

<b>Application Number</b>	17/1709/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	4th October 2017	<b>Officer</b>	Michael Hammond
<b>Target Date</b>	3rd January 2018		
<b>Ward</b>	Kings Hedges		
<b>Site</b>	Lovell Lodge 365 Milton Road Cambridge CB4 1SR		
<b>Proposal</b>	Residential re-development comprising one 2xbed unit, seven 1xbed units and six studio units, along with access, car and cycle parking and associated landscaping following demolition of existing buildings on site		
<b>Applicant</b>	Mr A De Simone		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> The proposed development would provide an acceptable living environment for future occupants.</li> <li><input type="checkbox"/> The proposed works would not harm the amenity of neighbouring properties.</li> <li><input type="checkbox"/> The proposal would enhance the character and appearance of the area.</li> </ul>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 The application site consists of a two-storey building on a large corner plot adjacent to Mill Road and Lovell Road. The building was last used as a hotel but has not been occupied since it was damaged by a fire. There is a forecourt car parking area along the Milton Road frontage and there is also an access point from Lovell Road. The surrounding area is predominantly residential in character and is made up primarily of two-storey semi-detached properties.

- 1.2 There are two trees on the rear of the site which are protected by tree preservation orders (TPOs). The Golden Hind Public House to the west of the site is a Building of Local Interest (BLI).

## 2.0 THE PROPOSAL

- 2.1 The proposal seeks planning permission for the demolition of the existing buildings on the site and replacement with a residential redevelopment consisting of one two-bedroom unit, seven one-bedroom units and six studio units. There are also landscaping, access, car and cycle parking works proposed to accommodate this development.
- 2.2 The proposed building occupies a similar footprint to that of the existing building. The proposed development would be approximately 0.7m higher than the original building and would be three-storeys in scale rather than the current two-storeys. It would have a contemporary appearance and would effectively divide the Milton Road frontage into two blocks by way of a recessed glazed central section. The proposed building would be predominantly flat-roofed with two pitched gables along the Milton Road frontage. The second floor would be clad in zinc with the remainder of the scheme constructed in buff masonry brickwork.
- 2.3 Cycle parking and bin storage would be accommodated internally within the building and accessed from the communal garden area along the Lovell Road frontage. Four car parking spaces would be provided and these would be accessed from a widened access off Milton Road. There would be a large communal garden and some private threshold spaces at ground-floor level. There would be some small private balconies for some of the first-floor flats and the proposed second-floor flats would have private terraces. The unit sizes are detailed in the table below.

Flat No.	Number of bedrooms	Internal floor area (m <sup>2</sup> )
1 (ground-floor)	1	62.1
2 (ground-floor)	1 (studio)	40.3
3 (ground-floor)	1	57.6
4 (ground-floor)	1	54.1
5 (ground-floor)	1	54.1
6 (first-floor)	1	58.5

7 (first-floor)	1 (studio)	40.3
8 (first-floor)	1 (studio)	40.3
9 (first-floor)	1	57.6
10 (first-floor)	1 (studio)	37
11 (first-floor)	1 (studio)	37
12 (first-floor)	1 (studio)	43
13 (second-floor)	1	60.2
14 (second-floor)	2	99.8

2.4 The application has been accompanied by the following additional information:

1. Drawings
2. Design and access statement
3. Ecology statement
4. Sustainability + energy assessment
5. Tree protection plan
6. Building regulation compliance
7. Planning statement
8. Transport statement

### **3.0 SITE HISTORY**

3.1 The site has an extensive planning history, none of which is considered relevant to this application.

### **4.0 PUBLICITY**

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

### **5.0 POLICY**

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

## 5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/8 3/11 3/12 4/3 4/4 4/12 4/13 5/1 5/14 6/3 8/2 8/4 8/5 8/6 8/10 8/16 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)

Material Considerations	<u>City Wide Guidance</u>
	Arboricultural Strategy (2004)
	Cambridge and Milton Surface Water Management Plan (2011)
	Cycle Parking Guide for New Residential Developments (2010)
	Buildings of Local Interest (2005)

#### 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 The development may impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application. The following conditions are recommended in the event of approval:

- No unbound material;
- No gates erected;
- First use of access;
- Highways drainage;
- Visibility splays;
- Manoeuvring area retained free of obstruction;
- Redundant cross over returned;
- Access as shown;
- Traffic management plan; and
- Informatives

## **Environmental Health**

6.2 No objection subject to the following conditions:

- Construction hours;
- Collection during construction;
- Construction/ demolition noise/ vibration and piling;
- Dust;
- Noise assessment/ insulation scheme;
- Ventilation scheme;
- Unexpected contamination;
- Artificial lighting;
- Informatives

## **Refuse and Recycling**

6.3 No objection subject to informative.

## **Urban Design and Conservation Team**

### Original comments (24/10/2017)

6.4 The scheme is acceptable in urban design terms subject to the following amendments:

- Replace the balcony on the rear with a Juliet balcony.
- Provide space for off-gauge cycles.

