

Application Number	17/1811/FUL	Agenda Item	
Date Received	23rd October 2017	Officer	Charlotte Burton
Target Date	18th December 2017		
Ward	Cherry Hinton		
Site	65 Fulbourn Road Cambridge CB1 9JL		
Proposal	Demolition of an existing dwelling and the development of a single new building containing 3no 1bed flats and 1no studio		
Applicant	Mr & Mrs Woodruff		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposal would not harm the residential amenity of the occupants of No. 65a Fulbourn Road or other nearby properties.</p> <p>The scale and design would be appropriate to the surrounding context and would be a high quality scheme.</p> <p>The units would provide a good level of residential amenity for the future occupants.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is No. 65 Fulbourn Road, which is a detached two-storey infill property on the corner with Headington Drive. The property has a long rear garden with a detached garage outbuilding with access from Headington Drive. To the east is a traditional terrace. Fulbourn Road is predominantly residential in character, however the site is in reasonably close proximity to the Peterhouse Technology Park. The site is not within a conservation area and there are no heritage assets nearby that would be affected. It is outside the controlled parking zone. There are no other relevant site constraints.

2.0 THE PROPOSAL

- 2.1 The proposal is for demolition of the existing dwelling and the development of a single new building containing 3 no. 1-bed flats and 1 no. studio. Communal amenity space would be provided at the rear along with bin and bike storage within the existing garage. No parking would be provided.
- 2.2 The building would be two storeys plus an attic which would extend at the rear to create a three storey rear elevation. The front element would have a traditional appearance, featuring sash windows and a bay window, and would be constructed in brick with a slate roof. The rear element would be single storey with a sloped roof and would be clad in zinc with timber elements on the side elevation.
- 2.3 The single storey rear element would be approximately 9.8m long from the main rear elevation and would have a mono-pitched roof. The lower side elevation facing No. 65a Fulbourn Road would be approximately 2.3m high and the taller side elevation along Headington Drive would be approximately 4.5m high.
- 2.4 During the course of the application, revised plans were submitted which removed the second floor window on the side elevation beneath the chimney stack which served the attic unit (F4) following concerns that this would harm the integrity of the traditional design by indicating that the chimney is non-functional. The revised plans also clarified the boundary treatments.

3.0 SITE HISTORY

- 3.1 The relevant planning history includes:

Reference	Description	Outcome
17/0761/FUL	Demolition of an existing dwelling and the development of a single new building containing 4no 1bed flats and 1no studio.	Withdrawn
C/87/0228	ERECTION OF DOUBLE GARAGE FOR EXISTING DWELLING HOUSE (SECTION 32 APPLICATION).	Permitted

C/71/0325 Erection of two storey dwelling Permitted

- 3.2 The previous application 17/0761/FUL was withdrawn by the applicant following advice from planning officers.

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

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

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
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Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No off-street car parking provision is made for the development. The streets in the vicinity provide uncontrolled parking, and so, as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets this demand is likely to appear on-street in competition with existing residential uses. The development is therefore likely to 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. Recommend condition for redundant vehicle crossover to be made good.

Environmental Health

- 6.2 No objection subject to conditions for construction hours, collection and delivery hours, piling, dust, contaminated land, and noise insulation/ ventilation. Fulbourn Road is known to be busy with traffic. The proposed plans place the following habitable rooms on the Fulbourn Road façade that cannot naturally ventilate via open windows on the quieter rear/side elevation. The exact alternative ventilation system details / specifications will also be required as part of the noise insulation condition. The site was previously a builders yard between 1948 – 1975. Due to the previous use of the site, any potential contamination issues associated with the historical use of the site should be adequately assessed.

Landscape Architect

- 6.3 No objection subject to conditions for hard and soft landscaping scheme, boundary treatments, and landscape maintenance and management plan.

Sustainable Drainage Engineer

- 6.4 No objection subject to condition for surface water drainage scheme. All new or altered external areas within the site boundary should be of permeable construction.

