

Application Number	16/1213/FUL	Agenda Item	
Date Received	30th June 2016	Officer	Michael Hammond
Target Date	25th August 2016		
Ward	Romsey		
Site	305A Mill Road Cambridge Cambridgeshire CB1 3DF		
Proposal	The demolition of 4 existing storage garages to the rear of the site. The subsequent construction of 5 new dwellings and alterations to an existing flat.		
Applicant	Wade-Gledhill 297 Mill Road Cambridge CB1 3DF		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development would enhance the character and appearance of the Conservation Area. - The proposal would not harmfully overshadow, overlook or visually dominate neighbouring properties. - The proposal would not have a harmful impact on residential amenity in the surrounding area in terms of car parking pressure. - The proposal would provide a high quality living environment for future occupants.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site, no.305A Mill Road, is comprised of a two-storey building situated close to the corner of Mill Road and Vinery Road. The ground-floor of the building is used

predominantly as a small convenience shop with an ancillary element of the ground-floor used as a sandwich counter. The upper floor of the building is used as a residential flat. The building is constructed in brick with a pitched tiled roof. There is an off-street parking space adjacent to the building on the site and four single-storey garages in the rear yard of the site, used for storage purposes. To the east of the site are a vacant retail unit, associated workshop, storage and office buildings which were recently granted permission (15/1859/FUL) for demolition and the subsequent redevelopment of the site of seven flats. To the north of the site there is a pair of semi-detached properties along Vinery Road which the application site backs onto the garden of. The wider area is formed predominantly of two-storey residential terraced properties.

1.2 The site falls within the Central Conservation Area.

2.0 THE PROPOSAL

2.1 The proposal seeks planning permission for the demolition of the four existing storage garages to the rear of the site and the subsequent construction of five new dwellings and alterations to the existing first-floor flat.

2.2 The proposed development would be two-storeys in scale and would be level with the front building line of the existing commercial unit fronting onto Mill Road. The proposal would match the eaves and ridge of the existing building on-site and include the addition of two pitched dormers on the front elevation and an in-set flat roofed dormer on the rear elevation. The proposed development would project along the western boundary and wrap around to the northern boundary at the rear of the site where the garages currently are. The scale of the development would step down the deeper it extends into the rear of the plot and the roof form would be a part-mono-pitched, part flat roof along the northern boundary, measuring 3.3m to the eaves and then rising up to approximately 5.5m at its highest point. The proposed works would be constructed in brick with tiled roofs.

2.3 The entrance to the site would be from Mill Road through a wicket gate style door. Bin storage for the existing retail unit, as well as the proposed flats, would be situated within an enclosed area immediately adjacent to the front entrance. Cycle storage

would be provided near the front of the site and centrally within the communal garden area. The communal garden area would occupy an area of approximately 40m². The proposed flats would have the following gross internal areas:

Flat 1	34m ²
Duplex 2	50m ²
Duplex 3	49m ²
Duplex 4	47m ²
Flat 5	42m ²

2.4 The application is accompanied by the following information:

1. Drawings
2. Shadow Study
3. Design and Access Statement
4. Shop Servicing Statement

2.5 Councillor Barnett has requested the application be determined at Planning Committee due to the lack of car parking proposed and the potential amenity impacts on neighbouring properties.

3.0 SITE HISTORY

Reference	Description	Outcome
16/0041/ADV	Installation of two externally illuminated fascia signs, one internally illuminated fascia sign, one set of ACM Direct Print Panels, one PETG Frame, two sets of window graphics, frosted vinyl band to exposed glass and four poster frames.	Pending Consideration.
07/0504/ADV	Installation of 2no fascia signs, 1no double-sided projecting sign, 1no illuminated box sign (all internally illuminated) and 2no bond panels.	Refused.
C/70/0553	Conversion of dwelling house into two self-contained flats and rebuilding of garage buildings	Permitted.
C/70/0317	Enlargement of shop area to	Permitted.

