the scale of the surrounding residential development and contributes positively to the streetscene.

### Layout

- 8.18 The layout provides a frontage onto Fen Road and a river frontage, which is softened by landscaping. Blocks 1 and 2 have been pushed back into the site to allow the southern part of the site to be open space, allowing space for soft landscaping. In my opinion, this arrangement is a good response to the site constraints.
- 8.19 The middle of the site would be a communal area providing a shared access and soft landscaping. The parking, bin and cycle storage areas have been mainly pushed to the edge of the site to enhance the quality of the communal areas.

### Movement and Access

- 8.20 The proposal includes a footpath along the southern side of Fen Road for adoption by the Highways Authority. There is currently no footpath along either side of the road immediately to the east of the railway crossing. The footpath would connect to a short length of path along the Fen View Court frontage. This would significantly enhance the safety of the public highway and is therefore an important public benefit from the proposed development.
- 8.21 The Cycling Officer and the Highways Authority have recommended that the cycle/pedestrian link through the site from Fen Road to the northern side of the river should be made available to the public by removing the gates on either end. The applicant has proposed to secure the gates to the footpath presumably for safety and amenity reasons.
- 8.22 The Chilsholm Trail would cross the river and have a landing on the land adjacent to the site. This would connect to the existing cycle route along the northern side of the river. The proposed route includes a cut through to Fen Road to the west of the railway bridge. Therefore there is already a route proposed which has been subject to investigation as part of the detailed proposals for the trail.

8.23 On balance, taking into account the potential noise and disturbance, as well as the reduced security, in my opinion, it would not be reasonable to require these gates to be removed. It is envisaged that the Chisholm Trail will be used by a large number of cyclists daily. Providing access through the site as an alternative route has potential to generate significant additional noise and disturbance which would affect the amenity of future occupiers.

#### Open Space and Landscape

8.24 The proposal includes soft landscaping along the boundaries of the site, and a landscape buffer on the southern part fronting the river. The Landscape Officer supports the landscaping scheme which includes:

- Hedge and tree planting along Fen Road which would enhance the character of the street scene and soften views of Block 3.
- Hedge and tree planting along the river frontage to enhance views from the river and Stourbridge Common, and soften views of the proposed development.
- Planting along parts of the eastern boundary to provide a buffer with Fen View Court properties.
- Planting within the site to provide a soft setting for the proposed buildings and access.
- New tree planting within Fen View Court to break up and soften the current expanse of hard surfacing.
- Block paving for the new access and footpaths.

8.25 In my opinion, the proposed landscaping would enhance the appearance of the site, the streetscene along Fen Road and the river frontage, as well as contributing to protecting the amenity of neighbouring properties and future occupiers. A condition is recommended for full details to be submitted.

#### Elevations and Materials

8.26 The surrounding area has no characteristic palette of materials. The adjoining Fen View Court is red brick and the property to the east of that is painted white. The proposed buff-coloured brick would be similar to the dwellings on the northern side of Fen Road opposite the site and on the western side of the railway crossing. The use of tiles for the roof and grey cladding

is also acceptable, as it would not conflict with any strong characteristic within the area.

- 8.27 The extensive glazing on the south east gable elevations facing the river would be visually lightweight and would reflect views of the river, sky and vegetation. In my opinion, this would contribute to softening the visual impact of the buildings in views from the river, and the contemporary design and use of materials is acceptable.
- 8.28 For these reasons, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.29 The Fen View Court properties have some windows on the eastern elevation close to the site boundary. The northern block of Fen View Court has one window on the ground and first floors. The southern block has three windows on the ground floor and one window on the first floor. The boundary is a close boarded fence.
- 8.30 Block 3 is set away from the boundary and separated by a footpath and cycle/bin stores against the boundary. I am not concerned that the stores or Block 3 would have an unacceptable overbearing or overshadowing impact on the northern block of Fen View Court. There would be two first floor windows on the east side elevation of Block 3 but these would serve ensembles. I have recommended a condition for these to be obscure glazed with restricted opening.
- 8.31 I accept that the bin/cycle store serving Block 3 located against the site boundary would have some noise and disturbance impact on the occupants of Fen View Court, however as there are only two openable windows on the side elevation of the flats and no outdoor amenity space, I do not consider that this impact would be unacceptable balanced against the convenience of the location for future users.
- 8.32 Block 2 is also set away from the boundary and in line with the car parking area for Fen View Court. I am therefore not concerned that the bin/cycle store against this boundary would

have any impact. The windows on the side elevation of the southern block of Fen View Court would not be obscured by buildings as it would be adjacent to the area of open space on the southern part of the application site.

