

Application Number	17/1527/FUL	Agenda Item	
Date Received	29th August 2017	Officer	Charlotte Burton
Target Date	28th November 2017		
Ward	Romsey		
Site	213 Mill Road Cambridge CB1 3BE		
Proposal	Residential led mixed use development with a retail unit. 14 Residential units comprising three 3xbed terrace dwellings, five 2xbed mews units, three 2xbed flats and three 1xbed flats along with access, car and cycle parking and associated landscaping following the demolition of the existing buildings on site.		
Applicant	HTS Estates LTD		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><input type="checkbox"/> The redevelopment of the site would be of a high quality and would help meet housing need<input type="checkbox"/> The residential amenity of neighbours would be adequately respected<input type="checkbox"/> The proposal would enhance the character and appearance of the Conservation Area
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site comprises the 'Bed Centre' on the corner of Mill Road and Ross Street (1679 sq.m). It incorporates the two storey flat roof building – the 'Bed Centre'- fronting Mill Road with the parking forecourt in front, the single storey building fronting Ross Street, and a row of lock-up garages and parking to the rear. The Bed Centre has an A1 (retail use) and the site also includes B8 (storage) use. The site has two vehicular accesses from Ross Street and one from Mill Road.

- 1.2 The site is within the Mill Road area of the Central Conservation Area. The Bed Centre is identified in the Mill Road Area Conservation Area Appraisal (2011) as one of two 'negative focal buildings' that could benefit of being replaced. There is a mature tree on the street corner outside of the site which is protected by virtue of the location within the Conservation Area and is identified within the conservation area appraisal as an 'important tree'. The frontage along Mill Road consists of a low brick wall.
- 1.3 To the north of the site the area is predominantly residential and characterised by traditional terraced properties along Ross Street. The site extends to the rear of Nos. 2-16 Ross Street and the garages on this part of the site are against the eastern boundary of the site adjoining the rear gardens of Nos. 1-9 Hemingford Road. The existing terraced housing in Ross Street and Mill Road (with a few exceptions) are identified in the Mill Road Conservation Area Appraisal (2011) as 'Positive Unlisted Buildings'. Directly opposite the site is the Salisbury Club which is a 'Building of Local Interest'.
- 1.4 The Bed Centre is within the Mill Road District Centre and forms the eastern-most property within the centre on the northern side of the road. The site forms part of the retail frontage along Mill Road which in this part of the centre is intermittent, with Nos. 201-211 to the west in residential use and excluded from the centre. The property to the east is a hairdressing salon at ground floor with residential above and is not included within the local centre. The site is outside the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The proposal is for a residential-led mixed-use development following demolition of the existing buildings comprising:
- ☐ Mill Road block providing 3 x 2-bed flats and 3 x 1-bed flats and a retail unit at ground floor level
 - ☐ Ross Street terrace providing 3 x 3-bed terrace dwellings
 - ☐ Mews properties providing 5 x 2-bed units
 - ☐ Parking court with access from Ross Street providing 8 no. car parking spaces allocated to the terrace and mews properties.
 - ☐ Associated cycle parking, bin stores and landscaping.

- 2.2 The Mill Road block would be two-and-a-half storeys and would be set back from the public highway with a paved area in front of the retail unit and landscaping in front of the ground floor flat. The frontage would be staggered and the eaves would be higher in the middle section of the building. The roof scape would be varied as a result and would include dormer windows. The materials would be red brick. The rear elevation would include windows and balconies. There would be communal bin and bike stores.
- 2.3 The Ross Street terrace would be two-and-a-half storeys set back on the established building line along the eastern side of the street, with individual front gardens. The ridge line would be higher than the neighbouring terrace by approximately 1m, however the eaves line would be similar. There would be dormer windows on the rear elevation. The properties would have private rear gardens including bin and bike storage.
- 2.4 The mews properties would be accessed via a pedestrian pathway from the parking court. They would be single storey above ground with a basement level, and would include private courtyard gardens and lightwells. The properties would be flat roof and constructed in brick. Bike stores would be provided within the courtyard and bin stores provided on the western side of the shared pathway.
- 2.5 The proposal has been subject to amendments and the provision of further information during the course of the application. The amendments include revisions to the internal layout of some of the 2-bed residential units facing Mill Road and an increase in the provision of the private amenity space and its layout associated with them. Some additional cycle parking for the retail unit has also been provided. Additional information has included an overshadowing study and an updated daylight assessment, both undertaken in accordance with BRE guidance.

3.0 SITE HISTORY

3.1 The most recent planning history comprises:

Reference	Description	Outcome
C/92/0294	USE OF PROPERTY FOR RETAILING OF BEDS (CLASS A1 USE).	Approved subject to conditions.

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

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

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>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>The Cambridge Shopfront Design Guide (1997)</p>
	<p><u>Area Guidelines</u></p> <p>Mill Road Area Conservation Area Appraisal (2011)</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.

- 5.5 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: The proposal is not expected to have any substantial impact on the public highway or highway safety. An additional 3 no. retail cycle parking spaces are provided. The impact of the scheme on on-street car parking is for the City Council to consider. It is recognised that no car parking spaces will be provided for the retail unit. This is acceptable given its location within close proximity to residential areas and other retail units. The Highways Authority would not seek adoption of the street within the site.

They recommend conditions for the satisfactory construction, management and maintenance of the shared parking and pedestrian access court.

Environmental Health

- 6.2 No Objection: Records show the historical uses of the site include a possible builder's yard/merchants, garage/motor engineers, and fuel storage tanks/containers. Mitigation measures require to protect against traffic noise and

plant/delivery noise from the retail unit, and an assessment of external lighting, which could be secured through conditions.

