

Application Number	18/1637/FUL	Agenda Item	
Date Received	30th October 2018	Officer	Mary Collins
Target Date	25th December 2018		
Ward	Castle		
Site	1 Grosvenor Court Cambridge CB3 0HU		
Proposal	Extensions and alterations to Grosvenor Court to provide 8 flats, car parking, covered cycle parking, bin store and new fencing.		
Applicant	Mr J Wilson c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">- The proposed development would respect the existing building and the surrounding area.- The proposed development would not have any significant adverse impact on the amenity of surrounding occupiers.- The proposed development would provide accessible living accommodation and a good level of indoor and outdoor amenity for future occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 Grosvenor Court is situated on the northern western side of Woodlark Road. It is a detached two storey building in red brick with a hipped roof which comprises two flats on the ground floor and two flats on the first floor.

- 1.2 Woodlark Road is characterised by pairs of dwellings of a similar age and style
- 1.3 Grosvenor Court is set back behind the pavement edge and the established residential building line behind a gravelled front garden with a bungalow and a detached two storey dwelling immediately adjacent to the application site.
- 1.4 To the side there is a driveway accessing the single garage serving 11 Woodlark Road.
- 1.5 To the rear is the Darwin Green development.
- 1.6 There are no relevant site constraints.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought for extensions and alterations to provide 8 flats, car parking, covered cycle parking, bin store and new fencing.
- 2.2 The extensions comprise the existing hipped roof being extended to create a gable and the erection of a two storey extension to each side of the existing building, with two storey flat roofed extensions to the rear.
- 2.3 The two storey side extension would be approximately 13.8 metres wide and 9 metres deep. The extension would have a red brown tile roof and would be clad in red brown vertical clay tiles.
- 2.4 The extensions to the rear would incorporate balconies at first floor level.
- 2.5 The existing garage to No. 11 Woodlark Road would be retained and a bike store for 10 cycles and covered area for parking of three cars would be constructed in line with this garage.
- 2.6 To the front of the application site a bike store for 10 cycles and bin store is proposed. It would be approximately 12 metres wide by 3.2 metres.

2.7 During the course of the application the parking layout was revised to provide parking space for 7 cars including two accessible parking spaces.

2.8 Revised plans have also been received and amendments have been made showing lift access to Flat 5 and Flat 6 on the first floor and changes to the bike/bin store. Flat 7 has been reduced in size to one bedroom and a storage space has been provided on the 2nd floor with a communal stair so that the storage space can be accessed.

2.9 The application is accompanied by the following supporting information:

1. Detailed planning application drawings, including landscaping scheme
2. Planning Statement
3. Arboricultural Assessment
4. Design and Access Statement
5. Daylight/Sunlight Assessment
6. Transport Statement
7. Contamination Survey
8. Sustainable Drainage Strategy

3.0 SITE HISTORY

None

4.0 PUBLICITY

4.1 Advertisement:	No
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 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 31 32 35 36 50 51 53 55 56 57 58 59 81 82

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

Central Government Guidance	National Planning Policy Framework July 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 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 any additional demand is likely to appear on-street in competition with existing residential uses. If there is any additional parking demand upon the on-street parking on the surrounding streets, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application

Environmental Health

- 6.2 Environmental Health have no objections subject to the following conditions being attached if approval is given:

- Construction hours
- Collection during construction
- Piling
- Dust
- Contaminated land – Previously Unidentified Contamination
- Electric Vehicle Charge Points

Sustainable Drainage Engineer

- 6.3 Recommend a condition is attached requiring that no development shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority.
- 6.4 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:

Objection

- 4 Woodlark Road
- 6 Woodlark Road
- 8 Woodlark Road
- 10 Woodlark Road
- Camcycle

Support

- 29 Woodlark Road
- 11 Woodlark Road

Neutral

- 10 Woodlark Road

7.2 The representations can be summarised as follows:

Objection

- The density of the proposed development seems out of character and excessive for what is a small and narrow set of streets with already limited parking. The proposal represents overdevelopment of the site. Eight flats is too many for this location and excessive density
- Repositioning of bin and bike storage closer to the dwelling and adequate noise insulation.
- Unsuitability of extensive cladding of roof and walls with hand-made red tiles on proposed extension. This is not in keeping with any of the 1930's residential architecture in this area it would draw the eye to this new build and not be sympathetic to any other nearby residences.
- Cycle/bin store is poorly sited, visually intrusive and inappropriate to the open space on which it is sited.
- The height of the buildings is significantly higher than the existing streetscape and will detract from the visual identity of a classic 1930s suburban development.
- Level of traffic generated by the development will be significant and excessive for narrow residential streets
- Density of proposed possible number of residents in the space allowed
issues with traffic created by this number of residents - movement and stationary
8 parking spaces for 8-34 people (one space being designated for a disabled vehicle)
- Unsuitability of gravel for driveway
- The external lighting plans need to minimise light pollution into nearby houses.
- Cycle provision not in accordance with standards.
- Request for Traffic Management Plan

Support

- Protects the privacy of 29 Woodlark Road.
- Development sympathetic to the road.
- Welcome as much green landscaping as possible to encourage bird and wildlife.