### Comments on revised drawings (08/11/2017)

6.5 No objection subject to the following conditions:

- Materials samples

- Non-masonry walling systems/ cladding
- Windows and doors

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

- 6.6 No objection subject to renewable energy and water efficiency conditions.

### **Access Officer**

- 6.7 There needs to be a blue badge size parking space. 5% cycle parking for non standard cycles ie cargo, trike, handcycle. The wheelchair accessible bathroom needs redesigning.

### **Head of Streets and Open Spaces (Tree Team)**

- 6.8 Whilst this application includes the removal of T1, a 'B' category Cedar subject to a Tree Preservation Order, the suggested planting proposals outlined in the DAS include the provision of a number of replacement trees in order to mitigate the loss of visual amenity from both Lovell Road and Milton Road. It shall be important when producing the detailed landscape proposals that at least one of the proposed trees shall be a species that will provide a significant visual amenity to Milton Road and the surrounding areas as T1 currently offers.
- 6.9 T2, also subject to a Tree Preservation Order, can be retained and sufficiently protected throughout the demolition and construction phases of development subject to an approved AMS and TPP which shall be implemented throughout the development.
- 6.10 Tree protection conditions are recommended in the event of approval.

### **Head of Streets and Open Spaces (Landscape Team)**

- 6.11 No objection subject to the following conditions:

- Hard and soft landscaping;
- Landscape maintenance and management plan;
- Boundary treatment; and
- Green Roof details

**Head of Streets and Open Spaces (Walking and Cycling Officer)**

6.12 No comments received.

**Cambridgeshire County Council (Flood and Water Management)**

6.13 In the absence of a surface water drainage strategy/FRA we object to the grant of planning permission for the reason that there is insufficient information in order for us to determine the impacts of the proposal.

**Head of Streets and Open Spaces (Sustainable Drainage Officer)**

6.14 No objection subject to the following conditions:

- Surface water drainage;
- Foul water drainage;
- Maintenance/ management of surface water drainage

**Head of Streets and Open Spaces (Nature Conservation Officer)**

Original comments (19/10/2017)

6.15 No ecological information appears to have been submitted with the application.

Comments on additional information (07/11/2017)

6.16 No objection.

**Environment Agency**

6.17 No objection.

**Anglian Water**

6.18 No comments received.



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

6.19 There were 199 crimes recorded around the Milton Road/ Lovell Road area and no crime prevention/ security section has been provided within the accompanying information. With this in mind there are concerns around the following:

- Access control.
- Security of doors on cycle and bin stores – cycle theft is of concern in this area and there is currently a problem with rough sleepers finding bin stores to sleep in overnight. These doors should be secure with access control by fob entry allowing only the residents access. There would of course need to be a suitable arrangement with the local authority if the bin stores are to be accessed by refuse collectors.
- Defensible space around the ground floor bedrooms to the Milton Road aspect.
- Exterior lighting.

## **Cambridgeshire County Council (Education)**

6.20 No comments received.

### **Developer Contributions Monitoring Unit**

Community Facilities:

6.21 The proposed development is within 300m of Browns Field Community Centre, which is on the council's 2016/17 target list of community facilities for which specific S106 contributions may be sought. The Community Facilities Audit 2016 has highlighted local need for additional facilities to help mitigate the impact of development. Given the scale of the proposed development on this site, and in line with the funding formula set out in the Council's Planning Obligations Strategy 2010, a specific S106 contribution of £17,584 (plus indexation) is requested towards the provision and / or improvement of the facilities and equipment at Browns Field Community Centre, Cambridge. Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has agreed two specific contributions for this project (16/0617/FUL Haling House, and

16/1299/FUL Water Lane) so there is still scope for this contribution (and up to two others) to be requested.

#### Indoor Sports:

- 6.22 The proposed development is within  $\frac{3}{4}$  mile of North Cambridge Academy, which is on the council's 2016/17 target list of facilities for which specific S106 contributions will be sought. The indoor sports audit (2016) highlights that the capacity of this facility needs to be improved to mitigate the impact of local development, like that proposed by this planning application. Given the scale of the proposed development on this site, and in line with the funding formula set out in the council's Planning Obligations Strategy 2010, it is proposed that £4,976.50 (plus indexation) is requested towards provision of improvements to indoor sports facilities and equipment at North Cambridge Academy, Arbury Rd, Cambridge CB4 2JF. Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has agreed one specific contribution for this project (16/0617/FUL Haling House) so there is still scope for this contribution (and up to three others) to be requested.