C/69/0667	301/3 Mill Road with self contained flat over and rebuilding of existing garages Offices, toilets, garages and parking area	Refused.
C/68/0674	Conversion of house into two self-contained flats and rebuilding of garage buildings	Permitted.
C/67/0542	Change of use to shopping use including using rear yard for storage purposes.	Permitted.
C/64/0425	1. Change of use to commercial purposes or 2. Extension of use for light industrial purposes to whole site	Refused.

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 4/13 5/1 8/2 8/4 8/6 8/9 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) Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010) Roof Extensions Design Guide (2003)
	<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)

- 6.1 As a result of this proposal the parking provision currently made within the site will be removed and any demand from the proposal, which makes no attempt to provide for itself within the site will be likely to appear on-street in direct competition with existing uses. Whilst it is unlikely that this will result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application. Vehicle crossover and traffic management plan conditions recommended.

Environmental Health

- 6.2 No objection, subject to the following conditions and informatives:
- Contaminated Land
 - Construction Hours
 - Collection During Construction
 - Piling
 - Dust
 - Building Noise Insulation
 - Plant Noise Impacts on New Development
 - Mechanical Ventilation Scheme
 - Plant Noise Insulation Informative
 - Dust Condition Informative
 - Site Investigation Informative
 - Remediation Works Informative
 - Materials Chemical Testing Informative

Refuse and Recycling

- 6.3 In summary, the bin store needs to be split, for commercial and residential, the doors/gates needs more detail.

Urban Design and Conservation Team

Original Comments (01/08/2016)

- 6.4 The proposal is acceptable subject to the following conditions:
- Materials Sample Panel
 - Large Scale Drawings of Front Elevation
 - Joinery Details
 - Window Details

Second Comments (22/08/2016)

- 6.5 The design of the proposed dormer windows on the front roof slope are not appropriate to the building or the location in the conservation area.

Final Comments (01/09/2016)

- 6.6 The dormers are now slimmer and more in proportion to the main elevation and the Victorian character the scheme is trying to replicate. The amendment is supported.

Consultations with Service Managers

- 6.7 No comments received.
- 6.8 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 in objection to the application:
- 2 Vinery Road
 - 2A Vinery Road

7.2 The representations can be summarised as follows:

- Density of development out of keeping with the Conservation Area.
- Lack of car parking and displacement of existing car parking.
- Increased parking could increase risk of highway safety hazard due to illegal parking close to the vehicular junction.
- Further clarification regarding the access to and storage for the existing and continuing shop at 305 Mill Road is needed.
- Noise and disturbance from use of north alleyway during deliveries by the shop.
- Overshadowing/ Loss of light
- Contamination from previous industrial use
- Conditions relating to temporary fencing, screening and security for no.2 Vinery Road during construction.
- Protection of neighbours from noise of existing fan at the rear of retail unit.
- A condition ensuring no deliveries through the passage onto Vinery Road take place as a result of the proposed development should be recommended.

7.3 The owners/occupiers of the following addresses have made representations in support of the application:

- The Flat, 301-303 Mill Road
- 307 Mill Road

7.4 The representations can be summarised as follows:

- This will enhance the regeneration of this of this end of Mill Road.
- The proposal will improve the appearance of the area.

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

8.0 ASSESSMENT

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

1. Principle of development

2. Context of site, design and external spaces (and impact on heritage assets)
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations
8. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 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 five flats is acceptable in principle.
- 8.3 In my opinion, the principle of the development is acceptable and in accordance with policy 5/1.

Context of site, design and external spaces (and impact on heritage assets)

- 8.4 The proposed removal of the existing garages on-site is considered entirely acceptable as these garages are considered to detract from the appearance of the Conservation Area.
- 8.5 The proposed development would mimic the scale and massing of the existing building on-site at no.305 Mill Road and would effectively extend the terrace between no.299 and 305 Mill Road. This extension of the terrace would appear subtle in the street scene and successfully integrates within the surrounding context.
- 8.6 The proposed works to the rear of the site would not be visible in the street scene as they would be obscured by the proposed extension to the terrace at the front of the site. Nevertheless, the reduction in scale and massing as the development projects deeper into the plot is considered to be appropriate and the extent of this would not appear overly dominant. The proposed communal courtyard and soft landscaping in the center of the

site is supported and conditions have been recommended to ensure that this planting is maintained.

