

<b>Application Number</b>	18/1104/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	16th July 2018	<b>Officer</b>	Sav Patel
<b>Target Date</b>	10th September 2018		
<b>Ward</b>	Queen Ediths		
<b>Site</b>	Garages Gunhild Way		
<b>Proposal</b>	Demolition of garages and erection of 2no. affordable dwellings, widening of access and associated works.		
<b>Applicant</b>	Cambridge Investment Partnership LLP The Gate House Mill Road Cambridge CB1 2AZ		

<p>SUMMARY</p>	<p>The development accords with the Development Plan, and the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, for the following reasons:</p> <ul style="list-style-type: none"> <li>- The proposed development would make effective use of a previously developed site to create additional affordable housing units;</li> <li>- The design and scale of the proposed development would respond sympathetically to the surrounding built form;</li> <li>- The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers;</li> <li>- The proposed development is unlikely to give rise to any significant adverse impact upon on street car parking capacity on the surrounding streets.</li> </ul>
<p>RECOMMENDATION</p>	<p>APPROVAL</p>

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site consists of an area of hardstanding and block of 12 single storey flat roof garages which are accessed via a narrow side road off Gunhild Way. To the south of the site are the rear gardens of the properties at 61 to 67 Gunhild Road, which are two storey semi-detached dwellings set back from the road. To the north of the site is a drain/culvert which separates the site from the two storey dwellings in Bullen Close.
- 1.2 The site is not located within a Conservation Area or located within close proximity to Listed Buildings or Buildings of Local Interest. There are no trees within the site but there are trees outside the site which overhang the site. However, none of these trees are protected by a Tree Preservation Order.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is to demolish the existing garages and replace them with 2no. 2bed, two storey pitched roof semi-detached dwellings. The dwellings have been laid out so they face east to west with the side gables facing north and south. The proposal includes the provision of four car parking spaces (two for each dwelling) and bin and cycle storage. The proposed dwellings would be located 2.5 metres away from the northern boundary of the site.
- 2.2 The proposal also includes the widening of the existing access driveway from 3.6 metres to 4.5 metres in order to allow vehicles to pass.
- 2.3 Provision in the form of a 1.2 metre wide shared access has been made to ensure the occupiers of the dwellings to the south retain a pedestrian access from the rear garden. However, the proposal would prevent access to the garage at no.65 and the area of hardstanding used for car parking to the rear of no.67.
- 2.4 The proposal also makes provision for an access to the culvert to the north of the site.
- 2.5 The application is accompanied by the following supporting information:
  1. Planning Statement

2. Phase 1 Contamination Assessment Report
3. Preliminary Ecological Appraisal
4. Flood Risk Assessment and Drainage Strategy
5. Arboricultural Impact Assessment

### 3.0 SITE HISTORY

No relevant planning history

### 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 4/3/ 4/4 4/13 5/1 8/2 8/6 8/10 8/18

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

Central Government Guidance	National Planning Policy Framework March 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
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## Local Plan Inspectors' Reports.

- 5.4 On 3 September 2018, South Cambridgeshire District Council and Cambridge City Council published the Inspectors Reports on the South Cambridgeshire Local Plan and Cambridge Local Plan. The Inspectors have concluded that both Local Plans are 'sound' subject to a number of modifications being made. The South Cambridgeshire Local Plan, taking account of the Inspectors conclusions, will be recommended for adoption at a meeting of full Council on 27 September 2018. The Cambridge Local Plan, taking account of the Inspectors conclusions, will be recommended for adoption at a meeting of full Council on 18 October 2018.
- 5.5 Consistent with NPPF paragraph 48, the publication of the Inspectors' Reports increases substantially weight that can be attributed to the Local Plans in decision making. The examination process has now concluded. The Inspectors' have concluded that the Local Plans are sound (subject to the modifications which they have recommended) and, as such, there are no longer unresolved objections to the Local Plans. As such, substantial weight may now be attached to the policies of the Local Plans when making planning decisions.
- 5.6 The adopted development plan, in technical terms, remains the starting point for planning decision making. The Local Plans are however a material consideration to which substantial weight may now be attached.
- 5.7 Given the state of advancement of the Local Plans in the process toward adoption, it is considered that, generally, in the context of a planning decision, where there is a conflict between the outcome which arises from the application of policies of the adopted development plan and those of the Local Plans, the Local Plans will generally outweigh the adopted plan and will prevail. Where there is consistency, then the policies of the Local Plan add substantial weight in favour of the outcome which accords with the application of policies of the adopted development plans and those of the Local Plans.