Policy Section

6.5 No comments received.

6.6 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:

- 57 Fulbourn Road
- 59 Fulbourn Road
- 61 Fulbourn Road
- 65A Fulbourn Road
- 67 Fulbourn Road
- 8 Headington Drive
- 22 Headington Drive
- 23 Headington Drive
- 11 Headington Close
- 15 Headington Close
- 17 Headington Close

7.2 The representations can be summarised as follows:

- Flats would represent a change in the nature of residential properties along Fulbourn Road
- Scale and design out of keeping and unsightly
- Loss of light to No. 65a including kitchen
- Impact on outlook from No. 65a Fulbourn Road
- Visible from No. 57 Fulbourn Road
- Noise and disturbance generated by increase in number of occupants
- Inadequate parking provision and resulting impact on surrounding streets from demand for on-street parking in terms of residential amenity, highway safety, pedestrians and access for emergency vehicles
- Parking situation in Headington Drive has been exacerbated by other recent developments including The Orchards
- Increase in traffic and impact on highway safety

- Traffic and disturbance during construction and impact on highway safety
- Object to community garden – space should be used for parking
- Insufficient neighbour consultation

7.3 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. Residential amenity
4. Highway safety
5. Car and cycle parking
6. Refuse arrangements
7. Third party representations

Principle of Development

8.2 Policy 5/1 of the Cambridge Local Plan (2006) supports residential development on windfall sites, subject to the existing land use and compatibility with adjoining uses. The site is already in residential use and is situated within an established residential area, and therefore I consider redevelopment of the site for additional units would be acceptable in principle.

Context of site, design and external spaces

8.3 Fulbourn Road is varied in character. The northern side of the road is characterised by traditional Edwardian terraces, however it also features several examples of later infill development from various dates. The application site sits alongside a traditional terrace to the east, however No. 65 is an example of infill development from the 1970s. The existing dwelling is relatively modest and somewhat sympathetic to the terrace in terms of the scale and domestic character, however it is of no architectural merit. The existing dwelling makes no

positive contribution to the street scene, in my opinion, and its demolition would be acceptable.

- 8.4 The proposed building has been designed around the concept of a traditional detached property with contemporary rear and roof extensions. The scale and proportion of the front element sits comfortably with the neighbouring terrace, with the eaves and ridge height following the lines of the terrace. The front elevation mimics the traditional terrace through the proportions and arrangement of sash windows. The bay window on the ground floor is perhaps more grand than the relatively modest terrace, however as the proposed building would appear as a detached property on a corner plot, in my opinion this would be appropriate. In my opinion, subject to detailing which can be secured through conditions, the overall concept and the front element would work well within the street scene.
- 8.5 The rear element is more contemporary in style and uses zinc cladding with elements of timber on the side elevation. In my opinion, the relationship between the contemporary elements and the more traditional front element would work successfully due to details such as the shadow gap between the zinc roof extension and the traditional gable end. This would also visually break up the bulk of the three storey side elevation such that I am not concerned about the visual impact of this element. From the rear, the three storey rear outrigger would be prominent, however, the change in materials on the upper floor and the sloped roof would break up the mass of the building. The sloped roof of the single storey element would present a reasonably tall 4.8m high side elevation to Headington Drive, however in my opinion, the use of zinc and timber cladding would articulate this elevation and make for a high quality design which would enhance the street scene. From the rear, in my opinion this element would make for an interesting feature in views along Headington Road.
- 8.6 In terms of access and movement, the proposal includes separate entrances for the two ground floor units and a communal entrance to the upper floor units from the side elevation. All units would have access to the communal bin and bike stores at the rear and to the communal garden. The access to the bin store would be via the street, however I consider this to be acceptable due to the distances involved.