- 8.7 The fenestration of the proposal is considered to be suitable. The rhythm of windows and dormer windows relates well to that of the existing terrace and appears residential in character. The proposed dormer windows would be well proportioned and provide a successful hierarchy of windows that is clearly legible from the street scene. The use of the large wicket gate as the main entrance is interesting and gives the proposal a unique contrast with the more traditional standard doors along this terrace. The proposal would be designed in materials to match the existing building and the Conservation Team is supportive of this, subject to conditions.
- 8.8 It is acknowledged that a concern has been raised regarding the proposed density of development and the harm this would cause to the character and appearance of the Conservation Area. In my opinion, Mill Road is an area that typically has higher density levels than suburban and semi-rural locations elsewhere in the city. The majority of retail uses along Mill Road have residential flats above and there are several examples along this road where the backland of plots have been developed for residential flats, most obviously in this case at no.307 Mill Road where seven flats were recently approved on a similar plot. The proposed provision of additional smaller units would accord with paragraph 50 of the National Planning Policy Framework (NPPF) (2012) which encourages the delivery of a wide choice of types of available accommodation. Furthermore, the use of the building would still be residential in of itself, in continuity with the surrounding area, and the physical appearance of the building from public viewpoints would be that of a two-storey end-of-terrace property in continuity with the surrounding area.
- 8.9 Overall, I consider the proposed development would successfully integrate with the surrounding context from an aesthetic perspective and would enhance the character and appearance of the Conservation Area.
- 8.10 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12 and 4/11.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.11 The main considerations are the impact of the proposed works on nos.2 and 2a Vinery Road. This

Impact on no.2 Vinery Road

- 8.12 No.2 Vinery Road is a semi-detached property situated to the north of the application site. This neighbour has a ground-floor living room window and first-floor bedroom window on the rear (east) elevation, and a ground-floor side (south) kitchen window on the two-storey rear projecting wing of the property. This neighbour's garden also borders the boundary of the application site. I have visited this neighbouring property as part of my site visit.
- 8.13 In terms of overlooking, I am of the opinion that the privacy of this neighbour would be respected. There would be three large roof lights on the rear (north) elevation of the rear-most building but these would serve as a means of natural light for the ground-floor duplex apartments below. These windows would be positioned low in the roof plane but would not allow for direct views towards this neighbouring property as they would only serve the ground-floor rooms below and not at first-floor level. A condition has been recommended to prevent the first-floor being increased in size internally to allow these to be used as outlooks at first-floor level. The proposed rear dormer window on the main building would be over 20m away from the nearest window of this neighbour and the view to the garden would be self-obscured by the proposed mass of the rear-most element on the site.
- 8.14 It is acknowledged that this neighbour has raised a concern regarding overshadowing from the proposed development as the proposed works are due south of this neighbour. The existing garages which are hard-up against this neighbour's boundary measure approximately 3m high. The proposed development would be 3.3m high with the pitch of the roof then sloping away up to a height of 5.5m. A shadow study of both the existing and proposed situations has been prepared by the agent. In the summer, when the sun is at its highest point, there would be a marginal increase in overshadowing over the garden

of this neighbour at 12pm and 3pm. In September the shadow study demonstrates that there would be a slight increase in overshadowing over the garden at 9am, 12pm and 3pm. In December, when the sun is at its lowest point, the levels of light reaching the ground floor rear (east) and side (south) would be reduced at 9am and 12pm respectively. In my opinion, the level of light reaching this neighbour would be comparable to that of present and the levels of overshadowing caused, particularly during the winter months, would not be significant enough as to demonstrate an adverse impact on this neighbour that could justify refusal of the application.