#### Outdoor Sports:

- 6.23 The proposed development is within  $\frac{3}{4}$  mile of North Cambridge Academy facility, which is on the council's 2016/17 target list of facilities for which specific S106 contributions will be sought. The outdoor sports audit (2016) highlights that the capacity of this facility needs to be improved to mitigate the impact of local development, like that proposed by this planning application. Given the scale of the proposed development on this site, and in line with the funding formula set out in the council's Planning Obligations Strategy 2010, it is proposed that the council requests £4,403 (plus indexation) for the provision of improvements to outdoor equipment storage at North Cambridge Academy, Arbury Rd, Cambridge CB4 2JF. Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has agreed one specific contribution for this project (16/0617/FUL Haling House) so there is still scope for this contribution (and up to three others) to be requested.

## Informal Open Space:

- 6.24 This proposed development is 300m from the open space land adjacent to Browns Field Community Centre. Given the scale of the proposed development on this site, and in line with the funding formula set out in the councils Planning Obligations Strategy 2010, it is proposed that the council requests £4,976 (plus indexation) for the provision of and / or improvements to the informal open space at open space land adjacent to Browns Field Community Centre. Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has not agreed any specific contributions for these projects so there is still scope for this contribution (and up to four others) to be requested.
- 6.25 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 application:

Garden Lodge, Lovell Road	3 Lovell Road
5 Lovell Road	12 Lovell Road
46 Lovell Road	47 Lovell Road
50 Lovell Road	55 Lovell Road
57 Lovell Road	60 Lovell Road
87 Lovell Road	93 Lovell Road
241 Milton Road	320 Milton Road
1 Seeleys Court	2 Seeleys Court
3 Seeleys Court	4 Seeleys Court
5 Seeleys Court	

- 7.2 The representations in objection can be summarised as follows:

- The material colour is out of keeping with the area.
- The design sits awkwardly on the site.
- The density is too high.
- The building will not be in keeping with the surrounding houses in terms of height and scale.

- Insufficient car parking.
- Further car parking on the street will impede emergency vehicle access.
- Highway safety concerns regarding Milton Road/ Lovell Road junction.
- A ban on contractor vehicles parking in Lovell Road or the cycle way should be imposed.
- No EV charging points for electric cars.
- Conditions regarding the reinstatement of curbs, extension of double yellow lines, provision of charging points and grid capacity.
- Overlooking/ loss of privacy
- Overbearing/ enclosure
- The loss of the tree is not supported.
- The consultation process was insufficient and should extend along Lovell Road further.
- No solar power is proposed.
- If bats are roosting in the building then mitigation measures should be undertaken.

7.3 The owner/occupier of the following address has made a representation supporting the application:

- 117 Darwin Drive

7.4 The representations in support can be summarised as follows:

- The scheme is well-designed and would provide much needed accommodation in the area.
- Improvement on the current burnt-out hotel.

7.5 The owners/occupiers of the following addresses have made neutral representations:

- 317 Milton Road
- Camcycle – The Bike Depot, 140 Cowley Road
- 18 Lovell Road
- 

7.6 The representations in support can be summarised as follows:

- A reduction in apartments is suggested to allow for more on-site parking.
- Parking should be increased.
- The Greater Cambridge Partnership should be consulted.

- It is likely that the cycle path outside the front of the site will become busier in a few years when Milton Road is rebuilt with segregated cycleways
- Recommend that the applicants use a higher standard of visibility splay when designing the access driveway to their site
- The applicants should maintain a dropped kerb at the entrance on Lovell Road in order to provide better access to the cycle parking area.
- The provision of 20 cycle parking spaces is welcomed but there should be a way of introducing a larger cycle space for cargo-cycles etc.

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. Context of site, design and external spaces
3. Renewable energy and sustainability
4. Disabled access
5. Residential amenity
6. Refuse arrangements
7. Highway safety
8. Car and cycle parking
9. Drainage
10. Third party representations
11. Planning Obligations (s106 Agreement)

### **Principle of Development**

#### Residential Development

8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan (2006). As policy 5/1 points out, proposals for housing development on windfall sites will be permitted, subject to the existing land use and compatibility with adjoining uses. The principle of developing the site for

residential purposes is considered acceptable and conforms to the provisions set out in the development plan.