- 8.33 The proposal would increase the number of users of the existing access into Fen View Court. This would increase the number of traffic movements past the northern block and No. 70 Fen Road. The northern block has some defensible space to the south which would be retained and additional planting provided. This would provide a buffer between the northern block and the access to the proposed development.
- 8.34 No. 70 Fen Road has a long front garden. It has two ground and first floor windows on the side elevation and a small area of defensible space behind a low wall along the western boundary. The existing access into Fen View Court runs along the western side of No. 70. This access already serves 17 units within the court which already compromises the amenity of this property. I am not concerned that the increased number of units would have an unacceptable on the amenity of this property.
- 8.35 The Environmental Health Team has recommended standard conditions to control the impacts of construction on the residential amenity of neighbouring property, which I have accepted. Subject to these conditions, I am satisfied that the proposal would not have any unacceptable impact on the residential amenity of neighbouring property during construction.
- 8.36 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

#### Amenity for future occupiers of the site

- 8.37 The ground floor units of Block 3 would have an area of private amenity space, and the remaining units would have access to an area of communal open space. In my opinion, the site provides ample outdoor amenity space on the southern part of the site to provide a high quality amenity for future occupants. In addition, the future occupants of the site would also be able

to access to the river frontage which would provide a high quality amenity.

- 8.38 The ground floor units have some bedroom windows looking out onto communal open space, accesses or parking areas. The finished floor level of these units would be raised above the external ground level and these windows would be reasonably high level. I am therefore content that there would not be an unacceptable lack of privacy. Nonetheless, I recommend that additional landscaping could provide a buffer.
- 8.39 I also have some concerns about the privacy of the ground floor living rooms and balconies on the ground floor units of Blocks 1 and 2. In my opinion, there would be space for additional landscaping to provide some defensible space around the balconies. A condition for a detailed landscaping scheme has been recommended, and I am content that this could overcome my concerns. I have also recommended a condition for all windows on the side elevations of Blocks 2, 3 and 3 serving en-suites to be obscure glazed with restricted opening.
- 8.40 The northern portion of the site is close to the railway mainline and Chesterton Junction level crossing. At their closest, Block 3 and Block 1 appear to be approximately 23m and 25m respectively from the rail track. Given the closeness of the track and the level crossing to the proposed development, there is the potential for noise disturbance to be caused to future occupiers.
- 8.41 The Environmental Health Team have recommended a condition for a noise report to be submitted detailing the potential for adverse noise impact from the railway, traffic / vehicles using the Fen Road railway crossing, and crossing alarms. The assessment should also provide detail of the sound reduction required to achieve standards internally and externally, while providing adequate ventilation.
- 8.42 I accept the advice of the Environmental Health Team on this matter and am satisfied that the recommended conditions will mitigate any impact of noise from the railway line and level crossing so that there will be an acceptable level of amenity for future occupants.

- 8.43 The site is within 15m of a sewage pumping station within Fen View Court. Anglian Water have commented that there should be no noise sensitive development within the 15m boundary. I have measured the distance of the nearest part of Block 2 which is approximately 22m from the pumping station. Therefore I am not concerned that there needs to be any noise mitigation for the pumping station based on Anglian Water's advice.
- 8.44 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.

### **Disabled access**

- 8.45 The Access Officer has recommended that the units should comply with condition 2 (formerly lifetime homes) of housing design Part M Building Regulations 2015 in order to compensate for the loss of an accessible bungalow. This would be covered by Building Regulations. In my opinion the proposal does not conflict with Cambridge Local Plan (2006) policies 3/7 and 3/12 in this regard.