- 8.15 I am of the view that the proposed works would not visually dominate this neighbour's outlooks. As previously explained, the proposed development would be 0.3m higher hard up against the boundary of this neighbour than the existing garages. The pitch of the roof would then slope away from this neighbour's boundary up to a height of roughly 5.5m. The additional 0.3m in height against the boundary would not, in my opinion, be significantly taller than that of present and would not visually enclose this neighbour's nearest windows and garden considerably worse than existing. The additional mass of the sloping mono-pitched roof element would not be visually oppressive in my opinion as the form of the roof would still allow for views out to the south as the roof gradually slopes away from this neighbour.

Impact on no.2A Vinery Road

- 8.16 No.2A Vinery Road is a two-storey property which is unique in its design as it has a steep sloping mono-pitched roof with the upper floor clad in timber. The main windows of this neighbour are south and west facing and this neighbour has a south courtyard area.
- 8.17 I do not consider the proposal would harmfully overlook this neighbouring property. There are no windows on the east side elevation of this neighbouring property. The views out to the west from the proposed first-floor windows would be similar to the existing rear (north) facing views of the existing upper floor flats of Mill Road and I do not consider the privacy of this neighbour would be compromised.

- 8.18 It is acknowledged that this neighbour has raised concerns regarding the likely overshadowing that would be caused. The proposed mass of the development would be situated away from the western boundary of the site which helps to ensure that there would be no significant loss of light experienced at this neighbour. The shadow study demonstrates that the levels of light reaching this neighbour would be similar to that of present and I agree with this assessment. I consider the proposal would not adversely overshadow this neighbouring property.
- 8.19 In my opinion, the proposal would not visually dominate this neighbouring property. The main habitable windows of this neighbour are all situated on the south and western elevations. The proposal would be in the oblique view from the south facing windows and would be no more visually oppressive than the existing two-storey mass of nos.301-303 Mill Road immediately to the south of this neighbour.

Impact on Car Parking

- 8.20 Concerns have been raised in relation to the lack of car parking proposed and the displacement of five car parking spaces. The proposal would be a car free development. The City Council has adopted maximum parking standards in the Cambridge Local Plan (2006). The proposal would provide eight cycle parking spaces which is above the minimum level required for this type of development. There are bus stops within walking distance of the site which provide frequent bus routes into the City Centre. The site is also within walking distance of the Mill Road (West) District Centre and there are good cycle links into the City Centre. The proposed flats are all one-bedroom units and are likely to be occupied by young professionals rather than as family dwellings which are typically more reliant on private car as the main means of travel. In my opinion, the future occupants of the proposed scheme would not be dependent on private car as the main means of travel and there are shops and services within walking and cycling distance of the site, as well as excellent public transport links to the wider area.
- 8.21 The garages on-site appear to be used for storage purposes rather than the regular parking of vehicles. The car parking space adjacent to the sandwich shop is however frequently used. Therefore, the net loss of practical car parking spaces

would be one. It is acknowledged having visited the neighbouring roads of Vinery Road, Suez Road and Madras Road that on-street parking in the area is uncontrolled and is heavily used during peak times of the day. As explained in the paragraph above, the site is highly sustainable from a transport perspective and I do not anticipate future occupants would be dependent on car parking. Therefore, whilst I acknowledge the proposal may increase pressure on car parking on the surrounding streets, this is not a given and I consider it difficult to demonstrate that the likely displacement of one regular car parking space would harm neighbour amenity to such an extent as to warrant refusal.