### Loss of Hotel

- 8.3 Policy 6/3 of the Cambridge Local Plan (2006) states that development will not be permitted which would result in the loss of existing short-stay tourist accommodation unless the change is to permanent residential accommodation or community facilities for which there is a need in Cambridge. As the proposed development would change the use of the site to permanent residential accommodation, I see no conflict with this policy and consider the loss of hotel use to be acceptable.
- 8.4 In my opinion, the principle of the development is acceptable and in accordance with policies 5/1 and 6/3 of the Cambridge Local Plan (2006).

### **Context of site, design and external spaces**

- 8.5 The existing building has limited architectural merit in my view and the building has no protected status to safeguard its demolition. In my opinion, the principle of demolition is acceptable.
- 8.6 The proposed development would be a considerable distance from the Golden Hind Public House which is a Building of Local Interest (BLI). I am of the opinion that the proposal would be read in a different context and would not detract from the local interest of the nearby BLI.
- 8.7 The proposed building would be three-storeys in scale, although it would only be marginally taller than the existing building and similar in height to that of the orthodox two-storey semi-detached properties in the surrounding area. The upper-floor of the proposed development would be recessed behind the front building lines and clad in zinc which would in my view help to break up the level of massing and reduce the perceived sense of scale of the proposed works.
- 8.8 In my opinion, the proposed building would read from the street scene of Milton Road as having two distinctive blocks by way of the recessed glazed central section which divides the frontage. The appearance of two blocks enables the proposed

development to assimilate more successfully into its context as the footprint to plot size ratio allows the development to read more comfortably within its plot, rather than as one continuous long mass.

- 8.9 Along Lovell Road, the building line would step back from the frontage dramatically as the built form extends to the rear of the site, following a similar footprint to that of present. The scale of development also drops down to two-storeys at the rear which ensures that the proposal does not appear overly dominant when compared with the domestic residential grain of development along Lovell Road.
- 8.10 The proposed flat roof form, contemporary fenestration and use of alternative materials would give the proposed development a modern appearance that would contrast with the surrounding context to a degree in my view. However, the pattern of development in the surrounding area is somewhat varied in my opinion and the character of the area is not consistent in its appearance to such an extent as to require future development to conform to a fixed template. There is also an example of a modern development on the opposite side of Milton Road at Pringle House, 418A Milton Road.
- 8.11 In my opinion, the architectural approach to the development proposed would provide a successful contrast with the vernacular in the surrounding area and would enhance the character and appearance of the area. I have recommended the conditions suggested by the Urban Design Team.
- 8.12 It is acknowledged that the Architectural Liaison Officer has highlighted the need for defensible space to be provided around ground-floor windows, security control to the bin and bike stores and external lighting. In my opinion, these measures could be secured by way of the relevant conditions and I consider that subject to the details of this being agreed through conditions, the layout of the site would provide a safe and secure environment for future occupants.
- 8.13 The proposal would involve the removal of a large mature, category 'B' Cedar tree situated along the rear boundary of the site which is protected by a TPO. The Streets and Open Spaces Team have not raised an objection to the proposed removal of this tree as three new trees are proposed to mitigate for its loss.

The remaining protected tree would be retained and I have recommended the tree protection conditions suggested by the Streets and Open Spaces Team. The proposed development would provide three reasonable-sized trees planted in prominent locations across the site which would in my view contribute to improving the appearance of the area.

- 8.14 There would also be landscape improvements in the form of low level hedge planting and the replacement of hardstanding with a turfed communal garden area. The Landscape Team has raised no objection to the proposed works subject to landscaping conditions.
- 8.15 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, 4/4 and 4/12.

### **Renewable energy and sustainability**

- 8.16 The proposal includes photovoltaic panels to meet the 10% carbon reduction requirement of policy 8/16 of the Cambridge Local Plan (2006). In addition to this there are other sustainability measures such as the use of water efficient appliances, a sedum roof to the rear block and a mechanical cooling with heat recovery (MVHR). The Sustainability Officer has assessed the information submitted and is satisfied that the proposal is acceptable in terms of renewable energy and sustainability, subject to conditions.
- 8.17 In my opinion, subject to conditions, the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

### **Disabled access**

- 8.18 The Access Officer has requested that one of the car parking spaces be a blue badge space for disabled users. I consider that this could be secured through the hard and soft landscaping condition. There is no policy basis on which to request for a larger cycle parking space for handcycle or cargo bikes to be provided. The suggested re-design of the wheelchair bathroom of the accessible flat would be controlled



through building regulations and as this is an internal alteration I do not consider it necessary to be amended as part of this application.