They recommend conditions in relation to contaminated land; demolition/construction and delivery hours; piling; dust; plant noise; delivery collection hours for the retail unit; lighting and associated informatives.

Urban Design and Conservation Team

Initial comments

- 6.3 No Objection: The main block fronting Mill Road continues the angle of the building line of the adjacent houses. Its massing, window openings and articulation respects the context of the area and the surrounding buildings and has the potential to enhance this part of the conservation area. The proposed use of red facing brick is appropriate and will sit well with the red brick Salisbury Club and No. 211. The scheme successfully resolves the functional design requirements of the proposal and successfully accommodates the bikes, bins and car parking requirements for the different uses. There is a clear separation between the bin requirements for the retail and residential uses for the main block fronting Mill Road, with secure cycle parking for the residential use integrated within the footprint of the building. Elsewhere, cycle parking is securely provided on-plot for the houses.

The retail element on the frontage block requires further development:

- ☐ The shop front needs refinement to improve the legibility of the unit.
- ☐ The retail block gable would benefit from the introduction of a window at ground floor

The Ross Street dwellings are a contemporary interpretation of the traditional bay window terrace houses and the use of buff brick should harmonise with the remainder of the street.

In conclusion, the overall design and relationship with the conservation area is considered acceptable and subject to the

above amendments and further information regarding materials and details, the application is supported in conservation and urban design terms. They recommend conditions in relation to design elements and samples.

Comments on revised proposal

The amendments to the shop front and additional slot window at ground floor to address Ross Street are supported. The retail unit is now much more legible within the streetscene and there are clear placeholders for signage. Our previous comments requesting further detailed information to demonstrate how the junctions between different materials and planes will be handled (e.g. between the roof and retail block end gable, dormers etc.) can be resolved by way of condition.

The Urban Design and Conservation Team support the application.

Landscape Architect

- 6.4 No Objection: Trees proposed in narrow islands within the car parking area will require underground root cell products to reduce the risk of failure and damage to surfaces and substructures. The climbers shown on the north facing walls of the basement courtyards will be very unlikely to succeed due to the deep shade of this aspect. Recommend that an alternative treatment is considered. They recommend conditions in relation to hard and soft landscaping; boundary treatment; tree pits; green roofs; and landscape management and maintenance.

Recommend the County Council is approached to discuss improvements around the environment of the existing tree, providing a public seating area, removing the drop kerbs etc. BT will need to be approached with respect of removing or relocating the telephone box (see informatives).

Senior Sustainability Officer (Design and Construction)

- 6.5 No Objection: Support the proposed use of green roofs for the mews units, the use of permeable paving, and use of balconies

to reduce overheating, the commitment to achieve water efficiency, and the specification of materials. Encourage the applicant to consider providing electric vehicle charging points. Recommends conditions in relation to: implementation of renewable energy strategy; and water efficiency.

Access Officer

- 6.6 No comments received.

Head of Streets and Open Spaces (Tree Team)

Initial comment

- 6.7 Objection: The development is too close to the street tree on the corner of Ross Street and Mill Road and to the group of Birch within the rear garden of neighbouring property. Not only will the development be detrimental to existing trees but it fails to accommodate space for suitable new planting.

Comments on revised tree survey

Reviewed the revised tree survey. No objection subject to recommended condition for tree protection measures.

Environment Agency

- 6.8 No Objection: They recommend conditions for further contamination reports/remediation.

Lead Local Flood Authority (Cambridgeshire County Council)

- 6.9 No Objection: The application has demonstrated that surface water can be dealt with on-site by using permeable paving and attenuation/infiltration crates. Surface water will either be discharged to the ground via infiltration or will be discharge at greenfield runoff rates into a surface water sewer. Recommends conditions for infiltration testing, surface water drainage and maintenance arrangements.

Sustainable Drainage Engineer

- 6.10 No Objection: Acceptable subject to conditions for infiltration testing, surface water drainage scheme and implementation/management. The drainage design should incorporate SuDs features.

Anglian Water

- 6.11 No Objection: The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. Recommend that the applicant needs to consult with Anglian Water and the Lead Local Flood Authority (LLFA). Request a condition requiring a drainage strategy covering the issue(s) to be agreed.

Policy Team (Growth Projects Officer)

- 6.12 No objection.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.13 No Objection: This policing area is one with a medium risk to the vulnerability of acquisitive crime. The layout appears to be acceptable. The use of bollard lighting covering the car parking area is not appropriate and should be lit by columns or building mounted lights.

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

7.0 REPRESENTATIONS

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

- ☐ 3 Hemingford Road
- ☐ 9 Hemingford Road
- ☐ 11 Hemingford Road
- ☐ 17 Romsey Road
- ☐ The Bike Depot (Camcycle)

7.2 These representations can be summarised as follows:

- ☐ Do not object to redevelopment for dwellings in principle
- ☐ Proposed dwellings are out of keeping
- ☐ Out of keeping with the building line
- ☐ Loss of openness and dominance of proposed commercial building.
- ☐ The Mill Road block should be white brick rather than red brick
- ☐ Inadequate parking and impact on nearby roads
- ☐ Proximity of mews properties to neighbours on Hemingford Road and Ross Street
- ☐ Overlooking from window/skylight of mews properties towards Hemingford Road
- ☐ Unclear the nature of the boundary between the mews properties and Hemingford Road and potential overlooking. Should be a consistent height and materials should be local brick. Consider a living wall.
- ☐ Impact on silver birch trees in garden of No. 11 Hemingford Road.
- ☐ Impact on structural stability of outbuildings in the rear gardens of Hemingford Road properties.
- ☐ Privacy and security of gardens along Hemingford Road during construction.
- ☐ Poor living accommodation within the mews and terraced properties
- ☐ Inadequate open space
- ☐ Mews properties are likely to deteriorate and become 'slums'
- ☐ Potential use for language schools and Air BnB or other serviced accommodation
- ☐ Insufficient cycle parking and details about access and dimensions which should include provision for larger-sized cargo bikes.
- ☐ The number of car parking spaces is excessive for the area
- ☐ Impact on footpath along Ross Street unacceptable.

