

Application Number	17/1219/FUL	Agenda Item	
Date Received	14th July 2017	Officer	Michael Hammond
Target Date	8th September 2017		
Ward	Trumpington		
Site	77 And 77A Shelford Road Cambridge Cambridgeshire CB2 9NB		
Proposal	Proposed demolition of the existing dwelling and workshops and the erection of 7 dwellings		
Applicant	Mr Peter Wedd c/o Agent		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <p>The loss of the industrial use is acceptable in principle and the proposal would reuse a brownfield site.</p> <p>The proposal would have an acceptable impact on residential amenity and would provide a good quality of amenity for future residents.</p> <p>The proposal would not harm the character of the area or the street scene.</p>
<p>RECOMMENDATION</p>	<p>APPROVAL</p>

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is comprised of the curtilage of No. 77 Shelford Road and the industrial site behind it, referred to as No. 77a. There is an existing vehicular access into the site from Shelford Road.

- 1.2 No. 77 is a 3-bedroom bungalow with rear garden and a detached single storey garage at the rear. The bungalow is set back from the road and is rendered with a concrete tile hipped roof.
- 1.3 The industrial workshop comprises a complex of single storey industrial workshops. The buildings are a mixture of brick, block work and metal. The front buildings are flat-roof and the rear part has a pitched roof. There is an area of hardstanding and gravel in front of the building.
- 1.4 To the rear (north east) of the site are Nos. 41-45 Royal Way which form part of the Clay Farm development. These are two storey properties with shallow rear gardens which back onto the application site. To the north is No. 75 which is a detached property with a long narrow garden.
- 1.5 To the south are the gardens of Nos. 79 and 81. These are detached properties. No. 79 has a shallower rear garden. No. 81 has a long rear garden which runs along most of the length of the application site. The garden is formally laid out and appears to be well used amenity space.
- 1.6 The site is not within the conservation area. The existing buildings are not Listed and are not Buildings of Local Interest. There are no tree preservation orders on the site or within the vicinity. The site is not a protected industrial site on the proposals map and is not part of an allocation on the draft Local Plan. There are no other site constraints.

2.0 THE PROPOSAL

- 2.1 The proposal is for the erection of seven residential units following demolition of the existing bungalow and workshops, including access, car parking, bin and cycle stores, and landscaping. Access would be via the existing access from Shelford Road.
- 2.2 The site would be laid out with four semi-detached units at the rear of the site (Plots 4-7); a pair of semi-detached properties in the centre of the site (Plots 2-3); and a replacement dwelling on the street frontage (Plot 1). The materials would be brick with tiled roofs and zinc dormers.

- 2.3 During the course of the application, revised plans were submitted which included the following amendments:
- Re-positioning of plots 2 and 3 to the east by 800mm;
 - Revision to dormer design of plots 4 – 7 from two large dormers to four smaller dormers;
 - Additional window to plot 2 at ground-floor level; and
 - Soft landscaping and paving has been amended to the front of Plot 4 in response to the comments raised by the Landscape Department

3.0 SITE HISTORY

3.1 The relevant planning history is as follows:

Reference	Description	Outcome
16/1371/FUL	Proposed demolition of the existing dwelling and workshops and the erection of 9 dwellings.	Permitted.

4.0 PUBLICITY

4.1 Advertisement:	No
Adjoining Owners:	Yes
Site Notice Displayed:	No

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1, 3/4, 3/7, 3/8, 3/10, 3/11, 3/12 4/4, 4/13, 4/14 5/1 7/3 8/2, 8/3, 8/4, 8/6, 8/10

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

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</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>
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>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

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 No objection subject to the following conditions and informatives:

- No unbound material
- No gates erected
- First use of access
- Access drainage
- Management and maintenance of street
- Visibility splays
- Access as shown
- Manoeuvring area
- Traffic management plan
- Traffic management plan informative
- Management of street informative
- Highway works informative

Environmental Health

6.2 No objection subject to the following conditions and informatives:

- Preliminary Contamination Assessment
- Site Investigation Report and Remediation Strategy
- Implementation of remediation
- Completion Report
- Material Management Plan
- Unexpected contamination
- Demolition and construction hours
- Collections and deliveries during demolition and construction
- Demolition/construction noise and vibration (including piling)
- Dust
- Building noise insulation
- Dust condition informative
- Demolition/construction noise and vibration informative