- 8.7 The boundaries would comprise a 1.8m close boarded fence along Headington Road adjacent to the communal garden, and the retention of the existing boundary wall to the south along Headington Road and on the Fulbourn Road frontage. This wall would be extended northwards to meet the fence. In this respect, the boundaries would be similar to the existing. The existing trees along the western side of the garden would be retained which would soften the appearance of the building in views along Headington Drive. I have recommended the condition requested by the Landscape Officer for hard and soft landscaping details, and a landscape maintenance plan.
- 8.8 In my opinion the proposal would sit comfortably adjacent to the traditional terrace and the contemporary elements would form a successful contrast with it. The design concept successfully reduces the apparent scale and bulk of the building such that it would not be unduly prominent within the street scene. I am satisfied that with details controlled through conditions, the proposal would be a high quality scheme. As such, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.9 The neighbouring properties are No. 65a Fulbourn Road to the east and No. 61 Fulbourn Road to the west on the opposite side of Headington Drive. I have considered the impact of the proposal on these properties as well as the impact on the wider residential area.
- No. 65a
- 8.10 This is a two storey end-of-terrace property with a two storey outrigger and a long rear garden. It is in use as a single dwelling. I have visited this property to assess the impact of development on the application site. This property has ground and first floor windows on the rear elevation of the main two storey element. The ground floor window serves a living/dining room which runs through to the front of the property so is also served by larger windows on the site elevation. The first floor window serves a bedroom/study. There are also windows on the ground floor of the side elevation of the outrigger, including

a large window serving the kitchen. I am not concerned about the impact on bathroom windows which are not habitable rooms. The area between the outrigger and the boundary is not an important part of the amenity space.

- 8.11 The current proposal follows on from a previous application which officers did not support partly on the grounds of the impact on No. 65a. The current proposal has reduced the scale of the rear element substantially and I am now comfortable with this relationship for the reasons set out below.
- 8.12 The rear element includes a three storey element to provide a stair core. This would protrude 2.7m beyond the rear elevation of the main two storey element of No. 65a. There would be a minor overlap of approximately 0.3m of the kitchen window and this would be approximately 4.3m from the window. The stair core has been pushed away from No. 65a so it would not cut the 45 degree line from the centre of the ground floor living/dining room window on the rear elevation. I am satisfied that this element would not have an unacceptable overbearing impact.
- 8.13 The longer part of the rear element would be single storey. The side elevation would be 2.3m high and would extend approximately 9.8m along the boundary with No. 65a. It would have a sloped roof reaching a maximum height of 4.5m on the western side. The height of the side elevation and the slope of the roof is reasonably modest so it would not be visually dominant or overbearing from the kitchen window or the living/dining room window. The side elevation and roof scape would be clad in zinc which would have a reasonable visual 'solidity', however the amount that would be visible above a 2m high boundary fence would be minimal. As such, in my opinion this element would not have an unacceptable overbearing impact on No. 65a.
- 8.14 In terms of overshadowing and loss of light, the scale and form would not cut the 45 and 25 degree lines as described above, which are used as a general rule of thumb for assessing this impact. The applicant has also submitted a Daylight and Sunlight Assessment which considers the Vertical Sky Component and the Annual Probable Sunlight Hours for the windows on the side and rear elevations of No. 65a. The kitchen and living/dining room windows already receive low light

levels and the proposal would reduce these further. However, the assessment demonstrates that this would be within acceptable limits. As such, I am satisfied that the proposal would not result in significant loss of light to these windows. I am also content with the applicant's assessment of the overshadowing of this property's garden, which would be acceptable.

- 8.15 There would be no unobscured first floor windows on the side and rear elevations of the proposed building, except for one second floor window on the corner of the stairwell. This would have oblique views towards the rear garden of No. 65a and would serve the stairwell to the attic storey unit. I am satisfied that there would be no significant overlooking from this window which would be similar to views obtained from a dormer window. This would not result in unacceptable overlooking or loss of privacy. I have recommended a condition for the windows shown as obscure glazed to be implemented as such.

□ *No. 61*

- 8.16 This is a one-and-a-half storey dwelling with a long rear garden on the opposite side of Headington Drive from the application site. The separation gap is approximately 12m from the side elevation of the proposal to the boundary of No. 61. There would be first floor windows on the side elevation which would face towards No. 61 and a narrow second floor window serving the stairwell. However, given the separation gap, I am satisfied that the proposal would not overlook the rear garden and would not have an overbearing or overshadowing impact.

□ *Wider area*

- 8.17 Third parties have raised concerns about the lack of car parking and the resulting demand for additional on-street parking, and the impact of this on residential amenity. The proposed units would be 1-bed and are likely to be occupied by individuals. The site is in a highly sustainable location close to public transport links and cycle/pedestrian routes along Fulbourn Road. The future occupants would not need to be dependent on cars and would be aware that the units are car-free when deciding whether to move in. Moreover the proposal provides good bike storage. For these reasons, in my open, the proposal is not likely to generate significant demand for on-street parking.