- 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. Cycle and car parking
6. Third party representations

Principle of Development

- 8.2 The principle of development is acceptable and in accordance with the Cambridge Local Plan 2018 policies 1 and 3.

Context of site, design and external spaces

- 8.3 Woodlark Road is characterised by pairs of dwellings constructed in the 1930s which are situated facing the street and set behind a front garden. Grosvenor Court is a detached building which is higher and larger than the prevailing form of development and by residential properties to either side of it. It is also set back behind the rear elevations of the dwellings on the north western side of Woodlark Road.
- 8.4 The proposed two storey extension to the north-east side of the existing building has a lower subservient link and this creates a break with and reads as a later contemporary addition to the existing building and as such it is considered to respect the appearance of the existing building.
- 8.5 The proposed two storey extension to the side and catslide roof would be visible from the street but would be set back behind the detached bungalow and would have a recessive appearance with the bungalow screening much from view from the street. The catslide roof would minimise the visual impact of

the extension on the boundary and would allow some visual spacing to this side of the building.

- 8.6 The change from hip to gable roof and the extensions would reduce the visual spacing to the side of the existing building however given the building is set back from the pavement edge this is not considered to be detrimental to the street scene.
- 8.7 The siting of the bike and bin store to the front of the property is acceptable. It would be constructed in line with the existing building line of dwellings and would be single storey and screened by planting. It would give some enclosure to the development and the street. Subject to conditions requiring the submission and implementation of a landscaping scheme, I consider the siting of this structure to be acceptable.
- 8.8 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56 and 57.

Residential Amenity

Amenity for future occupiers of the site

- 8.9 The gross internal floor space measurements for the unit in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	2	4	1	70	90	20
2	1	1	1	39	40	1
3	3	6	1	95	100	5
4	3	6	1	95	100	5
5	2	4	1	70	90	20
6	2	4	1	70	75	5
7	1	1	1	39	40	1
8	3	6	1	95	105	10

Internal residential space standards

- 8.10 Policy 50 relates to residential space standards and states that new residential units will be permitted where their gross internal

floor areas meet or exceed the residential space standards set out in the Government's Technical housing standards – nationally described space standard (2015) or successor document.

The Internal design standard requires that:

- a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 6.2 below
- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide

All the proposed units exceed the gross internal floor areas.

External amenity space

8.11 Policy 50 states that:

External amenity space should be sufficient to accommodate:

- a table and chairs suitable for the size of dwelling;
- where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible);
- space for refuse and recycling bins;
- an area to dry washing;
- circulation space; and
- an area for children to play in.

8.12 There are three family sized units on the ground floor and these all have direct access to outdoor amenity space immediately adjacent to their dwellings. Beyond the private gardens are communal gardens which would be accessed by and available to all.

8.13 The private gardens would have planters to provide a barrier and a degree of enclosure and would protect the ground floor windows of the flats from loss of privacy through direct looking into these windows from the communal gardens.

8.14 The private gardens are relatively small for a family garden however given these properties would also have access to the communal garden area and the lawn to the front of the building,

I am satisfied that the level of outdoor amenity space is adequate.

- 8.15 The three extensions to the rear of the building would not impact detrimentally on the rear facing windows or the quality of the private garden space in my opinion.
- 8.16 The first floor flats would all have balconies which would provide some outdoor amenity space. These balconies would be above the rear gardens to the ground floor and there would be potential for a loss of privacy through overlooking. However given the amenity space to the ground floor would not be fully enclosed or private, I consider that the balconies above are acceptable.
- 8.17 The second floor flats are single person occupancy and would not have any personal outdoor space but would benefit from use of the communal garden areas. It is not practical in this instance to provide personal outdoor space as these properties are within the existing roofspace and part of a conversion. The first and second floor flats would not have direct access to the communal garden from the rear of the property and would need to access this from the sides of the property, however this is still conveniently located.
- 8.18 The proposal includes the provision of family sized dwellings with access to a rear garden at ground floor level and this is considered to be in accordance with Cambridge Local Plan (2018) Policy 53 (Flat conversions).