Urban Design and Conservation Team

Original comments (02/08/2017)

6.3 A diagram showing the refuse vehicle tracking is required to clarify the movement of the refuse vehicle and remove concerns about potential impact on buildings and thresholds. Thresholds for Plots 2-3 may need to be revised, depending on the diagram identified above. Visitor parking from side of Plot 2 should be relocated to a more visible location. Front elevations and updated visualisations are required to show revised dormer window massing on Plots 4-7. The following conditions are recommended:

- Materials samples
- Non-masonry walling system details
- Window and door details

Comments on additional information (13/09/2017)

6.4 All the changes have been made, with the exception of relocating the visitor parking space. It appears that this has not been possible due to the movement of refuse vehicles, as shown in the tracking diagram. Considering the constraints of the site, then the proposed location of the space, next to Plot 2, is acceptable.

Head of Streets and Open Spaces (Landscape Team)

Original comments (18/07/2017)

- 6.5 The parking areas associated with Plot 2 and a visitor parking space should be moved up closer to the main access road to allow more space to be given over to green space/soft landscape.
- 6.6 Rationalisation between footways, parking bays and front doors to plots 4,5, and 6 needs to be addressed. As drawn, there are vulnerable portions of soft landscape that will become a nuisance (plot 6 and its access footway) or alternatively, create uncomfortable relationships (plot 5 car bay adjoining plot 4 footway). The following conditions are recommended:
- Hard and soft landscaping
 - Boundary treatment

Comments on additional information (13/09/2017)

- 6.7 It would be preferable if the footways leading to the front doors are re-positioned but this can be dealt with through condition. The proposed tree species in the rear of plots 4 – 7 are inappropriate and an alternative tree species will need to be agreed through condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.8 No objection subject to drainage conditions.

Cambridgeshire County Council (Archaeology)

- 6.9 No objection subject to condition.

Cambridgeshire Fire and Rescue Service

- 6.10 No objection subject to fire hydrant condition.
- 6.11 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 The owner/occupier of the following address has made a representation:

- 73 Shelford Road

7.2 The representation can be summarised as follows:

- Insufficient car parking is proposed and this will result in on-street car parking in the surrounding area.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Access
7. Car parking
8. Cycle parking
9. Drainage
10. Third party representations

Principle of Development

8.2 The principle of development was established under the extant planning permission (16/1371/FUL) in terms of the residential development and the loss of the industrial floorspace. The proposed application seeks planning permission for a similar nature of development, albeit two dwellings less than previously approved, on a slightly reduced size of site. Consequently, I consider the previous assessment of the principle of development pertinent to this current application and that the proposed development is acceptable in principle. The proposal

complies with policies 5/1 and 7/3 of the Cambridge Local Plan (2006).

Context of site, design and external spaces

- 8.3 The proposed development is almost identical in terms of scale, massing and layout to that of the previously approved application (16/1371/FUL). The noticeable difference between the two schemes is that the current application does not include the end of the garden of no.75 Shelford Road. As a result, the two semi-detached units that were previously proposed on this parcel of land have been excluded and the number of units decreased from nine to seven. The loss of this garden space has also meant that the car parking layout has been amended and the number of car parking spaces reduced down from 13 to 10 spaces. The footprints of plots 2 and 3 have been reduced to compensate for providing an additional turning head within the site.
- 8.4 In my opinion, the general layout and grain of development proposed is appropriate within the surrounding context. There would be comfortable garden spaces and a private access road that provides sufficient space for vehicles to enter and leave in forward gear. Amendments to the positioning of plots 2 and 3 have been undertaken as part of this current application to provide a buffer space between the fronts of these properties and the access road. The proposal responds well to its site and surroundings.
- 8.5 The general scale and massing of the proposed dwellings would be in keeping with the pattern of development present in the surrounding area. The proposed dwellings would be a mixture of two and two-and-a-half storey dwellings that would be in keeping with the character and appearance of properties along Shelford Road and the adjacent Clay Farm development.
- 8.6 The main alterations to the proposed scheme when compared to its predecessor consist of changes to the fenestration and architectural treatment of the proposed dwellings. The previously approved scheme had a more uniform appearance, with an emphasis on rising brick dormers to provide usable space in the roofs of plots 4 – 9 and the treatment was more akin to recently developed schemes in the Clay Farm development. In contrast, the current proposal is more modest,

with large front projecting dormers and standard rhythms to window and door positions. Given the diversity of architectural forms and materials present in the wider context, the revised design is acceptable. Concerns were raised by the Urban Design team regarding the massing of the front dormers originally proposed on the fronts of plots 4-7. However, these have since been amended to show a smaller row of four zinc clad dormers that is considered to successfully break up this elevation and provide a more articulated massing. I have recommended the conditions suggested by the Urban Design Team.