### **Highway Safety**

- 8.46 The proposal provides 14 car parking spaces which provides one space per unit. This is compliant with the maximum standards. The Highways Authority is satisfied that the amount of car parking provided would not lead to overspill on the public highway, and therefore there would be no unacceptable impact on safety of the level crossing.
- 8.47 The Highways Authority is satisfied with the pedestrian pedestrian visibility splays at the pedestrian/cycle access as shown on the submitted drawing, and has recommended conditions for the accesses and visibility splays to be implemented and kept clear of obstructions. I accept this advice and recommendations.
- 8.48 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

## **Car Parking**

- 8.49 The proposal provides 14 car parking spaces split between two parking areas. The maximum standards are for 1 car parking space for dwellings up to two bedrooms outside the controlled parking zone.
- 8.50 This level of car parking is appropriate given the need to avoid overspill car parking on the public highway due to the proximity of the level crossing. I have therefore recommended a condition for the car parking spaces to be laid out prior to the first occupation of the development in the interests of highway safety.
- 8.51 Subject to this condition, in my opinion the proposal is compliant with the standards and Cambridge Local Plan (2006) policy 8/6.

## **Cycle Parking**

- 8.52 The proposal provides 24 cycle parking spaces for residents split between three covered and secure stores, and 6 visitor cycle parking spaces in the north eastern corner of the site.
- 8.53 The Cycling Officer has commented that there does not appear to be any cycle parking associated with Block 1 which is not acceptable. The applicant has responded that the cycle store for this block abuts Block 3 as shown on the site plan. This provides 8 spaces which meets the adopted standards and is in a convenient location for users.
- 8.54 The number of spaces for the cycle store serving Block 3 falls short of the standards by 4 spaces, however I am satisfied that this could be addressed through a condition for further details of the cycle store.
- 8.55 Third parties have commented that the dimensions of the cycle stores fall short of the requirements. I have measured the distance between the stands and am satisfied this meets the requirements. The Cycling Officer has commented that the stores are acceptable, subject to the comment above.
- 8.56 Subject to the recommended condition, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/6.

## **Refuse Arrangements**

- 8.57 The proposal provides communal bin stores for each block which meet the adopted standards. Consultees in the Refuse and Recycling Team support the bin provision. I have recommended a condition for these to be provided prior to occupation in the interest of residential amenity.
- 8.58 The access would not be adopted by the Highways Authority. Consultees in the Refuse and Recycling Team are satisfied with the site layout for refuse vehicles to enter the site for collections. Subject to a condition recommended by consultees for details of the hardstanding construction to be submitted for approval, I am satisfied with the collection arrangements.
- 8.59 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

## **Drainage and flooding**

- 8.60 The south western corner of the site is within Flood Zone 3 which is the Environment Agency area of highest flood risk, and the remainder of the site (with the exception of the north western corner) is within Flood Zone 2. The applicant has submitted a Flood Risk Assessment including Sequential Test.
- 8.61 The proposed development has been set away from areas of highest flood risk as much as possible. All proposed development is outside of Flood Zone 3, with the exception of the very south west corner of Block 1. The proposal includes remodelling the ground levels which would allow the finished floor level of Block 1 to be above the flood line.
- 8.62 The demolition of the existing bungalow – which is within Flood Zone 3 – along with the remodelling, would increase the flood water storage capacity on the site compared to the existing situation. In addition, the proposal includes permeable paving for the access and parking areas to provide surface water storage via infiltration.
- 8.63 The Senior Sustainability Officer and Sustainable Drainage Engineer are satisfied that the proposal has passed the Sequential Test and development in the proposed locations in

acceptable in principle in this regard. Officers are satisfied with the proposed surface water drainage and flood risk mitigation measures, subject to conditions.

8.64 The Environment Agency was re-consulted on the updated Flood Risk Assessment, however no comments were received. Their objection related to the surface water drainage and flood risk mitigation measures. In the absence of their response, I am satisfied that the Senior Sustainability Officer has assessed the Flood Risk Assessment and that the issue has been resolved.

8.65 In my opinion, on the basis of advice from technical officers, the proposal provides acceptable mitigation and would not increase the risk of flooding elsewhere, in accordance with the NPPF.

### **Biodiversity**

8.66 The site has been cleared and left as scrubland, but was formerly residential curtilage. There are trees and scrub vegetation on the site to the west and along the southern site boundary. In my opinion, the site is of low biodiversity value, however Stourbridge Common is a site of local nature conservation importance.