- 8.19 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.20 The proposed development would not in my opinion have a harmful impact on neighbouring occupiers.
- 8.21 A shadow study has been submitted with the application which demonstrates that the level of overshadowing would not be significantly worse than at present as the proposed building follows a similar footprint to the present building and is not drastically higher than the existing building. The main windows of no.2 Seeleys Court are situated on the front and rear elevations and the only window at first-floor level on the side elevation, facing towards the application site, appears to serve a non-habitable room. The main garden of this neighbour is situated to the rear and would not in my opinion be adversely affected by the proposed works in terms of visual enclosure or overshadowing.
- 8.22 There would be a bedroom window at first-floor level which would have oblique views towards this neighbour but these would not compromise the privacy of this neighbour given the limited view offered in my opinion. Notwithstanding this, there are already first-floor side windows for the hotel which allowed for similar views across to this neighbour. The remaining upper-floor side (north-east) facing windows would serve the hallway corridor leading to the flats and an obscure glazed bathroom which consequently would not harmfully overlook this neighbour in my opinion. I have recommended an obscure glazing condition to control this. The proposed second-floor terrace would allow for views across the front of this neighbouring property but subject to a suitable screen being secured by way of condition, I do not consider this terrace would harm the privacy of this neighbour.

- 8.23 Garden Lodge to the north-west of the site does have first-floor side windows which appear to serve habitable rooms and face towards the proposed development. However, these windows are secondary windows in that the rooms they serve are dual aspect and have clear outlooks to the front and rear respectively. In my opinion, given the layout of this neighbour, coupled with the point that the proposal would be situated in a similar location and of a comparable level of massing to that of the original building, I am confident the proposal would not adversely enclose or overshadow this neighbour.
- 8.24 The first-floor windows facing towards this neighbour would be high level windows and would not offer any direct views of this neighbour's windows. I have recommended conditions to ensure that the private balconies and terraces of the proposed development all have sufficient screening to prevent any open views across to this neighbouring property. I have also recommended a condition to ensure that the green roof is not at any time used as a terrace given its flat roof design.
- 8.25 The views from the proposed balconies towards nos.1a and 2b Lovell Road to the south-west would be similar to that of existing first-floor windows and would not compromise the privacy of these neighbours given that the front windows are already visible from the street.

#### Impact on car parking

- 8.26 Concerns have been raised regarding the lack of car parking provided for future occupants and the pressure this would have on the surrounding streets.
- 8.27 The City Council has maximum car parking standards. There are currently six car parking spaces serving the 23 bedroom hotel. The proposal includes four car parking spaces resulting in a net reduction of two car parking spaces on the site. The proposal would however return the dropped kerb on Lovell Road to a regular kerb which would allow for potentially two cars to be parked on the street.
- 8.28 The nearest bus stop to the site is approximately 45 metres to the south along Milton Road, with a minimum service of a bus every 10 minutes towards the City Centre. In addition, Cambridge North railway station is within an approximate 4

minute cycle ride, providing access to rail services to several major destinations. The King Hedges Road Local Centre is also within walking distance of the site and there are good cycle links into the City Centre in my opinion. The vast majority of the proposed flats are studio and one-bedroom units which typically have a lower car parking demand than larger units.

8.29 In my opinion, the site is situated in a sustainable location and is not wholly dependent on car parking as the main means of transport for future occupants. The proposal includes sufficient cycle parking and there are shops and facilities within walking distance of the site. In addition there are good public transport links to the wider area. Overall I consider the impact on on-street car parking in the surrounding area would be limited and not significant enough as to warrant refusal of the application.

8.30 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

8.31 The proposed flats would have reasonable internal space standards and provide acceptable outlooks for all habitable rooms. The smallest flats would be single-bedroom studio units that would measure 37m<sup>2</sup> internally which meet the space standards in the emerging local plan (2014). The majority of the units would have access to either private balconies, terraces or garden areas with the remaining units able to use the communal space at the rear. Conditions have been recommended regarding noise insulation and ventilation given the proximity of some of the units to the busy arterial route of Milton Road.