7.3 The owner/occupier of the following address has made a neutral representation neither supporting nor objecting to the proposal:

- ☐ 5 Ross Street

7.4 The representation can be summarised as follows:

- ☐ The design of the terrace along Ross Street seems fine, however a single storey building would be more appropriate to replace the existing structure on the site.
- ☐ Design and materials for Mill Road building appears out of character and would not enhance the area.
- ☐ Reworking of the parking spaces in Ross Street to maximise available parking.
- ☐ Provide cycle parking and green space in front of the new building for the flats & shop.
- ☐ New buildings should incorporate living walls and roofs, hedges and trees, swift and bat boxes, wildlife corridors.

7.5 The owner/occupier of the following address has made a representation supporting the proposal:

- ☐ 18 Ross Street

7.6 The representation can be summarised as follows:

- ☐ Welcome the development including the mews properties
- ☐ The current use of the site is poor.
- ☐ The warehouses are decrepit and underutilised.
- ☐ The view from our house will be improved.
- ☐ Sewers will need upgrading.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Affordable Housing
3. Context of site, design and external spaces / Impact on heritage assets
4. Residential amenity
5. Disabled access
6. Highway safety

7. Car and cycle parking
8. Refuse arrangements
9. Renewable energy and sustainability
10. Third party representations
11. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 The Cambridge Bed Centre is an A1 (shops) use with a floor space of 258 sqm. The unit is within the Mill Road District Centre. Policy 6/7 states that a change of use from A1 to other uses within District centres will not be permitted. The proposal includes the re-provision of an A1 retail unit on the ground floor with a floor space of 70 sqm. There would be an overall loss of retail floor space, however, in my opinion the retention of an A1 unit on the site within the proposal is compliant with policy 6/7.
- 8.3 The single storey building fronting Ross Street is currently in B8 (storage) use and has a floor space of 270 sqm. The site is not a protected industrial site, however policy 7/3 resists the loss of B8 uses within the city unless certain conditions are met. I am satisfied that there is a sufficient supply of B8 floor space in the city to meet the demand and that the site would be more appropriate for residential use given the surrounding context, and thus the loss of the B8 (storage) use would be compliant with policy 7/3.
- 8.4 Policy 5/1 supports the development of windfall sites for housing subject to land use compatibility. The change of use is acceptable in principle for the reasons given. The surrounding properties to the north are residential and therefore the use is acceptable in principle in accordance with policy 5/1.

Affordable Housing

- 8.5 The proposal is for 14 no. units in total and the site area is 0.17 ha so the provision of affordable housing is not required. The proposal is compliant with Cambridge Local Plan (2006) policy 5/5.

Context of site, design and external spaces / Impact on heritage assets

- 8.6 The existing buildings are not protected and are considered to be of no architectural and limited historical interest. The demolition of these buildings is acceptable in principle and is supported by the Urban Design and Conservation team. The site occupies a prominent position on the corner of two roads within the conservation area and the rear of the site extends into a backland position. The proposed development on the site has to relate to these various contexts and to the character of the wider conservation area.

☐ *Site layout*

- 8.7 The site layout comprises a building fronting Mill Road including the ground floor retail unit and residential flats above; three terraced properties fronting Ross Street; and five mews properties to the rear of the Ross Street properties. The centre of the site would provide car parking, landscaping and access the mews properties to the rear. In my opinion, the layout addresses the different aspects of the site context – the two frontages and backland area – and provides a functional arrangement for the future occupants.

☐ *Mill Road block*

- 8.8 The existing frontage along Mill Road includes a forecourt area in front of the Bed Centre building which is set back approximately 8-13m from the public highway. The proposed Mill Road block would be further forward of the existing building and would be approximately 2-5m back from the public highway. The existing Bed Centre building is an anomaly. The terraced dwellings to the east are staggered and are unusual in not having front elevations parallel to the street. The proposal would be significantly further forward than the existing building, however the front elevation would be staggered and on a similar building line to the neighbouring terrace, so that it would continue the pattern and rhythm of the terrace.
- 8.9 The frontage along Mill Road would be two-and-a-half storeys. The ridge and eaves height would be higher than the terraced properties, however the site occupies a prominent corner and it is common for corner buildings to 'step' up. I consider this to be

an appropriate response. The eaves would be raised in the middle of the building where the building steps forward. The front elevation would include brick dormers which would brick up the roofscape and provide visual interest.