- 8.7 In terms of landscaping, the proposal has been amended to provide buffering adjacent to plots 2 and 3 which I consider is now acceptable. The scheme includes sufficient space for soft landscaping. The visitor parking space would be appropriately overlooked by plot 2 and other surrounding dwellings. I consider that the outstanding landscaping comments could be addressed through conditions.
- 8.8 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/10, 3/11, 3/12 and 4/4.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.9 The nearest neighbouring residential properties are Nos. 73-75 Shelford Road to the north of the site; Nos. 79 and 81 Shelford Road to the south of the site; and Nos. 39-45 Royal Way to the rear (east) of the site. The impact on the residential amenity of these properties was considered under the previous planning permission (16/1371/FUL). In my opinion, this previous assessment remains applicable to this current application given the similarities in scale, massing and site layout. I will therefore focus this assessment on the material differences between the approved scheme and that of the proposed scheme and the impact that these proposed changes would have on neighbour amenity.
- 8.10 The main physical two-storey bulk of plots 2 and 3 would be set further away from the boundary of No.79 than that of the original permission and I am confident that there would be no

harmful loss of light or visual enclosure experienced at neighbours as a result of the proposed development.

- 8.11 The proposed alterations to window positions and the fenestration of the buildings would not introduce any harmful overlooking opportunities over neighbouring properties. In my opinion, subject to obscure glazing conditions similar to the previous consent, I do not consider any additional loss of privacy would occur from the proposed works.
- 8.12 The reduction in proposed units from nine to seven would decrease the level of traffic movements compared to the previous permission and given that this previous application was considered acceptable I am of the view that no harmful noise and disturbance would arise from the proposal.
- 8.13 In my opinion, subject to conditions, 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, 3/10 and 3/12.

Amenity for future occupiers of the site

- 8.14 All of the properties would have gardens varying in size from 58m² to 84m² and suitable for these family dwellings. The amount and quality of this amenity space is acceptable. In my opinion, the layout of the site means there would be acceptable levels of privacy and the proposal would not result in overbearing or overshadowing impacts. As such the future occupiers would have a good level of amenity. The site is situated in an established residential area and future occupants would have access to public transport and cycle links into the City Centre and to nearby Local Centres.
- 8.15 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, 3/10 and 3/12.

Refuse Arrangements

- 8.16 The proposal includes space for bin storage in the rear gardens of the proposed dwellings and a tracking diagram has been

provided to demonstrate that a refuse vehicle can enter and leave the site in forward gear on collection days. I have recommended the waste management and maintenance conditions in accordance with the previous consent.

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

Highway Safety

- 8.18 The Highway Authority has raised no objection to the proposed works, subject to conditions, and I agree with this advice.

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

Car and Cycle Parking

- 8.20 The proposal is for eight on-plot private car parking space (two for plot no.1 and one for each of plot nos.2 – 7) and two visitor spaces. The overall number of spaces per unit is less than the maximum 14 spaces allowed. Third parties have raised concern about the lack of car parking leading to demand for on-street car parking, however, in my opinion, as the site is well connected to public transport and cycle path links along Shelford Road, the site is in a sustainable location and the proposed provision is acceptable. In addition, more car parking would erode the garden spaces for the houses and is not a desirable alternative.

- 8.21 The proposal includes cycle stores to be provided in the rear gardens of plots 2-7 and within the garages of plot 1. This provides secure and covered cycle parking which meets the adopted standards. I have recommended a condition for the cycle stores to be provided prior to occupation of the units and thereafter retained.

- 8.22 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Drainage

- 8.23 The Sustainable Drainage Officer has recommended a condition for a detailed surface water drainage scheme to be submitted for approval. I accept this advice.