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

## **Refuse Arrangements**

- 8.33 The proposal includes an internal bin store which the refuse team are supportive of. I have recommended a condition for details of the secure locking of this store, likely through a fob or key system, to be agreed prior to occupation of the development.
- 8.34 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

## **Highway Safety**

- 8.35 The Highway Authority has raised no objection to the proposed works, subject to conditions.
- 8.36 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

## **Car and Cycle Parking**

- 8.37 Car parking has been addressed in paragraphs 8.27 – 8.29 of this report.
- 8.38 The proposal includes 18 cycle parking spaces which is above the 15 spaces required by the minimum cycle parking standards. The proposed cycle spaces would be enclosed within the building envelope and would be well spaced apart. I have recommended a condition for details of the secure locking of the cycle parking doors to be agreed as per the comments of the Architectural Liaison Officer.
- 8.39 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

## **Drainage**

- 8.40 It is acknowledged that there is ambiguity between the advice of the Lead Local Flood Authority and the City Council Drainage Officer. The Lead Local Flood Authority has requested further information be provided prior to determination whereas the Drainage Officer is satisfied that the surface water drainage of the scheme can be dealt with through condition. The Environment Agency has also raised no objection.

8.41 It is also pertinent to highlight that the proposal would be replacing existing hardstanding with soft landscaping at the rear of the site and the paving at the front would also be of permeable construction. The introduction of the green roof would also be an improvement in terms of the drainage capabilities of the site.

8.42 In my opinion, given the Drainage Officer's expertise in this area, I am satisfied that flooding and surface water drainage can be managed through appropriate conditions in the event of approval.

8.43 In my opinion, subject to conditions, the proposal is compliant with National Planning Policy Framework (2012) paragraph 103.

### **Third Party Representations**

8.44 The third party representations which have not been in addressed in the main body of this report have been addressed in the table below:

<b><u>Comment</u></b>	<b><u>Response</u></b>
The material colour is out of keeping with the area.	I have recommended a materials sample condition to ensure that the materials will complement the character and appearance of the area.
The density is too high.	I consider the density of the site to be appropriate and would provide a high quality development that respects the character and appearance of the area.
Further car parking on the street will impede emergency vehicle access.	The illegal parking of vehicles on the street is a police matter and I do not consider the proposal would lead to a drastic increase in on-street parking.

<p>Highway safety concerns regarding Milton Road/ Lovell Road junction.</p>	<p>The Highway Authority has raised no objection to the proposed works and the removal of the corner dropped kerb would improve highway safety in my view.</p>
<p>A ban on contractor vehicles parking in Lovell Road or the cycle way should be imposed.</p>	<p>The parking of vehicles on the street during the construction process would fall outside the control of the planning authority. A traffic management plan has been recommended to ensure deliveries and collections are managed without impacting on highway safety.</p>
<p>No EV charging points for electric cars.</p>	<p>There is no policy basis on which to request that EV charging points be required in this case.</p>
<p>Conditions regarding the reinstatement of curbs, extension of double yellow lines, provision of charging points and grid capacity.</p>	<p>The reinstatement of dropped kerbs would be controlled by way of condition. The extension of double yellow lines is a matter for the County Council outside of this planning application. Grid capacity in terms of energy is covered by the renewable energy condition. There is no policy basis on which to request that EV charging points be required in this case.</p>
<p>The consultation process was insufficient and should extend along Lovell Road further.</p>	<p>Neighbouring letters were re-sent as part of the application process. There is no requirement to directly consult all properties along Lovell Road. Site and press notices were published for wider consultation.</p>

No solar power is proposed.	Photovoltaic panels have been proposed as part of this application and would be secured by condition.
If bats are roosting in the building then mitigation measures should be undertaken.	The ecology report did not identify any roosting bats and the Nature Conservation Project Officer has not requested any ecology-based conditions.
<ul style="list-style-type: none"> <li>• The Greater Cambridge Partnership should be consulted.</li> <li>• It is likely that the cycle path outside the front of the site will become busier in a few years when Milton Road is rebuilt with segregated cycleways</li> <li>• Recommend that the applicants use a higher standard of visibility splay when designing the access driveway to their site</li> </ul>	The Greater Cambridge Partnership has been consulted and their comments will be included in the amendment sheet, if and when received. The application must be assessed on the status of the highways as they stand now and the plans for Milton Road upgrades have not been confirmed at this stage. The Highway Authority has raised no objection to the proposed visibility splays.
The applicants should maintain a dropped kerb at the entrance on Lovell Road in order to provide better access to the cycle parking area.	I do not consider this to be necessary. In my opinion the entrance to the cycle store from Lovell Road is acceptable for cycle movements.

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

8.45 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.