5.8 For the application considered in this report, the following policies in the emerging Local Plan are of relevance:

- Policy 1: The presumption in favour of sustainable development
- Policy 3: Spatial strategy for the location of residential development
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk
- Policy 33: Contaminated Land
- Policy 35: Protection of human health from noise and vibration
- Policy 36: Air Quality
- Policy 50: Residential space standards
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development
- Policy 82: Parking management

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

6.1 No information has been provided on the existing use of the garages. The proposal could displace vehicles onto the surrounding highway network and impose additional parking demands which whilst unlikely to result in any significant adverse impact upon highway safety, has the potential to impact the residential amenity of the surrounding occupiers.

6.2 If the Planning Authority is minded to approve then the following conditions and informatives are recommended:

- No unbound material to the driveway
- Remove PD rights for gates
- Access to be constructed in accordance with the plans and County Highway specifications
- Drainage measure to access
- Protection and retention of manoeuvring area

- Offense to carry out unapproved works to highway informative
- No part of structure to overhang the highway informative
- Public utilities informative

### **Environmental Health**

6.3 The proposed development is acceptable subject to the following conditions and informative:

- Contaminated land conditions (x6)
- Construction hours
- Collection during construction
- Piling
- Dust
- Dust informative

### **Urban Design and Conservation team**

6.4 No material urban design issues with this proposal.

### **Sustainable Drainage Engineer**

6.5 The proposed development is acceptable subject to the following condition:

- Surface Water Drainage works;
- Compliance with the measures in the Flood Risk Assessment & Drainage Strategy;

### **Nature Conservation Officer**

6.6 Satisfied with the submitted Ecology Appraisal. Support the installation of bird boxes which could be secured by condition or details of the specification and location could be provided up front before determination. There is a population of Common Swifts in Gunhild Way using externally mounted boxes. 4 bird boxes are recommended. This would provide appropriate enhancement to the site. Also, the standard bird nesting informative is requested.

## **Tree Officer**

6.7 No comments received to date. I will therefore either update the amendment sheet or report the comments orally at the committee.

6.8 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:

- 59 Gunhild Way;
- 63 Gunhild Way;
- 69 Gunhild Way;
- Camcycle;

7.2 The representations can be summarised as follows:

- The refurbishment of the garages was a waste of money;
- Concerns with the loss of the garages and potential displacement of cars onto the surrounding streets which will increase demand for on street parking;
- Concerned with the offer to drop kerbs for some neighbours but not others;
- Concerned with the potential for future occupiers to buy the houses;
- The road is heavily congested due to being close to 3 schools and staff at the schools park on Gunhild Way;
- Garage essential to an elderly neighbour who uses their mobility scooter to access his car which is parked in a garage;
- People are forced to park on the green due to lack of on street parking;
- Object to the application as no details are provided about how the cycle sheds meet the requirements of the Cycle Parking Guide – internal layout details need to be provided;
- The cycle shed for plot 2 is located in a highly inconvenient location;
- Object to the overprovision of car parking spaces for both plots – reduce the car parking provision;

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. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations

### **Principle of Development**

8.2 Policy 3 of the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, states that the majority of new development should be focussed in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. Additional residential units on this site are entirely consistent with this strategy; the site is already developed (it is not garden land).

8.3 Policy 5/1 of the Cambridge Local Plan (2006) states that proposals for housing developments on windfall sites will be permitted subject to the existing land use and compatibility with adjoining land uses. This is a predominantly residential area and it is therefore my opinion that additional dwellings here would be compatible with the existing land use and adjoining land uses.