- 8.10 The building would have a central main entrance to the upper units which would provide good legibility. The ground floor unit would have a separate front door which, together with the arrangement of openings, would reinforce the rhythm across the elevation and respond well to the traditional terrace. The elevation features large windows with interesting reveals/projections. I have recommended conditions for the details of the windows and their finishes. The shop on the ground floor would have large windows which would animate the frontage and, following revisions to the scheme, the Urban Design and Conservation team support the proposed shop frontage in accordance with the adopted guidance. The building turns the corner onto Ross Street with small windows on the side elevation.
- 8.11 The rear elevation would be visible from Ross Street and would animate the rear parking and courtyard space with a variety of windows and balconies.
- 8.12 Third parties have raised concerns about the use of red brick and commented that the building should be in white brick to match the conservation area. The buildings along Mill Road and within the conservation area are typically white brick, including the dwellings to the east. However, the larger buildings within the vicinity and on similar corner sites are red brick. This includes the Salisbury Club opposite, Nos. 201-211 on the opposite side of the Ross Street junction to the west, and the Romsey Town Labour Club on the corner of Mill Road and Coleridge Road to the east. The use of red brick would contribute towards a cluster of red brick buildings which would form a focal point around the corner, which would be in-keeping with the conservation area. I have recommended a sample panel of the proposed brickwork and mortar to be agreed by the Council prior to its use via condition no. 24.

□ *Ross Street terrace*

- 8.13 Ross Street is characterised by traditional terraced properties set back from the road with small front gardens, bay windows,

stone lintels above the windows and fanlights above the doors, and chimney stacks. There have been some examples of later infill development, including Nos. 3 Ross Street opposite the site.

- 8.14 The proposed terrace would be formed of three properties. It would be separated from the existing terrace along Ross Street, however visually would appear as a continuation of the traditional terraced frontage. The terrace would be on the same building line as the neighbouring properties which are on the established building line along the eastern side of Ross Street. There would be space for a small front garden and boundary wall to complement the existing street scene.
- 8.15 In terms of proportions, the proposed terrace would have a similar width of frontages and the eaves height would be similar. The ridge would be higher by approximately 1m however the pitch of the roof would be similar to the neighbouring properties as the depth of the properties would be greater by approximately 2m so that the ridge line would be further back from the frontage. The side gable visible from Ross Street would be approximately 11m which is longer than the existing terrace (8m), however as the proportions of the roof slope would be similar to the existing, in my opinion this would be acceptable. The side elevation would be broken up visually with a recessed brickwork panel and small windows, as well as trees planted in front, so that it would not appear as a blank elevation.
- 8.16 The front elevations feature projecting windows which complement the pattern of bay windows along the terrace. On the upper floors, the windows have been paired, similar to traditional properties. The elevations have been handed to create a symmetrical pair and a pattern of front doors which reflects the existing terrace. In my opinion, these successfully translate the characteristics of the traditional terrace into a contemporary design which responds well to the character of the conservation area. The materials would be light brick to complement the buildings along Ross Street.
- 8.17 The rear elevations would be visible from the proposed car park and mews properties, and from the rear of Hemingford Road, however would not be visible from the public highway. The rear elevations would have full width single storey rear elements with

flat roofs. The first floor would have a pair of windows with traditional proportions. The rear roof slope of the two southern-most properties would include a flat roof dormer which would be generously set in from the sides, stepped up from the eaves and set down from the ridge line. The northern-most property would be shallower and would have a dormer flush with the rear elevation. In my opinion, the dormers would be appropriate to the conservation area and for the contemporary design of the units.

□ *Mews properties*

- 8.18 The mews properties would be within a backland position and only the southern-most property would be glimpsed from Ross Street through the proposed car park area. The dwellings would be single storey with a basement and the scale would be appropriate for the character of backland development. The units would be contemporary with a sedum flat roof and arranged around courtyards. The scale and nature of the properties would complement the conservation area. The materials would be white brick with timber cladding panels, which would be appropriate to the conservation area.

□ *Landscaping*

- 8.19 The Mill Road block has been stepped back on a similar building line to the neighbouring terrace to allow space for landscaping in front of the building. This would include hard paving in front of the retail unit which would provide space for cycle parking. The area in front of the ground floor residential unit would be defined as curtilage with hedge planting and a path leading to the front door, complementing the terraced dwellings to the east. While I acknowledge that the building would be further forward than the existing Bed Centre, the quality of the landscaping would be greatly enhanced compared to the existing forecourt, which would deliver an overall benefit to this part of the conservation area.
- 8.20 The large tree on the corner of Mill Road and Ross Street is outside the application site. The front elevation of the Mill Road block would be outside the root protection area. The Tree team initially raised a concern about the impact of the proposal on this tree, however, this was based on an incorrectly drawn tree canopy. The plans have been corrected to reflect the true

canopy shape and the Tree team has removed their objection subject to appropriate conditions (see nos. 20-22) to ensure protective fencing is in place, and that the tree can be safeguarded from construction damage. The tree protection measures would also safeguard the birch trees within the rear garden of No. 11 Hemingford Road.

- 8.21 Third parties have also commented that the street furniture on the corner of Mill Road and Ross Street should be removed, replaced or improved. This includes a bus shelter, telephone box, litter bins and benches. I understand that the applicant would also like to see improvements to this area, however these are outside the application site and beyond the applicant's control. It would be for the Highways Authority, City Council, BT and other parties to address this at the applicant's request and with their willingness. I have recommended an informative on the permission to this effect.
- 8.22 There would be views into the site from Ross Street towards the parking area which would be landscaped with shared surface permeable paving and new tree planting along the northern side of the courtyard. The access to the mews properties would be demarcated with an area of planting and a new tree acting as a focal point on the eastern side of the courtyard and the southern end of the mews terrace. There would be space for shrub planting and climbers along the western side of the shared footway access to the mews properties which would provide softening to the access and the outlook from the mews properties.
- 8.23 In summary, my opinion is that this is a high quality proposal which would replace a poor quality set of existing buildings. The buildings have responded positively to the pattern and character of development along the Mill Road and Ross Street frontages in terms of the scale, massing, design, detailing and landscaping, and further details including materials can be secured through condition nos. 23-24. The courtyard and the mews properties would be appropriate in scale and character, and would be a positive enhancement to the conservation area. For these reasons, in my opinion 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

- 8.24 The neighbouring properties are Nos. 215, 215a and 217 Mill Road to the east of the proposed Mill Road block, Nos. 2-16 Ross Street to the west of the proposed mews properties, and Nos. 1-9 Hemingford Road to the east. The properties on the western side of Ross Street include Nos. 211 Mill Road and Nos. 1-7 Ross Street.