8.67 The Ecology Officer has recommended that the southern boundary of the site shall not be externally lit (temporarily or permanently) in order to protect the site and surrounding area for use by bats. They have also recommended a condition for the provision of bat boxes. Subject to these conditions, I am satisfied that the proposal would comply with Cambridge Local Plan (2006) policies 4/3 and 4/6.

### **Renewable energy and sustainability**

8.68 Cambridge Local Plan (2006) policy 8/16 requires all major proposals to demonstrate that at least 10% of their developments energy requirements will be met from onsite renewable energy sources. The proposal states a preference for photovoltaic panels located on the roof. While the applicants have not provided calculations to demonstrate that this will meet the 10% requirement, the Senior Sustainability Officer supports the use of photovoltaic panels and recommends a condition for these calculations to be provided.

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

### **Public Art**

8.70 The adopted Public Art SPD (2010) requires major development to make a contribution towards public art. A financial contribution is no longer secured via a planning obligation. Given the scale of the proposed development, I am satisfied that it would not be reasonable to recommend a condition requiring public art to be provided.

### **Third Party Representations**

8.71 The comments from third parties have been addressed in the sections above.

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

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

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

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

8.73 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific

projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

8.74 The following table is a summary of the s106 contributions that will be requested in relation to this development:

Open Space	<b>£6,050</b> – Towards the provision and/or improvement of and/or access to Informal Open Space at Stourbridge Common.
Play Space	<b>£7,900</b> – Towards provision of and / or improvements to the Green End Road Recreation Ground play area.
Indoor Sports	<b>£6,725</b> – Towards the provision of a new indoor court and extended sports hall floor at North Cambridge Academy.
Outdoor Sports	<b>£5,950</b> – Towards the provision of / or improvement of artificial cricket nets and wicket at North Cambridge Academy.
Community Facilities	<b>£15,702</b> – Towards the provision and / or improvement of the facilities (inc kitchen, toilets, storage and furniture and equipment) at Browns Field Youth & Community Centre.

8.75 Although the County Council is of the view that the proposed development would not generate children and therefore is not seeking contributions towards education, in my opinion the contributions towards play space for children and young people sought by the City Council are justified in line with the Planning Obligation Strategy 2010.

8.76 Subject to the completion of a S106 planning obligation I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/8, 5/14 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010)

#### Monitoring costs

8.77 There are no standard monitoring costs and no exceptional circumstances in this instance.

#### Planning Obligations Conclusion

8.78 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 proposal would provide 13 additional units following demolition of the existing bungalow. The NPPF puts strong emphasis on providing high quality housing. In my opinion, the proposal has taken account of the constraints of the site and, subject to conditions, accords with the relevant development plan policies. The buildings would be a high quality design and would enhance the appearance of the site, the streetscene along Fen Road and the river frontage. There would be no harm to views from Stourbridge Common or its ecological value. The proposal has demonstrated acceptable drainage and highways arrangements.

## **10.0 RECOMMENDATION**

**APPROVE** subject to completion of the s106 Agreement 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 construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

4. There should be no 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)

5. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

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

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

6. 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

7. Prior to the commencement of development, a noise assessment of external and internal noise levels and a noise insulation / attenuation scheme as appropriate, detailing the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) and other mitigation to reduce the level of noise experienced externally and internally at the residential units as a result of high ambient noise levels in the area from the railway and Fen Road, shall be submitted to and approved in writing by the local planning authority. The scheme shall have regard to the external and internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

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

8. If during the construction of development contamination is encountered, the local planning authority shall be immediately informed. The contamination shall be fully assessed and an appropriate remediation scheme prepared and submitted to the local planning authority for written approval. No part of the development hereby permitted shall be occupied until the agreed remediation works have been completed.

Reason: The applicant/agent and the local planning authority need to be satisfied that the condition of the site is such that its future permitted use is not prejudicial to health in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

9. Prior to the commencement of development, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:

a) construction waste infrastructure if appropriate including a construction material recycling facility to be in place during all phases of construction; b) anticipated nature and volumes of construction waste and measures to ensure the maximisation of the reuse of waste; c) measures and protocols to ensure effective segregation of construction waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site; d) any other steps to ensure the minimisation of waste during construction; e) the location and timing of provision of facilities pursuant to criteria a/b/c/d; f) proposed monitoring and timing of submission of monitoring reports; g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development. The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.