8.4 In my opinion, the principle of the development is acceptable and in accordance with policy 3 of the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March



2014), as amended by the Inspectors' Main Modifications, and policy 5/1 of the Cambridge Local Plan (2006).

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

- 8.5 The site is located within an area that is characterised by two storey housing. The houses in Gunhild Way are set back from the road with gardens and driveways in front and deep rear gardens (circa 23 metres) many of which contain ancillary structures/outbuildings. The two storey housing to the north is a relatively recent development compared to the housing in Gunhild Way and is arranged in a less spacious layout with much smaller front and rear gardens (circa 7 metres rear gardens).
- 8.6 The proposed development of 2 no. two storey dwellings in a semi-detached arrangement would respond to the surrounding context in terms of built form and provide reasonably sized rear gardens (circa 12 metres in depth). The dwellings are of simple design which would be in keeping with the prevailing character of the area. Therefore, in terms of design and scale the proposed development is an acceptable response to the site context. The layout of the dwellings – east to west – would ensure the shallowest flank of the development faces towards the neighbouring properties. This arrangement also enables the dwellings to benefit from decent size rear gardens and car parking space at the front.
- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12 and with policies 1, 55, 56 and 58 of the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.8 I have assessed below the potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing. I am satisfied that the proposed dwellings due to their orientation, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the residential

amenity of the neighbouring occupiers such that it would warrant refusal.

#### Loss of privacy

- 8.9 In terms of overlooking, each of the proposed dwellings contain two bedroom windows in the east and west elevations at first floor level. These windows would face towards the side boundaries of no.59 and no.69 Gunhild Way. The windows in the east (front) elevation would be a distance of 12.6 metres to the side boundary of no.69 and face the rear part of the garden area. Similarly, the windows in the rear elevation would be a distance of 12.2 metres from the rear part of the garden of no.59. Also, there would be no direct views towards the rear elevation of the dwellings, only oblique views. In view of the surrounding context where there is a sense of mutual overlooking between neighbouring dwellings, I do not consider the proposal would cause significant loss of privacy from overlooking over and above that which already exists. The side elevations (north and south) contain one window each serving a bathroom. I have recommended a condition to ensure these bathroom windows are obscure glazed and are vertically hung with 45 degree restrictors.

#### Overbearing

- 8.10 In terms of enclosure, the proposed dwellings would be located far enough away from the existing surrounding dwellings so as not to have an adverse impact in terms of enclosure. The proposed dwellings would be circa 15.8 metres from the rear elevation of no.62 Bullen Close and 8.4 metres from the rear boundary. The proposal would also be circa 24.4 metres from the rear elevations of no.63 and no.65 Gunhild Way. At these separation distances, the proposal would not appear dominant or overbearing such that it would cause an adverse sense of enclosure impact on the residential amenity of the surrounding occupiers.

#### Overshadowing

- 8.11 In terms of overshadowing, the proposed dwellings would be located north of the dwellings in Gunhild Way and so would not cause any overshadowing impact. The dwellings in Bullen Close, particularly no.62 would be located north of the proposed

development. The side gable of plot 1 would cover the width of the rear boundary of no.62 and so the impact of the proposed development is likely to be more noticeable than to the neighbouring properties in Gunhild Way to the south. However, in my view, due to the level of separation, the proposed development would not conflict with the BRE 25 degree rule which is a guide to determine whether or not daylighting is likely to be significantly affected. I therefore do not consider the proposal would cause any adverse levels of overshadowing due to its distance from the boundary and rear elevation.

- 8.12 In my opinion the proposal adequately respects the residential amenity of its neighbours and I consider that it is compliant in this respect with Cambridge Local Plan (2006) policies 3/4 and 3/7, and with policies 55 and 58 of the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications. I have recommended the conditions suggested by the Environmental Health Officer relating to the construction phase of the development.

