

Application Number	17/2157/FUL	Agenda Item	
Date Received	22nd December 2017	Officer	Lewis Tomlinson
Target Date	16th February 2018		
Ward	West Chesterton		
Site Proposal	54 - 58 Chesterton Road Cambridge CB4 1EW Demolition of former HSBC bank building and redevelopment of site to provide 2no. ground floor commercial units comprising Use Class A1 (shop), A2 (financial and professional) - in the alternative, with 8no. apartments cycle parking, and associated infrastructure.		
Applicant	M Rickard Cats & Animal Charity		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">• The design and scale of the development is of a high quality and as such would make a positive contribution to the area.• The proposed development would not have any adverse impact on the residential amenity of adjoining neighbours.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No.54 – 58 Chesterton Road is a two storey building located on the corner of the junction of Chesterton Road and Trafalgar Road. The majority of the site was previously occupied by the HSBC bank. To the rear of the site is a small car parking area.
- 1.2 The retail units fronting Chesterton Road form part of a parade of commercial units that are within the area designated as a 'District and Local Centre'. The southern boundary of the site abuts the edge of the Conservation Area (De Freville no.11).

The site is also located within a Controlled Parking Zone and within Mitcham's Corner Opportunity Area.

2.0 THE PROPOSAL

- 2.1 The proposal is for the demolition of the former HSBC bank building and redevelopment of the site to provide a mixed use development consisting of 2 x ground floor commercial units and 8 residential flats (2 x 2b & 6 x 1b). The proposal would not provide any car parking spaces but does provide 10 cycle parking spaces for the residential element and a further 2 cycle parking spaces for the commercial units.
- 2.2 The commercial units would be accessed from Chesterton Road with a side access for bin and cycle storage. The residential units would be accessed from Trafalgar Road. The layout of the site tapers and as such the building line is staggered as it faces Trafalgar Road. Three studio units would be provided at ground floor level. Three larger units (2x1 bed and 1x2 bed) would be provided at first floor level continuing over the retail units below. The residential unit at first floor facing onto Chesterton Road would have an external terrace wrapping around the corner of the building. Two units would be provided at second floor level (1x1bed and 1x2-bed), the 2-bed unit (flat 6) facing Trafalgar Road being split level with a bedroom on the first floor. The second floor units would be contained within the roof pitch, with flat 6 stepped back from a parapet and provided with an external terrace. The rear of site is shown to accommodate an internal cycle store and bin area.
- 2.3 The frontage onto Chesterton Road is traditionally designed with dormers inserted into the front roof slope with a traditional pitch. The frontage onto Trafalgar Road would be more contemporary in appearance, with larger glazed openings, with some flat roofed and lower pitched elements.
- 2.4 The application is accompanied by the following supporting information:
- Design Statement
 - Planning Statement
 - Contaminated land Desk Study
 - Sunlight and daylight assessment
 - Application drawings

2.5 Amended plans have been received which show the following revisions:

- Alterations to the front retail units
- Pitched roof dormers replacing flat roof dormers
- Juliette balcony for flat 8
- Corner window to flat 4 amended to be obscured glazing and solid timber panel to the northern section

3.0 SITE HISTORY

Reference	Description	Outcome
06/1074/ADV	Installation of fascia signs (halo lit text) and one projecting sign (internally illuminated)	Refused
06/1079/FUL	Alterations to shopfront, including recladding and installation of two ATMs and erection of fire escape stair to rear.	Refused
12/0354/ADV	Installation of fifteen signs (two internally illuminated fascia signs, one internally illuminated projecting sign, eight non-illuminated information signs and four non-illuminated car parking signs)	Approved
C/97/0776	Installation of 2 no. halo illuminated fascia signs.	Approved
C/95/0307	installation of air conditioning unit to bank (positioned on rear single storey flat roof)	Approved
C/94/0853	installation of new ramp to main entrance of bank (ramp on public pavement).	Approved
C/93/4277	provision of lettering to north and east elevations (halo illuminated), 1 no. projecting sign (illuminated), 1 no. nameplate and 1 no. car park sign.	Approved
C/89/0657	installation of 1 no. cash dispenser.	Approved
C/85/0066	provision of cash dispenser	Approved