10. Details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority, and shall be completed in accordance with the approved details prior to first occupation of the development hereby permitted or within the first planting period thereafter. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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

11. A plan indicating the positions, design, materials and type of boundary treatments shall be submitted to and approved in writing by the local planning authority, and shall be completed in accordance with the approved details prior to first occupation of the development hereby approved and retained thereafter.

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

12. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas (other than small privately owned, domestic gardens) shall be submitted to and approved in writing by the local planning authority prior to first occupation of the development hereby permitted, and implemented in accordance with the approved details thereafter.

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

13. Prior to the commencement of development, other than demolition, 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. The development shall be carried out in accordance with the approved details.

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

14. Prior to the commencement of development, other than demolition, full details of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing are to be submitted to and approved in writing by the local planning authority. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details.

Reason: To ensure that the materials selected are of a high quality and appropriate to the context of the building (Cambridge Local Plan 2006 policy 3/12).

15. Prior to the commencement of development, other than demolition, a renewable energy statement, 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 statement shall include the following details:
  - a) The total predicted energy requirements of the development, set out in Kg/CO<sub>2</sub>/annum.
  - b) A schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, location, design and a maintenance programme.

Reason: In the interests of reducing carbon dioxide emissions. (Cambridge Local Plan 2006 policy 8/16).

16. No development shall commence until a detailed surface water drainage scheme for the site, based on the Flood Risk Assessment (FRA) (ref: 4737 Rev A by Thomas consulting) has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details prior to first occupation of the development hereby permitted.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

17. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved.

Reason: To prevent environmental and amenity problems arising from flooding.

18. Details for the long term maintenance arrangements for any parts of the surface water drainage system which will not be adopted (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of un-adopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.

19. The flood mitigation scheme shall be implemented in accordance with the Flood Risk Assessment (FRA) (ref: 4737 Rev A by Thomas consulting) and the levels shown in drawing 368 P06 Proposed and Existing Site Levels. Prior to first occupation of the development hereby permitted, a full topographic survey of the site including land levels, finished floor levels, shall be carried out in metres O.D.N. and submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of flood prevention in this context, Cambridge Local Plan policy 3/4.

20. No development shall commence until details of the construction of the hardstanding for the access have been submitted to and approved in writing by the local planning authority. The hardstanding shall, as a minimum, be capable of supporting vehicles of 26 tonne weight and shall be constructed in accordance with the approved details prior to first occupation of any of the units hereby permitted.

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

21. The access and manoeuvring areas shall be provided as shown on the approved drawings prior to first occupation of the development hereby permitted and retained free of obstruction thereafter.

Reason: In the interests of highway safety (Cambridge Local Plan 2008 policy 8/2).

22. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings prior to first occupation of the development hereby permitted. 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 thereafter be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

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

23. The car parking spaces shall be provided as shown on the drawings prior to first occupation of the development hereby permitted and retained free of obstruction thereafter.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policies 8/2 and 8/10).

24. Details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing, and shall be completed in accordance with the approved details prior to first occupation of the development hereby approved and retained thereafter.

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

25. The bin stores shall be provided as shown on the drawings prior to first occupation of the development hereby permitted and retained thereafter.

Reason: In the interests of residential amenity.

26. 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)

27. Details of an external lighting scheme including lighting of the pedestrian and vehicle accesses, turning areas, parking spaces, and bin and cycle stores should be submitted to and approved in writing by the local planning authority, and shall be implemented in accordance with the approved details prior to first occupation of the development hereby permitted. The southern boundary of the site shall not be externally lit (temporarily or permanently).

Reason: In the interests of residential amenity and to protect the bat commuting route identified along the River Cam (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/3).

28. No development, other than demolition, shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal bat boxes within the new buildings. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reasons: To provide ecological enhancements for protected species on the site.

29. The windows on the north east and south west elevations of Blocks 1, 2 and 3 serving bathrooms or en-suites shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of use and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall and shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/12).

**INFORMATIVE:** Cambridge International Airport should be informed of any construction plan for the use of cranes so that they can be assessed to ensure they do not penetrate the safeguarded surfaces.

**INFORMATIVE:** Dust condition informative

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

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

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

-Guidance on the assessment of dust from demolition and construction

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

-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)

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