Notwithstanding this, the other properties within the vicinity along Fulbourn Road and Headington Drive typically have on-plot parking, so any additional demand for on-street parking would not impact significantly on their residential amenity.

Amenity for future occupiers of the site

- 8.18 The internal floor space of the units is set out in the table below. In my opinion, these would be reasonable units and I am satisfied that the future occupants would have a good level of residential amenity. Moreover, as the Council has no adopted space standards, this would not be reasonable grounds to recommend refusal.

Unit	Type	Floor space (sqm)
F1	1-bed flat	40.8
F2	1-bed flat	41.2
F3	1-bed flat	39.4
F4	Studio	30.8

- 8.19 The proposal includes an area of communal open space within the rear garden approximately 42.5sqm. In addition, the front ground floor unit (F1) would have the front garden as amenity space, albeit with limited privacy. As these are 1-bed units and would be extremely unlikely to be occupied by families, in my opinion the communal amenity space is acceptable. Moreover, the site is in close proximity to green space along Fulbourn Road and the nearby nature reserves.
- 8.20 The proposed site plan includes buffer planting in front of ground floor habitable rooms. The recommended condition for implementation of a hard and soft landscaping scheme would secure this in order to protect the privacy of the future occupants of units F1 and F2. I have recommended conditions to secure the obscure glazing of windows as shown on the plans in order to protect the privacy of the future occupants.
- 8.21 I have recommended the conditions requested by the Environmental Health team in order to protect the amenity of neighbouring and future occupants.
- 8.22 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site, and

provides an appropriate standard of residential amenity for future occupiers. I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 3/12.

Highway Safety

- 8.23 I acknowledge the concerns of third parties that have been raised on highway safety grounds, with regards to the additional traffic and demand for on-street car parking. The Highways Authority has reviewed the application and has not raised an objection on highway safety grounds. I accept their advice and in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2. The Highways Authority has recommended a condition for the redundant vehicle crossover to be made good. In my opinion, while this may be desirable, it would not be necessary in order to make the development acceptable, and therefore would not meet the tests of being a reasonable condition.

Car and Cycle Parking

☐ *Car parking*

- 8.24 The proposal is for car-free development. This is in accordance with the Council's adopted maximum car parking standards. As detailed above, the site is in a highly sustainable location where car-free development is appropriate and the future occupants of the 1-bed units are unlikely to be car-dependent. For these reasons, in my opinion, the proposal is acceptable in this regard. I have recommended an informative for the future occupants to be made aware of local car clubs.

☐ *Cycle parking*

- 8.25 The proposal includes 8 no. cycle parking spaces provided in a two-tier stand within the existing garage. This is an over-provision of spaces compared to the Council's adopted standards. Two-tier standards are not normally considered to be appropriate for residential developments of this scale. However given the significant over-provision of spaces, I am satisfied that there would be enough lower tier racks to meet the adopted standards which would provide convenient spaces. The upper racks would provide extra spaces. Access to the cycle store would be via the communal garden and would be

convenient. I have recommended a condition for further details of the cycle store to be submitted.

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

Refuse Arrangements

- 8.27 The proposal includes communal bins within the existing garage with access from the street. I am content with this arrangement, however I have requested a condition for further details of the garage alterations and details of the bin storage and access. Subject to this, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 in this regard.

Third Party Representations

- 8.28 I have addressed to the third party representations as follows:

Representation	Response
Flats would represent a change in the nature of residential properties along Fulbourn Road	The proposed use would be residential which would be compatible with the surrounding character of residential development within the neighbourhood. The use as flats would not have a significantly different character to the surrounding area which is typically for family dwelling houses. I do not consider that the density of units on the site would be inappropriate or lead to harm.
Scale and design out of keeping and unsightly	I have assessed this in paragraphs 8.3-8.5 of this report.
Loss of light to No. 65a including kitchen	See paragraphs 8.10-8.15.
Impact on outlook from No. 65a Fulbourn Road	
Visible from No. 57 Fulbourn Road	The two storey element would not be visible from No. 57 as it would be obscured by the