C/70/0681	Alterations and extensions to existing Bank at 58, to incorporate adjoining premises of no. 54 Chesterton Road	Approved
C/70/0145	Alterations and extension to form Bank premises with staff accommodation on first floor	Approved
C/66/0144	Erection of temporary bank - Chesterton Road	Approved
C/64/0581	Internal reconstruction and provision of single storey extension forming strong room	Approved

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 3/6 3/7 3/8 3/11 3/12
		5/1
		8/2 8/3 8/4 8/5 8/6 8/10 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

	<p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>The Cambridge Shopfront Design Guide (1997)</p> <p>Roof Extensions Design Guide (2003)</p>
	<p><u>Area Guidelines</u></p> <p>De Freville Conservation Area Appraisal (2009)</p> <p>Mitcham's Corner Area Strategic Planning and Development Brief (2003)</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.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

10th January 2018

- 6.1 Following implementation of any permission issued by the Planning Authority in regard to this proposal the residents of the site will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets. This should be brought to the attention of the applicant, and an appropriate informative added to any permission that the Planning Authority is minded to issue with regard to this proposal.

Otherwise the proposal should have no significant impact on the public highway, should it gain the benefit of planning permission, subject to the incorporation of the conditions and informatives requested below into any permission that the Planning Authority is minded to grant in regard to this application.

Recommends the following conditions: no unbound material within 6m; preventing surface water run off; reinstatement of footway and kerb; Traffic Management Plan; various informatives.

20th April 2018

- 6.2 The Highway Authority has no comment to make upon the amended plans. The previous comments of the Highway Authority still apply.

Drainage Officer

- 6.3 Supports subject to imposition of surface water condition and implementation condition.

Environmental Health

7th February 2018

- 6.4 No objection subject to conditions regarding: plant noise insulation; construction hours; construction collection/delivery hours; construction noise and vibration; piling; dust; noise insulation scheme; contaminated land and various informatives.

3rd May 2018

- 6.5 No comments or recommended conditions to make regarding the amendments

Planning Policy Team

- 6.6 The Planning Policy Team objected to the application due to the proposed use class of one of the units as D1 or B1(a). Policy 6/7 states that additional development within use classes A1, A2, A3, A4 and A5 will be permitted in District Centres if it will serve the local community and is of an appropriate nature and scale to the centre. Although there would not have been a loss of an A1 use proposed within the application, an additional ground floor unit is being proposed, it is therefore considered contradictory to the policy to include D1 or B1(a) uses within this application. In addition, the policy states that the change of use outside the A use class will not be permitted unless there are exceptional circumstances; this had not been demonstrated within this application. *The application was then amended to remove this element and to just include the A1/A2 elements which overcame the objection.*

Urban Design and Conservation Team

9th February 2018

- 6.7 No objection subject to revisions and conditions regarding materials and details of the external finishes.

4th May 2018

6.8 Requested the shop front units to be the same. The applicant amended the plans to show this.

6.9 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 Cllr Mike Sargeant has objected to the application on the following grounds:

- Loss of light, loss of outlook and loss of privacy to No.2 Trafalgar Road
- The density of the development is out of keeping as the adjacent parade of shops have significant space to the rear of the building.