8.46 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 (Community facilities, indoor sports, outdoor sports, informal open space and play provision for children and teenagers)

8.47 The Developer Contribution Monitoring Team has recommended that contributions be made to the following projects:

<b><u>Type</u></b>	<b><u>Project(s)</u></b>	<b><u>Sum (plus indexation)</u></b>
Community Facilities	The provision and / or improvement of the facilities and equipment at Browns Field Community Centre, Cambridge.	£17,584
Indoor Sports	The provision of improvements to indoor sports facilities and equipment at North Cambridge Academy, Arbury Rd, Cambridge CB4 2JF.	£4,976.50



Outdoor Sports	The provision of improvements to outdoor equipment storage at North Cambridge Academy, Arbury Rd, Cambridge CB4 2JF.	£4,403
Informal Open Space	The provision of and / or improvements to the informal open space at open space land adjacent to Browns Field Community Centre	£4,976
		<b>£31,939.50</b>

8.48 I agree with the reasoning set out in paragraphs 6.21 – 6.25 (DCMU comments paragraph) above 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.

#### Planning Obligations Conclusion

8.49 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

## **9.0 CONCLUSION**

9.1 The proposed development would provide an acceptable living environment for future occupiers and would enhance the character and appearance of the area in my opinion. The proposal would respect the amenities of neighbouring properties and would not have a harmful impact on on-street parking in the surrounding area in my view.

## 10.0 RECOMMENDATION

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

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

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

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

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

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

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

4. There should be no 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)

5. 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

6. 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)

7. Prior to the commencement of development, a noise impact assessment and noise insulation/ attenuation scheme as appropriate, detailing the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to the external building fabric, glazing and ventilation system requirements) and other noise mitigation to reduce the level of noise experienced internally and externally (noise levels in balconies and other external amenity areas) at the residential units, as a result of external noise levels in the area (predominantly traffic noise from Milton Road), shall be submitted to and approved in writing by the local planning authority. The scheme shall have regard to the internal and external noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings".

If acceptable internal noise limits can only be achieved with closed windows then alternative means of both whole dwelling mechanical and or and passive background / purge ventilation should be provided to allow residents to occupy the properties at all times with windows closed. The scheme as approved shall be fully implemented before the use hereby permitted is occupied / commenced and shall be retained thereafter.

Reason: To protect the amenity of future occupants of this development from the high ambient noise levels in the area (Cambridge Local Plan 2006 policies 3/4, 3/7 and 4/13)

8. Prior to the commencement of development, details of an alternative ventilation scheme for the residential accommodation units / habitable rooms to negate / replace the need to open external windows and doors for ventilation purposes (and to address thermal comfort issues), in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development away from Milton Road. The ventilation scheme shall achieve a purge ventilation rate of at least 2 air changes per hour for each habitable room. Full details are also required of the internal operational noise levels of the alternative ventilation system.

The scheme shall be installed before the use hereby permitted is occupied / commenced and shall be fully retained thereafter.

Reason: To provide an acceptable living for future occupants of this development from the high ambient noise levels in the area (Cambridge Local Plan 2006 policies 3/4, 3/7 and 4/13)

9. If previously unidentified/unexpected contamination is encountered whilst undertaking the development, all site works shall immediately cease until the Local Planning Authority has been notified and the additional contamination has been fully assessed and the following remediation approved in writing by the Local Planning Authority:

- 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

- 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 proposed remedial works setting out a timetable for all remediation measures that will be implemented.

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

10. Prior to the commencement of use (or 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 for all: To protect / safeguard the health and quality of life (amenity) of residential premises in accordance with paragraphs 109, 120, 123 of the National Planning Policy Framework (NPPF), March 2012 and aims of Policy 4/13 of the Cambridge Local Plan 2006.

11. 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)

12. 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).

13. 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).

14. 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).

15. 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 new dwelling. 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).

16. The manoeuvring area 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).

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

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

18. The access shall be provided as shown on the approved drawings and a width of access of 5 metres provided up to the highway boundary and retained free of obstruction.

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

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

20. The windows identified as having obscured glass on drawing number PL(21)02 REV P2 shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of use and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall and shall be retained as such thereafter.

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

21. Prior to occupation of the development hereby permitted, details of the type of screens and/or enclosures of the roof terraces and balconies shall be submitted to and approved in writing by the local planning authority. The screens and/or enclosures shall be implemented in accordance with the approved details and thereafter retained.

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

22. Prior to occupation of development, full details of the on-site storage facilities for waste including waste for recycling and composting shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point. Details of the security/ access of the bin store shall also be provided. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained for their intended use thereafter.

Reason - To protect the amenities of nearby residents/occupiers and in the interests of visual amenity (Cambridge Local Plan 2006 policies 3/12 and 4/13)

23. Prior to occupation of the development hereby permitted, details of the security/ access of the cycle store shall be submitted to and agreed in writing by the local planning authority. The cycle parking for the development provided in accordance with the approved details and retained thereafter.

Reason: To provide acceptable cycle parking arrangements (Cambridge Local Plan 2006 policies 3/12 and 8/6).