☐ *Impact of proposed Mill Road block*

- 8.25 The rear elevation would not project further beyond the rear elevation of the two storey part of Nos. 215 and 215a Mill Road. This is a commercial property used as a hairdressing salon on the ground floor with a flat above. The rear of the property is understood to be used by the commercial unit and not to provide amenity space for the residential unit. I am not therefore concerned about overbearing, over-shadowing or over-looking impacts on No. 215 and the proposal would not impact on the amenity of the occupants of the flat (No. 215a). There would be windows, balconies and dormers on the proposed rear elevation. However, views towards the rear gardens of the Ross Street and Hemingford Road properties would be over a long distance or oblique, so I am not concerned about over-looking.

☐ *Impact of proposed Ross Street terrace*

- 8.26 The terrace would be separated from No. 2 Ross Street by a gap approximately 1m wide. There are no windows on the side gable elevation, however the property has a two storey outrigger with ground and first floor windows on the side elevation facing towards the proposed terrace. There are also ground and first floor windows on the rear elevation of the main part of the dwelling. This property has a rear garden.
- 8.27 The northern-most of the proposed terrace has been cut back so that the two storey rear elevation would be on the same line as the two storey element of No. 2. The two storey element would not have an enclosing impact on the ground and first floor windows on the rear elevation of No. 2. The single storey element would be approximately 3m high and would not project

further than the outrigger. It would not cut the 25 degree line taken from the centre of the ground floor window on the side elevation of the outrigger. The two storey element of the middle terrace would be approximately 7.5m away from the outrigger, so would not have an enclosing impact.

8.28 The applicant has submitted a Daylight and Sunlight Assessment which assesses the impact on the windows at the rear of No. 2 Ross Street. This demonstrates that the proposal would meet the relevant BRE guidance in terms of the impact on daylight and sunlight, and therefore I am satisfied that this impact would be acceptable. The shadow study demonstrates that the garden would retain sunlight for at least two hours on 21 March so the proposal would not result in significant overshadowing.

8.29 There would be some views from the first floor and dormer windows on the rear elevation towards the rear garden of No. 2, however these would be oblique and would be similar to other dormers that are permitted within the vicinity. This amount of overlooking is acceptable within the urban context. There would be some views from these windows towards the courtyard gardens of the proposed mews properties, however these are enclosed spaces and would be over 15m away so would not result in a significant loss of privacy.

☐ *Impact of proposed mews properties*

8.30 I have received objections from occupiers of properties along Hemingford Road including concerns about overlooking from the proposed mews properties, including from windows. There would be no windows on the eastern elevation of the mews properties facing Hemingford Road. The roof lights that are shown on the plans would be on the flat roof so there would be no views from these windows. Concerns have also been raised about the height of the boundary. The mews properties would be built against the boundary to a maximum height of 3.4m and linked with brick walls to a height of 2m corresponding to the courtyard gardens. There would be no views from the courtyards into the neighbouring gardens. I acknowledge the concerns of neighbouring properties and I have recommended a condition to remove permitted development rights to prevent the insertion of windows into the eastern elevation of the mews properties.

8.31 The Hemingford Road properties have long rear gardens over 20m in most cases. The mews properties would also adjoin the rearmost part of the garden of No. 219 Mill Road, albeit separated by an access passageway. The mews properties would be a maximum of 3.4m high and the eastern boundary would be broken up by the link walls. The existing garage building is approximately 3m high on the boundary. The proposed mews properties would not have a significant overbearing or overshadowing impact compared to the existing situation, and would not harm the residential amenity of the neighbouring properties.

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

Amenity for future occupiers of the site

8.33 The Council has no adopted policies regarding internal and external space standards, nonetheless, however proposals should still provide a high quality living environment in accordance with general policies on good design. I have provided a table of internal space provision of the units below for information. Officers initially had concerns about the amount and quality of amenity space provided for the 2-bed flats and mews properties, however these have been overcome through the submission of additional information and amendments to the scheme, which is discussed in more detail below. It is officers' opinion that the proposal provides a good quality environment for the future occupants.

Unit	Beds	Internal floor space (sqm)
APARTMENT 1	2-BED	62
APARTMENT 2	1-BED	47
APARTMENT 3	1-BED	47
APARTMENT 4	2-BED	62
APARTMENT 5	2-BED	77
APARTMENT 6	1-BED	54
TERRACE 01	3-BED	108
TERRACE 02	3-BED	108
TERRACE 03	3-BED	98