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

- 42 Chesterton Road
- 82 Chesterton Road
- 13 Ferry Path
- 23 Ferry Path
- 25 Ferry Path
- 20 High Street, Lode
- 2 Trafalgar Road
- 19 Trafalgar Road
- 30 Trafalgar Road
- 32 Trafalgar Road

7.3 The representations can be summarised as follows:

- No parking will encourage parking issues
- Out of keeping with the character of the area
- Increased issues that have been created by the Aparthotel
- Height and bulk
- Overdevelopment
- Loss of light to surrounding properties

- Overlooking of private courtyards and windows of 52a/52
- Loss of light to living room/dining area of No.2 Trafalgar Road
- Overlooking of main bedroom and sitting room of No.2 Trafalgar Road from 1st floor corner window
- Overbearing
- Deliveries
- Bins
- Insufficient cycle parking
- Disturbance/nuisance cause by construction
- No proposed green space
- No disabled access or parking
- Student accommodation

7.4 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.

7.5 Local residents submitted a petition for a Development Control Forum (DCF) raising concerns with the scale and massing of the proposed building to the boundary, the increase in traffic and parking and impact on residential amenity. The DCF was held on 8th March 2018 and the minutes are attached as Appendix 1 to this report. Following the DCF the applicant submitted revised plans taking on board the concerns raised by local residents for consideration. The revised plans were re-consulted upon.

8.0 ASSESSMENT

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

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

Principle of Development

- 8.2 The demolition of the existing building would be permitted development under Class B, Part 11, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), subject to prior approval from the local planning authority as to the method of demolition and any proposed restoration of the site. Thus, the principle of demolition cannot be resisted and therefore is acceptable in principle.
- 8.3 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 situated within an established residential area, and therefore I consider that additional dwelling units on this site could be supported. The principle of development is therefore acceptable.
- 8.4 The proposal includes two units with a proposed use class of A1 and A2. Policy 6/7 states that additional development within use classes A1, A2, A3, A4 and A5 will be permitted in District Centres if it will serve the local community and is of an appropriate nature and scale to the centre. The units are considered to be of an appropriate scale and in keeping with the adjacent units situated on Chesterton Road and therefore complies with Policy 6/7.
- 8.5 In my opinion, the principle of the development is acceptable and in accordance with the NPPF and Local Plan policies 5/1 & 6/7 subject to other material planning considerations discussed below.

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

- 8.6 The site currently consists of a two storey end of terrace building, which previously was a HSBC bank branch with a flat/office above and a car park to the rear. The site is situated in a prominent location within Chesterton Road and marks the entrance to Trafalgar Road. To the rear of the buildings fronting Chesterton Road there is variety of single storey and two storey extensions, outbuildings/garages and private courtyards. The area is characterised by high density development. The

courtyards provide storage for bins and cycles but do not provide high quality amenity areas.

- 8.7 The proposed building would be broken up into two separate sections: A three storey element to the front of the site with two ground floor retail units fronting Chesterton Road with residential above and to the rear, and a two storey element to the rear of the building. The proposed scale and massing of the building would reflect the height and scale of the adjacent buildings to the west that front Chesterton Road. The 2.5 storey scale would appear in keeping with the character of the surrounding area especially as the three storey element is set in from the elevations. As previously discussed, the land to the rear of the buildings fronting Chesterton Road is characterised by buildings and courtyards that is used for storage and access. The rear residential element would be mainly two storey which would result in the building appearing subservient to the Chesterton Road frontage. Due to the character of the area and the two storey element to the rear, the proposed development would in my view not be an overdevelopment of the site.
- 8.8 The proposal would result in active frontages onto Chesterton Road and also on Trafalgar Road, which would provide increased natural surveillance onto Trafalgar Road. This particular section of Trafalgar Road would also be enhanced by the soft landscaped buffer that defines the ground floor unit thresholds. The proposal would not include public amenity space but would include private amenity areas for the 2b flats. Due to the tight constraints of the site, and close proximity to Midsummer Common and Jesus Green, the proposal is considered acceptable in terms of amenity.
- 8.9 The proposed use of brick, zinc cladding and slate roof are supported and considered appropriate for the area and the site. The Urban Design and Conservation Team were consulted as part of the application and have raised no objection subject to the inclusion of conditions. These conditions are considered necessary to ensure the proposed building is finished to a high standard that is compatible with its surroundings.
- 8.10 The proposed site would be a car free development, however given its direct links to Chesterton Road and close proximity to the city centre, there is a presumption in favour of walking, cycling and public transport. Secure cycle parking is integrated

into the rear of the building. This is assessed further in the following sections in the report.