Noise and Disturbance

- 8.22 The proposed use of the service yard area for residential purposes would not in my opinion give rise to unacceptable levels of noise and disturbance to neighbouring properties. The site is situated in a residential context and the use of the communal garden would produce similar levels and types of noise to that of the surrounding area. The comings and goings to the site would be through the front entrance off Mill Road and would not involve walking by or moving bins or cycles past any neighbouring windows or entrances.
- 8.23 Concerns have been raised regarding the deliveries/ servicing of the existing retail units on the site as delivery cages and bins are currently informally stored on the open area of the application site. Residents are also concerned that this would result in the units being serviced by the back alley along Vinery Road which would increase noise and disturbance.
- 8.24 The refuse arrangements have been rearranged to incorporate the commercial units bin storage into the scheme internally and this would solve this issue. The passageway between nos.2 and 2a is currently used for the delivery of newspapers by the shop at no.301 – 303 Mill Road. The wheeled cages are currently delivered through the front of the shop and the delivery cages are supposed to be taken away by the delivery vehicle afterwards, however the delivery cages are frequently left on the application site instead.
- 8.25 The applicant has provided a statement regarding the proposed servicing arrangements in the event that the proposal obtains

planning permission and is subsequently developed. This statement confirms that there will be no increase in deliveries using the Vinery Road passageway and that delivery cages will not be stored on site. A compliance condition has been recommended that requires servicing to be carried out in accordance with this statement.

- 8.26 In my opinion, subject to condition, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 4/13.

Amenity for future occupiers of the site

- 8.27 The proposal would provide five residential units, all with acceptable outlooks and access to a reasonable sized communal garden area. The provision of bin and cycle storage is well integrated into the scheme. The site is in a highly sustainable location and within walking and cycling distance of local shops and services. There are bus stops within close proximity to the site which provide frequent bus routes into the city centre. The internal areas of each flat are listed in the table below paragraph 2.3 of this report. The Environmental Health Team has recommended a condition regarding noise from the existing plant/ extraction equipment at the rear of the shop to ensure that future occupants have an acceptable living environment.

- 8.28 In my opinion, subject to condition, 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

- 8.29 The proposed refuse arrangements for the existing commercial unit and the proposed flats would be stored internally within the site in an enclosed area. The Waste Team has requested additional information regarding the split of commercial and domestic waste and details of the gate/door. I am of the view that this can be dealt with through condition.

8.30 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

8.31 It is acknowledged that concerns have been raised regarding the increased parking pressure the proposal would cause and how this could encourage illegal parking, thus resulting in highway safety hazards. However, the illegal parking of vehicles is a matter for the Police and is not a planning consideration. The Highway Authority has raised no objection to the application subject to conditions and I agree with this advice.

8.32 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

8.33 Car parking has been addressed in paragraphs 8.20 and 8.21 of this report. A car club informative has been recommended.

8.34 The proposal would provide eight cycle parking spaces in a secure location within the site. This level and type of cycle parking provision accords with the minimum standards of the Cambridge Local Plan (2006).

8.35 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.36 The third party representations have been addressed in the table below:

Comment	Response
Density of development out of keeping with the Conservation Area.	See paragraph 8.8.
Lack of car parking and displacement of existing car parking.	See paragraphs 8.20 - 8.21.
Increased parking could increase risk of highway safety hazard due	See paragraph 8.31

to illegal parking close to the vehicular junction.	
Further clarification regarding the access to and storage for the existing and continuing shop at 305 Mill Road is needed. A condition ensuring no deliveries through the passage onto Vinery Road take place as a result of the proposed development should be recommended. Noise and disturbance from use of north alleyway during deliveries by the shop.	See paragraphs 8.22 – 8.25.
Overshadowing/ Loss of light	See paragraphs 8.14 and 8.18
Contamination from previous industrial use	The Environmental Health Team has recommended conditions relating to contaminated land which I consider cover this.
Conditions relating to temporary fencing, screening and security for no.2 Vinery Road during construction.	This is a party wall/ civil matter between the neighbour and the applicant.
Protection of neighbours from noise of existing fan at the rear of retail unit.	The proposed development does not involve any alterations to existing fans and plant. The reason the condition relating to protection from plant only applies to the future occupants of the new development is because it is necessary to safeguard future occupants for the development to be acceptable. Any noise complaints regarding existing plant on-site should be directed to the Environmental Protection Team as a statutory noise complaint.