	existing two storey outrigger of No. 65a. The mono-pitched roof of the single storey element could be visible, however due to the substantial separating distance, it would not be prominent and would not visually enclose No. 57.
Noise and disturbance generated by increase in number of occupants	Activity on the site would predominantly be on the western side where the communal entrance would be and in the rear part of the site where there communal garden and bin/bike store would be located. I do not consider that the occupants of the 4 no. 1-bed units would generate significant additional noise and disturbance compared to the existing family dwelling.
Inadequate parking provision and resulting impact on surrounding streets from demand for on-street parking in terms of residential amenity, highway safety, pedestrians and access for emergency vehicles	I have assessed the parking and transport impacts taking account of the Council's adopted car parking standards and the advice from the Highways Authority. I appreciate the comments from third parties, however The Highways Authority has raised no concerns about highway safety, and I accept their advice. For the reasons given in paragraphs 8.17, 8.23 and 8.24, I conclude that the proposed car-free development is acceptable.
Parking situation in Headington Drive has been exacerbated by other recent developments including The Orchards	
Increase in traffic and impact on highway safety	
Traffic and disturbance during construction and impact on highway safety	
Object to community garden – space should be used for parking	

Insufficient consultation	neighbour	I am satisfied that the Council has undertaken the required public consultation on this application.
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9.0 CONCLUSION

- 9.1 This proposal has carefully considered the amenity of neighbouring properties and I am satisfied with that the impact on No. 65a has been demonstrated to be acceptable. The proposal is sensitive to the neighbouring Edwardian terrace along Fulbourn Road and represents a high quality design. I recognise the concerns of residents regarding the lack of car parking and the transport impacts, however due to the sustainability of the location and the nature of the units – and on the basis of advice from the Highways Authority – these would not be reasonable grounds for refusal in my opinion. For these reasons, the recommendation is for approval subject to conditions.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

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

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

3. Submission of Preliminary Contamination Assessment:

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

(a) Desk study to include:

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

(b) A report setting 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 the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

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

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

12. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties.
(Cambridge Local Plan 2006 policy4/13)

13. Prior to commencement of development (other than demolition), a surface water drainage works scheme shall be 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:

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 managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.

Reason: In the interests of surface water drainage management.

14. Prior to first occupation of the development hereby permitted, a hard and soft landscaping scheme shall be implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

a) proposed finished levels or contours; pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting);

b) boundary treatments indicating the positions, design, materials and type of boundary treatments to be erected;

- c) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme; and
- d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

Development shall be carried out and maintained in accordance with the agreed details. 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: In the interests of visual amenity (Cambridge Local Plan 2006 policies 3/4 and 3/11).

15. Prior to construction of external surfaces, 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: In the interests of the visual amenity (Cambridge Local Plan 2006 policies 3/12).

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

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

17. Prior to the installation of windows on the front (southern) and side (western) elevations of the development hereby permitted, full details including drawings at a scale of 1:10 showing sills, lintels, jambs, transoms, and mullions, as appropriate, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity (Cambridge Local Plan 2006 policy 3/12).

18. The windows identified as having obscured glass on drawings hereby approved shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to first occupation of the development hereby permitted, and shall have restrictors to ensure that the 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).

19. Prior to first occupation of the development hereby permitted, the bin storage and cycle parking facilities shall be provided in accordance with details that have been submitted to and approved in writing by the local planning authority. This shall include floor plans and elevations. Thereafter the bin storage and cycle parking facilities shall be retained in accordance with the agreed details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policy 8/6).

20. Prior to first occupation of the development hereby permitted, a noise insulation / attenuation scheme (as appropriate) shall be implemented in accordance with details that have been submitted to and approved in writing by the local planning authority prior to installation. This shall detail the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) and other mitigation to reduce the level of noise experienced internally at the residential units as a result of high ambient noise levels in the area. The scheme shall have regard to the external and internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". Development shall be carried out in accordance with the agreed details and retained thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/12 and 4/13).

INFORMATIVE: The applicant is encouraged to ensure all future tenants/occupiers of the flats are aware of the existing local car club service and location of the nearest space.

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.