- 8.11 Whilst the majority of the site is not within the conservation area, it directly abuts it to the south and its development would impact upon the setting of the conservation area. My view is that the scale and design of the proposal are compatible with the setting of the Conservation Area and would result in no harm.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12 and 4/11.

Residential Amenity

Impact on amenity of neighbouring occupiers

1 Trafalgar Road

- 8.13 Due to the orientation and siting of the proposed development in comparison to No.1 Trafalgar Road, the proposal would not have a significant impact in regards of overbearing, overlooking or overshadowing.

2 Trafalgar Road

- 8.14 The proposed first floor living room corner window on Flat 4 is labeled as opaque glass on the proposed elevation facing east. A condition is recommended to ensure that the part of the window facing east would be obscured. Subject to this being carried out, the proposed first floor living room corner window on Flat 4 would not overlook No.2 Trafalgar Road. A Daylight & Sunlight Assessment in accordance with BRE criteria was carried out in regards to the windows on the front elevation of No.2 Trafalgar Road which concluded the proposal would not have an adverse impact in regards to loss of light. Officers acknowledge that the proposal would have an impact upon No.2 due to the close proximity. However, the proposed height of the part of the building nearest to No.2 Trafalgar Road would be two storeys and the site is set within an high density urban context where it is commonplace for two storey or more terraced properties to be separated only by a single lane road. For the reasons outlined above, it is my view that the proposal

would not have a significant overbearing impact upon No.2 Trafalgar Road.

2a Trafalgar Road

- 8.15 The existing building is parallel to the buildings on the opposite side of Trafalgar Road. It is 2 storeys and constructed from a dark brick. It is built directly onto the pavement edge and partially obscures the outlook from no. 2a. The proposed building would be set back from the pavement edge. It would be constructed from a lighter tone material. The roofline of the proposed building would be orientated away from the buildings on Trafalgar Road in a north westerly direction.
- 8.16 There are multiple windows on the front (west) elevation of No.2a Trafalgar Road. The ground floor window on the front elevation serves a kitchen and the most northerly first floor window on the front elevation serves a hallway/stairway landing. The most southerly first floor window on the front elevation serves a bedroom. The proposed first floor bedroom window on Flat 5 on the east facing elevation which would be opposite the bedroom window on No.2a would have a solid timber panel on the northern section of the window. This would result in views being directed towards the gap between 2a and 2 Trafalgar Road and therefore would not result in a significant level of overlooking. I recommend a condition to ensure large scale details of the slatted finish and its coverage in relation to no.2a are submitted for approval prior to the use of the unit in question. I also recommend condition # to ensure that a landscaping scheme for planters is installed within the terrace above to provide some buffering and privacy from its external use. A Daylight & Sunlight Assessment in accordance with BRE criteria was carried out in regards to the windows on the front elevation of No.2a Trafalgar Road which concluded the proposal would not have an adverse impact in regards to loss of light. I recognise that views from the affected windows would be enclosed as a result of the development, but given the pre-existing situation and that the site is set within a high density urban context where it is commonplace for two storey or more terraced properties to be within close proximity to each other, I regard the impact to be acceptable. The proposal would therefore not have a significant adverse impact on No.2a Trafalgar Road.

52/52a Chesterton Road

- 8.17 The proposed building would be built up to the rear boundary of the site and the proposed windows on the west elevation facing towards 52/52a Chesterton Road would be high level windows or roof lights. Therefore the proposal would not overlook the adjacent windows or courtyards of properties 52/52a Chesterton Road. There is a door that serves as a flat entrance and a first floor window on the east facing elevation that serves a bathroom, therefore the proposed development would not have an adverse impact upon No.52/52a Chesterton Road.
- 8.18 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, 3/7 and 3/12.