MEWS 01	2-BED	116
MEWS 02	2-BED	111
MEWS 03	2-BED	111
MEWS 04	2-BED	111
MEWS 05	2-BED	111

□ *Occupants of the Mill Road block*

- 8.34 The proposed flats comprise three 2-bed units and two 1-bed units. The 2-bed units could be occupied by families and officers expect such units to provide useable private amenity space. This space should be large enough and of a suitable quality such that the occupants could carry out activities they would reasonable expect to. The 2-bed units would be on the ground floor (APT 1) and first floor within the eastern part of the Mill Road block (APT 4), and on the second floor within the western part (APT 5).
- 8.35 The ground floor unit would have access to private amenity space at the rear and would also have a front garden (albeit this would not provide private space). During the course of the application, the space at the rear was increased to 25 sqm, which is comparable to the amenity space for the proposed terrace and mews properties. There would be partial balcony above, however a large part of the space would be uncovered. The submission indicates a hit-and-miss boundary wall to provide screening from the parked cars, however the detail of the boundary would be secured through conditions.
- 8.36 The first floor unit (APT 4) would have a balcony 1.5m deep and with an area of approximately 7.5 sqm, following revisions submitted during the application. The second floor unit (APT 5) would have a balcony 2.5m deep and provide a useable area of approximately 3.75 sqm, again following revisions. I accept that these are north-facing balconies, however the rear elevation provides a greater degree of privacy and less disturbance from traffic long Mill Road. I am satisfied that this provides a good level of amenity space for the 2-bed flats.
- 8.37 The units would provide a good quality internal living standard for the future occupants.

□ *Occupants of the mews properties*

8.38 The proposed mews properties are 2-bed units. The living accommodation is split between ground and basement levels. Each unit has two lightwells to bring light to the living rooms and bedrooms on the basement level and would act as sunken courtyard spaces. Extensive glazing on the courtyard facing elevations and roof lights have been used to illuminate the ground floor. The applicant's Daylight and Sunlight Assessment - updated during the course of the application - demonstrates that the units would meet the relevant BRE guidance on internal light levels. The arrangement of the accommodation is unconventional, however officers are satisfied that the units would provide an acceptable level of amenity for the future occupants who chose to live in these units.

8.39 The mews properties would have courtyard gardens approximately 20 sqm, and the northernmost unit would have a larger area of amenity space including a paving area. The basement lightwells would also be accessible to supplement the amenity space. The courtyards would be enclosed spaces however would have a high degree of privacy. The Daylight and Sunlight Assessment demonstrates that these spaces would meet the relevant BRE guidance in terms of the number of daylight hours. I am satisfied that this would provide an acceptable amount and quality of amenity space for the future occupants.

□ *Occupants of the proposed Ross Street terrace*

8.40 These 3-bed properties have gardens approximately 25 sqm, plus additional space at the rear for bins and bikes. This is comparable to traditional terraced properties within the neighbourhood, including the Ross Street terrace to the north. The garden space would provide a good level of amenity for the future occupants.

8.41 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Disabled access

- 8.42 I have not received comments from the Access Officer. I consider that the proposal can provide suitable access to disabled users and level access would be provided from external thresholds. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12 in this regard.

Highway Safety

- 8.43 The proposal would use an existing access point on Ross Street to provide vehicular access to the car park, as well as for cyclists and pedestrians to the rear of the Mill Road block and to the mews properties. The existing vehicular accesses to the forecourt off Ross Street and Mill Road would be removed. Third parties have raised concerns about the impact of parking and access on the footpath along Ross Street. The Highways Authority has reviewed the access arrangements and the applicant's Transport Statement regarding the number of trips that are likely to be generated, and has not raised concerns on highway safety grounds subject to conditions. I accept their advice and have added a condition for the footway to be reinstated where the existing dropped kerbs are to be removed. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

☐ *Car parking*

- 8.44 The proposal includes 8 no. car parking spaces within the rear car park accessed from Ross Street, which would be allocated to the proposed terrace and mews properties. This is in accordance with the adopted car parking standards. The occupants of the proposed flats would not have allocated car parking spaces. The site is outside the controlled parking zone where parking is available on-street. The site is in a highly sustainable location within the Mill Road District Centre and close to public transport routes along Mill Road into the city centre. The future occupants would not be dependent on private-cars and would be aware of the parking arrangements prior to moving in. The retail unit is not likely to generate a significant number of additional car trips due to the size of the

unit and the location within the District Centre meaning trips are likely to be linked. In my view, the proposed car parking provision is acceptable.

□ *Cycle parking*

- 8.45 The proposal provides private cycle stores for the proposed terrace and mews units. The occupants of the flats would have access to a communal store at the rear providing 10 no. spaces. This would be in accordance with the adopted standards and meets the Cycle Parking Guide for New Residential Developments (2010). 6 no. Sheffield hoops would be provided at the front of the building for the staff and visitors to the retail unit. This was increased during the course of the application but is one space short of the number recommended by the Highways Authority. In my opinion, this is acceptable.
- 8.46 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Refuse Arrangements

- 8.47 The proposal provides private bin stores for the proposed terrace and mews units. Collection points are provided within the parking courtyard for collection by the refuse team. The bin pull distance for the furthestmost mews houses are slightly greater than the 30m set out in RECAP guidance, however, this distance is still manageable. The capacity and location of these stores would be acceptable, however no elevations have been provided. The recommended landscaping condition includes details of the bin stores to be submitted for approval.
- 8.48 The proposed flats would have access to a communal bin store at the rear. The retail unit would have a separate store which would be acceptable for the size of the unit.

Renewable energy and sustainability

- 8.49 The Sustainability Officer has reviewed the applicant's Renewable Energy Statement and advises that the use of exhaust air source heat recovery with enhanced fabric performance will deliver carbon reductions to meet the requirements of Cambridge Local Plan (2006) policy 8/16. This would be secured through conditions.

- 8.50 The proposal also includes the use of green roofs for the mews units, permeable paving, balconies to reduce overheating, a commitment to achieve water efficiency and the specification of materials, which are supported by the Sustainability Officer in line with the Sustainable Design and Construction SPD (2007).