Third Party Representations

- 8.24 The third party representation has been addressed in the main body of this report.

Fire and Rescue

- 8.25 It is acknowledged that the Fire and Rescue Service has recommended a condition requiring fire hydrant details and I have recommended this condition accordingly.

Planning Obligations (s106 Agreement)

- 8.26 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account.
- 8.27 The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

9.0 CONCLUSION

- 9.1 The principle of development is acceptable and the proposal represents an acceptable alternative on a smaller parcel of land. I consider the relevant amendments and further information requested by the Urban Design Team and Landscape Team have been provided and that there are no design or landscape issues outstanding with this application.

The proposal would respect the amenities of neighbours and provide a high quality living environment for its future occupants.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

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

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

3. Submission of Preliminary Contamination Assessment:

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

(a) Desk study to include:

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

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

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

4. Submission of site investigation report and remediation strategy:

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

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

5. Implementation of remediation.

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

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

6. Completion report:

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

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

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

7. Material Management Plan:

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

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

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

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

8. Unexpected Contamination:

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

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

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

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

10. No development (other than demolition) shall take place until 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 have been 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 accord with policies 3/4 and 3/12 of the Cambridge Local Plan (2006).

11. Full details of all windows, doors and rainwater goods, as identified on the approved drawings, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the local planning authority prior to their installation. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details.

Reason: To accord with policies 3/4 and 3/12 of the Cambridge Local Plan (2006).

12. The cycle parking shall be provided in accordance with the drawing numbers 058-PL(90)01-P2 and 58-PL(21)04 REV P1 prior to first occupation of the development hereby permitted, and shall be retained thereafter.

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

13. The bin stores shall be provided in accordance with drawing number 058-PL(90)01-P2 prior to first occupation of the development hereby permitted, and shall be retained thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policy 4/13).

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

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

15. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved vehicular access unless details have first been submitted to and approved in writing by the Local Planning Authority.

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

16. Prior to the first occupation of the development hereby permitted, the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

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

17. Prior to first use of the development hereby permitted, the access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

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

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

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

19. Prior to first occupation of the development hereby permitted, the manoeuvring area shall be provided as shown on the drawings and retained free of obstruction thereafter.

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

20. Prior to first occupation of the development hereby permitted, the access shall be provided as shown on the approved drawings and a width of access of 5 metres provided for a minimum distance of ten metres from the highway boundary and retained free of obstruction.

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

21. No development shall commence until details of the proposed arrangements for future management and maintenance of the streets within the development have been submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard. (Cambridge Local Plan 2006 policy 8/2)

22. Prior to occupation of the development hereby permitted, surface water drainage works shall be implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:
 - i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
 - ii. provide a management and maintenance plan for the lifetime of the development.
 - iii. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.

Reason: In the interests of surface water drainage and flood management (paragraph 103 of the NPPF (2012)).

23. No development (other than demolition) 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 (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. 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)

24. No development (other than demolition) shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

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

25. The specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be implemented in accordance with the Arboricultural Implications Assessment dated July 2016 and the Tree Protection Plan drawings 'TIP 16 210', 'TIP 16 210 1', 'TIP 16 210 2' and 'TIP 16 210 3' before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the Local Planning Authority.

Reason: To ensure the retention of the trees on the neighbouring sites. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

26. 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)

27. 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)

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

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

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

29. 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

30. Prior to the commencement of development/construction, 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) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve 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 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)

31. 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 to 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)

32. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. Development shall be carried out in accordance with the approved details.

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

33. The windows identified as having obscured glass on the drawing numbers 58-PL(21)01 REV P1, 058-PL(21)02-P2 and 058-PL(21)03-P2 shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to first occupation of the development hereby permitted, and shall have restrictors to ensure that the windows 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).

34. 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.

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

35. Prior to commencement of development, details of the provision of fire hydrants to be accommodated within the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of fire safety (Cambridge Local Plan policies 3/7 and 3/12)

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: Demolition/Construction noise/vibration report

The noise and vibration report should include:

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

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

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

- Agreed target levels are likely to exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

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

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

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

INFORMATIVE: The applicant is advised that to discharge Condition 21 the Local Planning Authority requires a copy of a completed agreement between the Applicant and the Local Highway Authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.

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.

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: Traffic Management Plan informative: The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.