#### Amenity for future occupiers of the site

- 8.13 The proposed dwellings would provide good quality living space for future occupiers. Each dwelling would provide 81sqm of internal floor space which is compliant with the Technical Housing Standards (March 2015).
- 8.14 The size of the proposed dwellings comply with the criteria of residential space standards set out in the government's *Technical housing standards – nationally described space standard (2015)*, as required by Policy 50 (Residential space standards) in the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications. The proposed dwellings would provide generous living accommodation for future occupiers and decent size outdoor space with enough space to accommodate bin and cycle storage. I am therefore satisfied that the proposed development would provide high quality living accommodation for future occupiers.
- 8.15 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is

compliant with Cambridge Local Plan (2006) policies 3/7 and 3/14, and policy 50 of the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications.

### **Refuse Arrangements**

8.16 The proposed refuse storage arrangement consists of a dedicated bin storage point in the rear gardens of each plot adjacent to the side access for ease of movement to the collection point. The drag distance for the bins to the collection point (pavement on Gunhild Way) would be circa 50 metres. This is double the recommended travel distance of 25 metres as set out in the RECAP Waste Design Guide (2012). As the County Highway Authority will not adopt the access road, the refuse vehicles are unlikely to use the access road to collect the bins. Therefore the onus will be on the future occupiers to ensure the bins are taken to the collection point and returned. As there is no alternative solution and the proposal is for two affordable dwellings, I do not consider the issue with the drag distance is significant enough to warrant refusal of this application.

8.17 In my opinion, the proposal is compliant in terms of waste storage with Cambridge Local Plan (2006) policy 3/12, and policy 58 of the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications.

### **Highway Safety**

8.18 The County Highway Authority has not raised any highway safety issues with the proposed development. The proposal includes the widening of a section of the access to the site from 3.6 metres to 4.5 metres to enable better access to the site and to allow two vehicles to pass along the access driveway.

8.19 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2 and policy 81 of the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications. .

## **Car and Cycle Parking**

### Car parking

- 8.20 The proposal includes four car parking spaces; 2 for each dwelling. This is above the maximum standards in the Local Plan (2006) which would seek 1 car parking space for dwellings with up to 2 bedrooms. The car parking spaces have been laid out to ensure they are accessible and enable a parked car to leave the site in forward gear.
- 8.21 Concerns have been raised by local residents about the potential displacement of cars from the loss of the garages onto the surrounding streets and adding to the existing pressure of on street parking in this area. I understand from housing colleagues that only 5 of the 12 garages are let and the rest are empty. It is unclear as to whether all the let garages are being used for car parking or for storage or both but they are clearly under-utilised in any case.
- 8.22 Gunhild Way is an adopted highway with uncontrolled on street parking. Also many of the surrounding dwellings benefit from on plot parking. The applicant is also proposing to drop the kerb in front of no.67 Gunhild Way to enable the creation of a front drive which would compensate the loss of the car parking at the rear of the site.
- 8.23 In these terms, therefore, I do not consider the loss of the garages would result in any significant displacement of cars onto surrounding streets such that it would put increased pressure on existing on street car parking capacity. I also understand from the housing team that other garages are available in Gunhild Court Crowland Way which is 0.2 miles from the site. On this basis, I do not consider the loss of the garage block and displacement of cars would have a detrimental impact on the residential amenity of the surrounding residents. It should also be noted that the proposal includes off street car parking for future occupiers of the development.

### Cycle parking

- 8.24 The proposal includes detached sheds (1.9 metres by 2 metres) in the rear gardens of both plots. No elevational details have been provided. The proposal would need to provide 1 cycle

parking space per bedroom for up to 3 bed dwellings. Therefore, the proposal would need to provide 2 cycle parking spaces each (4 in total).

8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10, and with policy 82 of the Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications.