Third Party Representations

- 8.51 I have addressed these as follows:

Representation	Response
Do not object to redevelopment for dwellings in principle	Noted
Proposed dwellings are out of keeping	See paragraphs 8.6-8.23
Out of keeping with the building line	See paragraphs 8.8 and 8.19
Loss of openness and dominance of proposed commercial building.	See paragraphs 8.8-8.9 and 8.19
The Mill Road block should be white brick rather than red brick	Paragraph 8.12
Inadequate parking and impact on nearby roads	Paragraph 8.44
Proximity of mews properties to neighbours on Hemingford Road and Ross Street	Paragraph 8.30-8.31
Overlooking from window/skylight of mews properties towards Hemingford Road	Paragraph 8.30
Unclear the nature of the boundary between the mews properties and Hemingford Road and potential overlooking. Should be a consistent height and materials should be local brick. Consider a living wall.	Paragraph 8.30

Impact on silver birch trees in garden of No. 11 Hemingford Road.	Paragraph 8.20
Impact on structural stability of outbuildings in the rear gardens of Hemingford Road properties.	This is a civil matter and not a relevant planning consideration.
Privacy and security of gardens along Hemingford Road during construction.	This is a matter for the applicants to resolve with the neighbours as it is a civil matter and not a planning matter.
Poor living accommodation within the mews and terraced properties	See paragraphs 8.38-8.41
Inadequate open space	See paragraphs 8.33-8.41
Mews properties are likely to deteriorate and become 'slums'	The occupancy and maintenance of the proposed units is not a planning matter, nonetheless in my opinion these would be high quality units.
Potential use for language schools and Air BnB or other serviced accommodation	The use by language schools and holiday/short term lets would not be permitted under the proposed residential use.
Insufficient cycle parking and details about access and dimensions which should include provision for larger-sized cargo bikes.	See paragraph 8.46. I do not think it would be reasonable to require the applicants to provide specific stores for cargo bikes.
The number of car parking spaces is excessive for the area	Paragraph 8.44.

Impact on footpath along Ross Street unacceptable.	The proposal utilises the existing access. The car parking spaces would not overhang the footpath. The Highways Authority has recommended conditions for the access to be laid out in accordance with their standards. In my opinion, the access would not have a significant negative impact for users of the footpath compared to the existing situation.
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Planning Obligations (s106 Agreement)

8.52 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.

8.53 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.

City Council Infrastructure

- 8.54 The Developer Contribution Monitoring Unit (DCMU) has recommended that contributions be made to the following projects:

Infrastructure	Project	Contribution
Community Facilities	Towards providing / improving community facilities at the Mill Road depot site.	£19,462 (plus indexation)
Indoor Sports	Towards the provision of additional gym and exercise facilities at Parkside Pool.	£7,935 (plus indexation)
Outdoor Sports	For the provision of and / or improvements to outdoor fitness kit (e.g. dip stations, pull up bars and surfacing) at Donkey Common.	£7,021 (plus indexation)
Informal Open Space	For the provision of and / or improvements to informal open space at Romsey Recreation Ground.	£7,139 (plus indexation) for
Play provision for children and teenagers	For improving the play area equipment and facilities at Romsey Recreation Ground play area.	£7,900 (plus indexation) for

- 8.55 I agree with the reasoning set out in the DCMU comments that contributions towards these projects meet the requirements of the CIL regulations. Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/8, 5/14 and 10/1 and the Planning Obligation Strategy 2010.

County Council Infrastructure

- 8.56 The County Council has advised that no contributions are required to mitigate the impact of this development. Local schools in the catchment area are full or close to capacity but the number of children arising from this development is very low

that these can be accommodated within the current facilities. I accept their advice.

9.0 CONCLUSION

- 9.1 The existing site detracts from the character and appearance of the conservation area. The proposal represents an opportunity to redevelop the site to provide much-needed residential accommodation while retaining an element of retail use. This is a high quality development which has responded positively to the site context, in particular the frontages along Mill Road and Ross Street, as well as providing mews properties which would be appropriate for the backland position. The Urban Design and Conservation team supports the proposal. I acknowledge the concerns of immediate neighbours regarding the impact in particular of the mews properties, however I am satisfied that the proposal would not cause significant harm. For these reasons, the proposal is recommended for approval subject to conditions and a S106 Agreement.

10.0 RECOMMENDATION

APPROVE subject to completion of the s106 Agreement and the following conditions:

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

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

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

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

3. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or otherwise agreed phase of development) or investigations required to assess the contamination of the site, the following information (for that phase as appropriate) 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.
- A Preliminary Risk Assessment (PRA) in accordance with the advice of the Environment Agency including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site regarding ground water pollution.

(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 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 (or agreed phase of development) the applicant shall provide the local authority with a report / method statement for approval (for that phase as appropriate) 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 (or agreed phase of development) shall commence until a programme of measures to minimise the spread of airborne dust from the site (for that phase as appropriate) during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

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

13. Prior to the commencement of development/construction (or agreed phase of development), 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 (for that phase as appropriate) 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 first occupation of the building and 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 policies 3/4, 3/7 and 4/13)

14. Before the use hereby permitted is occupied (or otherwise agreed phase of use), a scheme for the insulation of the plant (for that phase as appropriate) in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

15. Before the development (or agreed phase of development) hereby permitted is commenced details of the following matters (for that phase as appropriate) shall be submitted to and approved by the local planning authority in writing.

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

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

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

16. Collections from and deliveries to the retail unit shall not be made outside the hours 0700-2100 Monday-Saturday and 0900-1700 on Sundays and Bank/Public Holidays.