Wider area

- 8.19 The Environmental Health Team has recommended conditions to control plant noise insulation, construction hours, construction collection/delivery hours, construction noise and vibration, piling, dust and contaminated land in order to protect the residential amenity of the wider area during construction. I accept this advice and have recommended conditions accordingly. I have considered the impact of additional demand for car parking spaces on residential amenity in the 'car parking' section below.
- 8.20 For these reasons, 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, 3/7, 3/12 and 4/13.

Amenity for future occupiers of the site

- 8.21 The floor space of the proposed units is provided in the table below. It is to be noted that the Council has no adopted space standards, and therefore does not have a policy requirement. That being said, half of the flats exceed the National Space Standards, and half of the flats are marginally below the recommended size. In my opinion, the units would provide a high quality internal living environment for the future occupants.

Unit	Type	Floor space (sqm)	NSS (sqm)
Flat 1	1B Studio	35.00	39
Flat 2	1B Studio	37.50	39
Flat 3	1B Studio	40.00	39
Flat 4	1B 1P	52.75	39
Flat 5	1B 2P	48.75	50
Flat 6	2B 4P	77.75	70
Flat 7	2B 3P	56.75	61
Flat 8	1B 1P	58.50	39

8.22 Flats 6 & 7 (which are the 2b flats) have private terraces, measuring approximately 20sqm. These are the only flats that would have private amenity areas however all the other units are 1b flats. These 1b flats are likely to be occupied by individuals or couples and whilst it is not desirable, it would not warrant a refusal of the application. It is also to be noted that the site is within walking distance of Midsummer Common and Jesus Green. As the application includes residential units fronting Chesterton Road, it is unlikely that recommended internal noise levels will be achieved with windows open. Therefore the Environmental Health Officer has recommended the inclusion of a noise insulation condition.

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

Refuse Arrangements

8.24 The Cambridgeshire and Peterborough Waste Partnership (RECAP) Waste Management Design Guide recommends that this type of residential development should provide 340 litres per each 2 room unit and 440 litres for each 3 room unit. Therefore the recommended total capacity for the proposed development would be 2,920 litres. The proposed refuse capacity complies with the RECAP recommendation. The residential bin storage would be located to the rear of the development within a large store that also houses the cycle parking. The commercial bin storage would be provided for the retail units within the separate rear access to the retail units.

- 8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.26 The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety but has indicated that the proposal has the potential to create additional parking demand upon unrestricted streets. This is dealt with in the below car parking section.
- 8.27 The Highway Authority has recommended the inclusion of an unbound material condition, no drainage onto the highway condition and a condition stating the footway and kerb must be reinstated. All these conditions are considered reasonable and necessary. Various neighbors have raised concerns regarding potential disturbance and displacement during the construction stage. The Local Highway Authority has recommended a Traffic Management Plan that will deal with the logistics of the phases of demolition and construction. This condition is considered necessary due to the tight constraints of the site.
- 8.28 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.29 The site falls within Zone C of the Controlled Parking Zones. The Highway Authority has advised that the future residents of the proposed development will not qualify for Resident's Permits (other visit permits) within the existing Residents Parking Scheme operating on surrounding streets. I have recommended an informative to advise of this.
- 8.30 No car parking spaces are proposed as part of this application. The Council has maximum parking standards outlined in Appendix C of the Cambridge Local Plan (2006). Cambridge City Council promotes lower levels of private parking particularly where good transport accessibility exists. This site is located in a particularly sustainable location on Chesterton Road. Chesterton Road has many shops and services, and the city centre is within walking/cycling distance. For the reasons stated above, officers therefore consider that the proposal would not

warrant a refusal based upon the lack of car parking. The level of provision accords with our adopted standards.

- 8.31 10 cycle parking spaces are proposed for the flats. This cycle parking would be located to the rear of the development within a large store. This level of cycle parking would comply with policy. 2 additional cycle parking spaces would be provided for the retail units within the separate rear access to the retail units.
- 8.32 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Drainage

- 8.33 The Drainage Officer was consulted as part of the application and has raised no objection subject to the imposition of a surface water condition and implementation condition.