24. Prior to commencement 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 supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.



Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 4/4)

25. The approved AMS and 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 the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 4/4)

26. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (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 (including trees); 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)

27. A landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved. 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.

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)

28. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter. 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)

29. No development shall take place until full details of green and brown roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.

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)

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

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

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

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

32. Full details of all windows and doors, 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. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the local planning authority agrees to any variation in writing.

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

33. No development shall commence until surface water drainage works have been 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 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.
  - iii. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.

Reason: To minimise flood risk (Paragraph 103 of the National Planning Policy Framework (2012)).

34. No development hereby permitted shall be commenced until foul water drainage works have been submitted to and approved in writing by the local planning authority. Before these details are submitted, they should also be submitted to Anglian Water and their written acceptance of the scheme submitted to the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To minimise flood risk (Paragraph 103 of the National Planning Policy Framework (2012)).

35. The proposed renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained 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 and to ensure that the development does not give rise to unacceptable pollution. (Cambridge Local Plan 2006 policy 8/16).

36. Prior to the 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. The flat roof area identified as 'Sedum Planted Flat Roof' on drawing no.PL(21)03 REV P2 of the development hereby permitted shall not be used as an external terrace and shall only be accessed for maintenance purposes only.

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

**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.

**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:** Dust condition informative

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

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

- Guidance on the assessment of dust from demolition and construction  
[http://iaqm.co.uk/wp-content/uploads/guidance/iaqm\\_guidance\\_report\\_draft1.4.pdf](http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

- 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](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](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)

**INFORMATIVE:** The Housing Act 2004 introduced the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

Further information may be found here:  
<https://www.cambridge.gov.uk/housing-health-and-safety-rating-system>

**INFORMATIVE:** Asbestos containing materials (cement sheeting) may be present at the site. The agent/applicant should ensure that these materials are dismantled and disposed of in the appropriate manner to a licensed disposal site. Further information regarding safety issues can be obtained from the H.S.E.

**INFORMATIVE:** To satisfy the noise insulation scheme condition for the building envelope as required, the Council expects the scheme to achieve the internal and external noise standards recommended in BS8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice".

Internal noise standards shall be achieved in habitable rooms with external windows / doors open and closed. Where sound insulation requirements preclude the opening of windows for rapid ventilation and to facilitate thermal comfort, acoustically treated mechanical and or passive free area ventilation provision may also need to be considered within the context of this internal design noise criteria.



Full details / specifications including acoustic performance certification of the exact windows to be installed and the sound reduction performance / quantities are required. The exact alternative ventilation system details / specifications are also required including calculations of room volumes and extract/intake rates to prove that an acceptable air change rate can be achieved with windows closed. The operational noise of any internal mechanical ventilation system will also need to be assessed and considered to ensure that such noise does not discourage / dissuade use.

For external areas that are used for amenity space, such as balconies, gardens and patios, it is desirable that the external noise level does not exceed 50 dB LAeq,T, with an upper guideline value of 55 dB LAeq,T which would be acceptable in noisier environments. If these levels cannot be achieved then acoustic barriers at ground floor level and or balconies with imperforate screens and acoustically absorptive treatments may be required.

It is recommended that any noise assessment incorporates detailed 3D noise modelling for assessing the acoustic design of the development. The models are used to predict environmental noise propagation in urban environments and allow different noise control measures and layout options to be tested in the model to optimise the design whilst ensuring that an acceptable level of protection against noise is secured.

**INFORMATIVE:** When designing the accessible toilet for the ground-floor accessible flat, the following should be taken to account:

- The room needs to be a wetroom.
- The door should be sliding.
- If both toilet and shower were in opposite corners, with the shower furthest from the door and a transfer space between both
- The hand bowl could be on wall to passage way.
- The wall between bedroom and shower should have sliding door and potential knock through for a ceiling hoist
- All usual handrails, etc

A blue badge car parking space should be incorporated into the scheme when submitting details of hard and soft landscaping.

**INFORMATIVE:** When discharging the landscaping, lighting, waste and cycle storage conditions, the following comments of the architectural liaison officer should be taken into account:

- Access control.
- Security of doors on cycle and bin stores - cycle theft is of concern in this area and there is currently a problem with rough sleepers finding bin stores to sleep in overnight. These doors should be secure with access control by fob entry allowing only the residents access. There would of course need to be a suitable arrangement with the local authority if the bin stores are to be accessed by refuse collectors.
- Defensible space around the ground floor bedrooms to the Milton Road aspect.
- Exterior lighting.

**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.