Planning Obligations (s106 Agreement)

8.37 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.

8.38 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.

8.39 I have consulted the service managers who are responsible for the delivery of projects to offset the impact of development. The service managers have not identified any relevant projects to demonstrate compliance with the CIL Regulations tests in relation to informal open space/play space/indoor sports facilities/outdoor sports facilities and community facilities.

Planning Obligations Conclusion

8.40 It is my view that planning obligations are not required in this case as there is no evidence to demonstrate where planning obligations will contribute towards and so the pooling of contributions would not pass the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

9.1 In conclusion, I consider the proposed development would enhance the character and appearance of the Conservation Area. The proposal would respect the amenities of neighbouring properties in terms of overshadowing, overlooking and visual dominance. The pressure on car parking on the surrounding

streets is not considered significant enough to demonstrate an adverse impact to residential amenity in the surrounding area. The proposal would provide a high quality living environment for future occupants and conditions would be recommended to ensure that the amenity for both future and neighbouring occupiers is acceptable. Approval is recommended, subject to conditions.

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 collections from 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. 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)

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 policy4/13

13. Noise assessment and mitigation - plant near new development

Part A

Prior to the commencement of refurbishment/ development works a noise report that includes the provisions of British Standard (BS) 4142:2014, Methods for rating and assessing industrial and commercial sound, which considers the impact of noise upon the proposed development shall be submitted in writing for consideration by the local planning authority.

Part B

Following the submission of a noise report and prior to the commencement of refurbishment/ development works, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) for protecting the residential units from noise from the neighbouring industrial use shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and prior to occupation of the residential units and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area Cambridge Local Plan 2006 policy 4/13

14. Prior to the commencement of development/construction, details of an alternate ventilation scheme to open windows for the accommodation units on the Mill Road façade shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall achieve at least 2 air changes per hour. The scheme shall be installed before the use hereby permitted is commenced and shall not be altered.

Reason: To provide an acceptable living environments for future occupiers (Cambridge Local Plan 2006 policy 3/12).

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. Prior to the commencement of development, full details of the on-site storage facilities for waste including waste for domestic and commercial uses shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins for commercial and domestic waste will be stationed and the details of gates/ doors. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained for their intended use 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

17. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/12 and 4/11)

18. Large scale drawings of the front elevation, to include dog-tooth brickwork at eaves level, lintels over new openings, the new timber entrance gates to be submitted to and approved in writing by the LPA. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the detailing of the brickwork/stonework is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/12 and 4/11)

19. All new joinery [window frames, etc.] shall be recessed at least 50 / 75mm back from the face of the wall / façade. The means of finishing of the 'reveal' is to be submitted to and approved in writing by the local planning authority prior to installation of new joinery. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

20. No new windows shall be constructed until drawings at a scale of 1:10 of details of new or altered sills, lintels, jambs, transoms, and mullions 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 avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

21. 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 (Cambridge Local Plan 2006 Policy 8/2)

22. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority.

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

23. The existing retail unit at no.303-305 Mill Road, shall be serviced in accordance with the document titled "Servicing arrangements for the existing retail unit 305 Mill Road, Cambridge" dated 16 August 2016. The rear passageway adjacent to no.2 Vinery Road shall only be used for newspaper deliveries and shall not at any time be used for deliveries in the form of metal delivery cages or other forms of deliveries. The servicing arrangements shall be carried out in accordance with the aforementioned document details unless otherwise agreed in writing.

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

24. The rooflights serving the flats identified as duplex nos. 3 and 4, as shown on drawing no. PI-03 Rev P4, shall only be used to serve the ground-floor rooms of these flats and shall not be used to serve the first-floor rooms.

Reason: To protect the amenity of adjoining properties (Cambridge Local Plan 2006 policies 3/7 and 3/12).

INFORMATIVE: The principle areas of concern that the Traffic Management Plan should address are:

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

2. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
3. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
4. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

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: To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

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

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.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: 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: 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: 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: 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.