Reason: To protect the amenity of adjoining and adjacent residential premises (Cambridge Local Plan 2006 Policy 4/13)

17. Prior to the installation of any artificial lighting an external artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken (horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The artificial lighting scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: In order to safeguard residential amenity (Cambridge Local Plan policy 4/13)

18. No occupation of any residential unit (or agreed phase of residential occupation) shall take place until full details of both hard and soft landscape works (for that phase as appropriate) 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 boundary treatments, finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, refuse units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports). 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, tree pit details, details of the construction detail and planting plan for the green roofs 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)

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

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

20. Prior to the commencement of development (or agreed phase of development) and in accordance with BS5837 2012, a phased Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To protect important trees (Cambridge Local Plan 2006 policy 4/4).

21. Prior to the commencement of site clearance (or agreed phase of site clearance/demolition) a pre-commencement site meeting shall be held and attended by the site manager, the arboricultural consultant and local planning authority's Tree Officer to discuss details of the approved Arboricultural Method Statement (AMS) .

Reason: To protect important trees (Cambridge Local Plan 2006 policy 4/4).

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

Reason: To protect important trees (Cambridge Local Plan 2006 policy 4/4).

23. Prior to their individual construction/insertion, full details of the following (for each phase) shall be submitted to and approved in writing by the Local Planning Authority:

- a) external joinery including frames, thresholds (reveals depths, projections), mullions, transoms, finishes and colours
- b) ridge, eaves and hip details
- c) dormer design, at a scale of 1:10, showing the construction, materials, rainwater disposal and joinery
- d) proposed materials, including brick, roofing and balcony finishes
- e) downpipe design, material and finish
- f) flue extract, electricity, gas and water metering servicing details and design housing location plans and details, avoiding where possible front façade terminations/installation unless as part of an integrated design solution.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/12 and 4/11)

24. No brickwork or windows are to be erected or installed for any phase until the choice of brick bond, mortar mix design and pointing technique for that phase have been submitted to and approved in writing by the local planning authority by means of sample panels prepared on site side-by-side with a window frame sample. The approved panels are to be retained on site for the duration of the works for comparative purposes, and development must take place only in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/12 and 4/11)

25. No demolition or construction works (or agreed phased demolition or construction works) shall commence on site until a traffic management plan (for that phase as appropriate) has been agreed with the Planning Authority. The principle areas of concern that should be addressed are:

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

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).

26. 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).

27. Prior to the commencement of the first use two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the site. 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).

28. Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

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

29. The access and manoeuvring areas shall be provided as shown on the drawings and retained free of obstruction.

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

30. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway.

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

31. No occupation of the residential units (or agreed phased occupation) shall commence until details of the proposed arrangements for the future management and maintenance of the proposed rear shared parking and pedestrian court has been submitted to and approved in writing by the Local Planning Authority. The court shall thereafter be maintained in accordance with the approved management and maintenance details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the satisfactory development of the site and to ensure the shared space is managed and maintained to a suitable and safe standard (Cambridge Local Plan 2006, policies 3/7, 3/11, 8/4 and 8/11).

32. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (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 2006 policy 8/2).

33. The redundant vehicle crossovers of the footway shall be returned to normal footway and kerb prior to the occupation of the residential development or agreed phase thereof.

Reason: for the safe and efficient operation of the public highway (Cambridge Local Plan 2006 policy 8/2).

34. No development (or agreed phase of development) hereby permitted shall be commenced until a surface water drainage scheme (for that phase as appropriate) - in accordance with the results of infiltration testing in accordance with BRE Digest 365 - has been submitted to and approved in writing by the local planning authority. The details shall consider 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. 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:

- a) 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
- b) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The surface water drainage scheme shall be installed, managed and maintained thereafter in accordance with the agreed details.

Reason: In accordance with Cambridge Local Plan (2006) policy 3/1 and NPPF (2012) guidance.

35. The approved renewable energy technologies shall be fully installed and operational prior to the first occupation of the development (or agreed phased occupation of development) and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority

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

36. Prior to the occupation of the first dwelling (or agreed phased occupation of the first dwelling), a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2006 policy 3/1 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

37. Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no windows shall be inserted into the eastern elevations of the mews properties hereby permitted without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties (Cambridge Local Plan 2006 policies 3/4, 3/10 and 3/12).

38. No development shall commence apart from enabling works agreed in writing by the Local Planning Authority until such time as a phasing plan has been submitted to and approved in writing by the Local Planning Authority. The phasing plan shall identify proposed phased stages of demolition, construction and occupation across the site, including the provision of any temporary measures to ensure access arrangements for future occupants are acceptable and safe. The development, including where appropriate the submission of information for the discharge of conditions, shall be carried out in accordance with the phasing plan and phased discharge, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect residential amenity (Cambridge Local Plan 2006 policies 9/3, 9/5 and 10/1).

39. The demolition hereby permitted shall not be commenced until a contract for the redevelopment for the site (or phased demolition/redevelopment of the site in accordance with condition 38) in accordance with the planning permission has been let and evidence of this has first been submitted to and approved in writing by the Local Planning Authority.

Reason: To avoid the creation of cleared sites detrimental to the character and appearance of the Conservation Area. (Cambridge Local Plan 2006 policies 3/4 and 4/11)

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: It is recommended that Cambridgeshire County Council is approached to discuss improvements including the environment of the existing tree, providing a public seating area and removing the drop kerbs etc. BT will need to be approached with respect of removing or relocating the telephone box.

INFORMATIVE: This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

INFORMATIVE: The applicant is advised that to discharge condition 30 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.