Accessibility for future occupiers

- 8.19 Policy 51 requires that in order to create accessible homes:
- a. all housing development should be of a size, configuration and internal layout to enable Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' to be met; and
 - b. 5 per cent¹⁶ of the affordable housing component of every housing development providing or capable of acceptably¹⁷ providing 20 or more self-contained affordable homes¹⁷, should meet Building Regulations requirement M4 (3) 'wheelchair user dwellings' to be wheelchair accessible, or be easily adapted for residents who are wheelchair users.

- 8.20 The existing building has two flats at ground floor and two at first floor level. The proposal entails the part conversion and extension of the building to form 8 flats. The existing footprint of the dwelling would be reconfigured but would still provide four flats with one of the flats on first floor now having lift access. A new stair is required to access the remaining flat in the existing section of the building and this would be added to the south western side of the building.
- 8.21 There are two additional flats in the extended roofspace. These are not provided by lift access. It is argued that these are within the converted part of the building and that they do not fall within the scope of policy 51.
- 8.22 5 out of the 8 flats proposed would be accessible and would meet the requirements of policy 51. An accessible home supports changing needs of residents from raising children through to mobility issues faced in old age or through disability. This essentially allows people to live in their home for as much of their life as possible. Such homes have design features that have been tailored to foster accessible living, helping to accommodate old age, injury, disability, pregnancy and pushchairs or enable future adaptation to accommodate this diversity of use. Flat 8 on the ground floor would be wheelchair adaptable. There is no requirement for this to be provided on a minor scheme such as this of only 8 dwellings and this is welcomed.
- 8.23 The car parking space allocated for Flat 8 is directly outside the bathroom and bedroom window to Flat 8 itself and as such there would not be a conflict with the users of this parking space and this residential unit. This ground floor flat and Flat 6 above are both accessible flats and would require an accessible parking space both of which would be conveniently sited in close proximity to the entrance to the building.
- 8.24 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 (2018) policies 50, 51 and 56.

Residential Amenity

Impact on amenity of neighbouring occupiers

11 Woodlark Road

- 8.25 This property lies to the south of the existing building. It has a side facing lounge window overlooking the application site and the access to its garage. The change from hip to gable and the two storey extension to the end would not detrimentally affect this property due to the intervening distance and the alignment of the buildings in relation to one another.

No. 27 Woodlark Road

- 8.26 This detached bungalow is within the ownership of the applicant and lies to the east. It has rear facing windows which would directly face the proposed two storey extension. There is a distance of 11 metres between the rear of this bungalow and the front wall of the extension. The proposal is not considered to result in a detrimental loss of amenities to this bungalow in relation to loss of light or loss of privacy through overlooking, in my opinion.
- 8.27 A parking space is proposed alongside the rear boundary. Although in close proximity to the rear of this property, there is intervening fencing and the occupier of this property would not in my opinion be unduly disturbed by car noise or glare from headlights.

No. 29 Woodlark Road

- 8.28 The extension to the north eastern end has a cat slide roof which slopes downwards towards the boundary and there is a gap of approximately 2 metres to the shared boundary with No. 29 Woodlark Road. The front elevation of this extension would be approximately 13 metres away from the rear of this property. There are no habitable rooms at first or second floor level which would face the rear of the property with the bedroom window at first floor inset from the boundary and at an oblique angle to the rear of No. 29 Woodlark Road so reducing the potential for any inter-looking between habitable windows to an acceptable degree.

- 8.29 There is currently a high hedge on the boundary and this would be protected by the development. A boundary fence would be erected in this location.

Darwin Green Development

- 8.30 To the rear of the application site is the Darwin Green development. The first floor balconies to the rear of Grosvenor Court would face the Darwin Green development and there would be an intervening distance of 4 metres to the rear boundary of the application site. Outline permission 07/0003/OUT relates to the development of this area for mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.
- 8.31 The development along the boundary with the application site has been designated for residential properties of two storeys in height. Reserved matters have been granted for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site, reference 14/0086/REM. No applications for reserved matters have come forward for consideration of the exact siting, layout and design of these dwellings and no assessment of back to back distances can therefore be made at this stage.
- 8.32 As such I am of the opinion that the balconies to the rear elevations at first floor level of Grosvenor Court would not impact detrimentally on the future residential development of Darwin Green along the shared boundary with the application site.
- 8.33 In my opinion, subject to conditions, 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 (2018) policies 35, 55 and 58.