### **Third Party Representations**

8.26 I set out below my response to the issues/concerns raised in the third party representations:

Representations	Response
The refurbishment of the garages was a waste of money;	This proposal is part a project to increase affordable housing within the City using Council owned sites.
Concerns with the loss of the garages and potential displacement of cars onto the surrounding streets which will increase demand for on street parking;	See para 8.20 to 8.23
Concerned with the offer to drop kerbs for some neighbours but not others;	This is proposed for those residents that would lose the rear access and be directly affected by the proposal.
Concerned with the potential to future occupiers to buy the houses;	The proposed dwellings will be made available on social rent and retained by the Council.
The road is heavily congested due to being close to 3 schools and staff at the schools park on Gunhild Way;	I do not consider the introduction of two additional dwellings which have their own off street car parking and displacement of cars from the existing garages – of which only 5 are used – would materially impact congestion in this area.
Garage essential to an elderly neighbour who uses their	See paras 8.20-8.23.

mobility scooter to access his car which is parked in a garage;	
People are forced to park on the green due to lack of on street parking;	I do not consider the loss of the garage and proposed dwellings would have a significant detrimental impact on the capacity and demand for on street parking.
Object to the application as no details are provided about how the cycle sheds meet the requirements of the Cycle Parking Guide – internal layout details need to be provided;	There is enough space within the site to accommodate cycle parking that is safe, convenient and enclosed.
The cycle shed for plot 2 is located in a highly inconvenient location;	The cycle shed is located in a convenient location.
Object to the overprovision of car parking spaces for both plots – reduce the car parking provision;	The proposal is above the maximum car parking levels. However, there is enough space within the site to accommodate additional spaces if required.

## 9.0 Conclusion

- 9.1 The proposed demolition of the existing garages and development of 2 no. two storey 2bed dwellings including cycle and bin storage and car parking would make efficient use of brownfield land to provide new affordable housing.
- 9.2 The proposed design and scale of the dwellings would respond to the site context and surrounding built form.
- 9.3 Due to the level of separation and layout of the dwellings relative to the surrounding dwellings, I am satisfied that the proposed development would not cause any adverse direct overlooking issues such that it would result in loss of privacy, appear overbearing or cause a sense of enclosure to the surrounding occupiers, or of a scale/height to cause unreasonable levels of overshadowing.

- 9.4 I do not consider the proposal would add any significant additional pressure upon on street parking within the surrounding streets such that it would have a material impact on the character of the area.
- 9.5 I am therefore satisfied that the proposal is acceptable in all regards and should be approved subject to the recommended 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 set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.



Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 33)

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 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 33).

5. 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 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 33).

6. 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 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 33).

7. 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 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 33).

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 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 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 33).

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 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 35)

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) and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 35).

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 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 35).

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 the adjoining properties. (Cambridge Local Plan 2006 policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 36).

13. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 81).

14. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: for the safe and effective operation of the highway in accordance with Policy 8/2 of the Cambridge Local Plan 2006 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 81).

15. Prior to first occupation of the dwellings, the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the approved plans and shall be retained as such thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site and in accordance with Policy 8/2 of the Cambridge Local Plan 2006 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 81).

16. The manoeuvring area shall be provided as shown on the drawings and retained free of obstruction thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site and in accordance with Policy 8/2 of the Cambridge Local Plan 2006 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 81).

17. Prior to the commencement of development a scheme for surface water drainage works shall be submitted to and approved in writing by the local planning authority. The details shall include an assessment 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 the National Planning Policy 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 + an allowance for climate change. The submitted details shall include the following:

- 1) 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;

- 2) 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 for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16) and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 31).

18. Prior to the commencement of works above ground, plans shall be submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird boxes on the new buildings. The installation shall be carried out and subsequently maintained in accordance with the approved plans and timescale.

Reason: to provide ecological enhancements for protected species on the site. (Cambridge Local Plan 2006 policy 4/3 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policy 69).

19. Prior to the commencement of works above ground samples of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, Policies 55 and 57).

20. Prior to occupation of the dwellings hereby approved, the window in the north elevation of Plot 1 and window in the south elevation of Plot 2, which serve bathrooms at first floor level, shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent, and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The windows shall be retained in this configuration thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/14 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policies 55 and 57)

**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%2008%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%2008%20July%202014_0.pdf)

**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.

**INFORMATIVE:** 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.



**INFORMATIVE:** 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.