Third Party Representations

- 8.34 I have dealt with the substantive third party representations in the preceding paragraphs and those remaining issues are dealt with in the table below.

Concern	Response
Increase issues that have been created by the Aparthotel	The problem with taxi's coming and going at the aparthotel is noted. This proposal is for residential flats/retail units and not an aparthotel.
Deliveries	The application states the retail units will make use of the bays on Chesterton Road for deliveries in the same way the surrounding existing shops do. Deliveries during construction stage will be managed through the Traffic Management Condition.

No disabled access or parking	While no disabled parking is provided on site, there are pay and display bays within 100m of the site on Chesterton Road. Disability Access will be covered under part M of the Building Regulations.
Student accommodation	This proposal is for residential flats/retail units and not purpose built student accommodation.

9.0 CONCLUSION

- 9.1 The proposal as amended would have an acceptable impact on the amenity of the occupiers of adjoining properties and future occupants and no detrimental impacts are envisaged to the streetscene by the proposal.

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

Reason: To ensure that the external appearance of the development is in keeping with the existing character of the area (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14).

4. No roofs shall be constructed until full details of the type and source of roof covering materials and the ridge, eaves and hip details, if appropriate, have been submitted to the local planning authority as samples and approved in writing. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To ensure that the external appearance of the development is in keeping with the existing character of the area (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14).

5. No development shall commence until full details of the external features such as the dormers and balconies have been submitted to and approved in writing by the Local Planning Authority. The development should be implemented in accordance with the approved details.

Reason: To ensure that the details of development are acceptable (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14).

6. Prior to the occupation of Flat 5, large scale details of the slatted finish to the first floor bedroom window on Flat 5 on the east facing elevation shall be submitted and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/12 or 3/14).

7. Prior to occupation of Flat 5, a landscaping scheme for planters on the terrace shall be submitted and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/12 or 3/14).

8. Prior to occupation, a hard & soft landscaping scheme, including full details of surface and boundary treatments, shall be submitted to and approved in writing by the LPA. Landscape works shall thereafter be constructed only in accordance with the approved details.

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).

9. Before the development/use hereby permitted is occupied, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

10. 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).

11. 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).

12. 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).

13. 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 policy 4/13).

14. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

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

15. If previously unidentified contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and an appropriate remediation and validation/reporting scheme agreed with the LPA. Remedial actions shall then be implemented in line with the agreed remediation scheme and a validation report will be provided to the LPA for consideration.

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.

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

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

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

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

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

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

19. No development hereby permitted shall be commenced until surface water drainage works in accordance with the submitted Structa LLP drainage strategy have been submitted to and approved in writing by 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 or flooding off site 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.
 - c) Include supporting evidence of agreement with Anglian Water to discharge to the surface water sewer

Reason: In the interests of surface water management.

20. No building hereby permitted shall be occupied until drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan for the lifetime of the development.

Reason: In the interests of surface water management.

21. The redundant vehicle crossover of the footway must be returned to normal footway and kerb prior to occupation.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

22. Notwithstanding the approved drawings, the first floor window serving Flat 4 on the east facing part of the elevation shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of use of the flat 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).

INFORMATIVE: Condition 8 relates to shopfronts whether designed and installed by the landlord or by tenants.

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

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

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

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

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

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

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

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

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

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

-Control of dust and emissions during construction and demolition - supplementary planning guidance

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

INFORMATIVE: The noise and vibration report should include:

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

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

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

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

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

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

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

INFORMATIVE: The 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.

This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

INFORMATIVE: The applicant should note that the future residents of the site will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.

INFORMATIVE: In relation to the surface water drainage conditions: All new or altered external surfaces within the site boundary should be of permeable construction. The rate of runoff from the brownfield site should be no greater than 5 l/s.