Refuse Arrangements

- 8.34 The refuse arrangements are conveniently located to the front of the building and in close proximity to the kerbside and are acceptable.

- 8.35 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57 in relation to refuse provision.

Cycle and Car parking

- 8.36 Concern has been raised regarding the impact of the application on levels of on-street parking. The car parking standards are a maximum of two spaces per dwelling and there is no requirement to provide any parking. Two accessible car parking spaces would be provided for Flat 6 and Flat 8 with 5 parking spaces for the remaining 6 units. This is in my opinion would provide an acceptable level of on-site parking and although not all the flats would have a parking space, it is preferable to achieving two accessible spaces instead.
- 8.37 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 81 and 82.

Third Party Representations

Inappropriate for the sewerage from the site to drain into the shared drain in the drive of 29 Woodlark Road.	This is a matter for separate legislation and would be an issue for Anglian Water.
A repair is required in a storm drain on the site.	This would be a matter of maintenance for the applicant to address.
The density of the proposed development seems out of character and excessive for what is a small and narrow set of streets with already limited parking. The proposal represents overdevelopment of the site.	The units all meet internal space standards and there is adequate outdoor amenity space and provision for bins and cycle. The proposal is a two storey extension to an existing building and would not impact detrimentally on the character and appearance of the street scene.
Cycle/bin store is poorly sited, visually intrusive and inappropriate to the open space on which it is sited.	This has been addressed previously in the report.

Unsuitability of extensive cladding of roof and walls with hand-made red tiles on proposed extension. This is not in keeping with any of the 1930's residential architecture in this area.	The building is situated behind the established building line. The external finish is to be agreed by condition however the use of different materials would help the extension read as a later addition.
The height of the buildings is significantly higher than the existing streetscape and will detract from the visual identity of a classic 1930s suburban development	This has been addressed previously in the report.
Level of traffic generated by the development will be significant and excessive for narrow residential streets.	The flats are existing and there is unrestricted parking on site. The addition of four flats would not lead to additional pressure on the surrounding road network or highway safety.
Unsuitability of gravel for driveway	The driveway is existing and is a permeable surface. No issue has been raised by Highways in this regard.
Cycle provision not in accordance with standards.	Amended drawings have been received and are in my opinion acceptable
The external lighting need to minimise light pollution into nearby houses.	It is not considered necessary to condition external lighting in this instance as this would not require permission.
Request for Traffic Management Plan	There is sufficient space on the application site to accommodate the vehicles and compound.

9.0 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 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

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

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

3. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall be based upon the principles within the agreed Sustainable Drainage Strategy prepared by MTC Engineering (ref: 2214-FRA & DS - Nov 2018-Rev A) dated November 2018 and shall also include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;

c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;

d) A plan of the drained site area and which part of the proposed drainage system these will drain to;

e) Full details of the proposed attenuation and flow control measures;

h) A timetable for implementation if the development is to be phased;

f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

g) Full details of the maintenance/adoption of the surface water drainage system;

h) Measures taken to prevent pollution of the receiving groundwater and/or surface water

i) Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

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 2018 policies 31 and 32)

4. 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 2018 policy 35)

5. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, 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 2018 policy 35)

6. 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 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 2018 Policy 33.

7. 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 2018 policy 36.

8. There shall 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 2018 policy 35)

9. The electric vehicle charge point as shown on drawing number 412-PL-23A (proposed bike store) shall be installed prior to use of the development hereby permitted and maintained thereafter.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF), Policies 36 and 82 of the Cambridge Local Plan 2018 and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018)

10. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: 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 2018 policies 55, 57 and 59)

11. Before the first occupation of the development hereby permitted, the cycle parking facilities and bin store shall be provided in accordance with the approved details and shall be retained in accordance with the approved details thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles and provision for refuse. (Cambridge Local Plan 2018 policies 82 and 57).

12. No development shall take place above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions))

13. Notwithstanding the approved plans, units 6 & 8, hereby permitted, shall be constructed to meet the requirements of Part M4(2) or M4(3) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51)

14. Prior to the first occupation of the development, hereby permitted, the car parking spaces shall be provided in accordance with the approved drawings and shall be retained thereafter.

Reason: To ensure that provision is made for disabled and inclusive parking. (Cambridge Local Plan 2018 policy 82)

INFORMATIVE: Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the National Planning Policy Framework

INFORMATIVE: Dust condition informative

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

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

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

-Guidance on the assessment of dust from demolition and construction

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

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

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

-Control of dust and emissions during construction and demolition - supplementary planning guidance
https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf