

Application Number	19/0141/FUL	Agenda Item	
Date Received	1st February 2019	Officer	Andy White
Target Date	29th March 2019		
Ward	East Chesterton		
Site	Land Adjacent 2 Mortlock Avenue		
Proposal	Erection of a detached two storey, two bedroom dwelling.		
Applicant	Dama Developments c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal would not detract from the character of the area - The proposal would not have any significant adverse impact on the amenity of surrounding residents
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is located on the western side of Mortlock Avenue. The northern site boundary borders Nos.12 and 14 Green Park Whilst the southern boundary is the shared boundary with No.2 Mortlock Avenue. The site is within a residential street with access from Mortlock Avenue.

2.0 THE PROPOSAL

2.1 The application proposes a detached dwelling and follows a history of applications for a single dwelling at the site.

2.2 The proposed two storey dwelling would be 5.2m width, a maximum depth of 10.5m and with a ridge height of 8.6m and

eaves height of 5.5m. There would be a single parking space and a separate bike store within the front amenity area, with bin store to the rear. The dwelling would be set away from the two side boundaries.

- 2.3 The proposed building would be constructed from materials that would match those of surrounding properties
- 2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement

3.0 SITE HISTORY

Reference	Description	Outcome
07/1328/FUL	Conversion from dwelling house to ground floor flat and 3 two storey maisonettes following 1st storey extension and 2 storey side extension.,	Application Withdrawn 21.12.2007
08/0089/FUL	Conversion and part single storey part two storey side extensions to dwelling house to form three one-bedroom flats and one two-bedroom maisonette	Conditional Permission 02.06.2008
12/0095/OUT	Erection of 2 flats on land adjacent to 2 Mortlock Avenue	Refused permission 16.04.2012
12/1530/OUT	Proposed new flat	Refused permission 12.02.2013
14/1972/FUL	Proposed two-bedroom house on land adjacent to 2 Mortlock Avenue	Refused permission 10.03.2015
15/2078/FUL	Erection of two-bedroomed house	Refused permission 27.09.2016
17/0420/FUL	Proposed two storey side and single storey rear extensions and loft conversion	Conditional Permission 18.05.2017
18/0115/FUL	Proposed front entrance porch	Conditional

	and side access door and window to utility room	Permission 30.4.2018
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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 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 33 35 36 50 51 52 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 from 3 March 2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally
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	described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Previous Supplementary Planning Documents	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material Considerations	<u>City Wide Guidance</u> Cambridge and Milton Surface Water Management Plan (2011) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Cambridge City Council Waste and Recycling Guide: For Developers. Cycle Parking Guide for New Residential Developments (2010)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objection was raised but conditions suggested relating to safe access and drainage

Environmental Health

- 6.2 Development is acceptable subject to conditions regarding construction hours, piling, collection during construction and contaminated land.

Drainage

- 6.3 There are adequate potential discharge locations for both foul and surface water, but no details of the drainage system has been provided. Consequently conditions suggested

Cycling provision

- 6.4 The development proposed is acceptable. There is a need for two cycle parking spaces. A condition relating to cycle storage is suggested and the response offers advice regarding the flexibility for the size and shape of any storage structure.
- 6.5 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.

7.1 REPRESENTATIONS

- 7.2 The owners/occupiers of the following addresses have made representations: The Bike Depot, Nos. 8, 10 12 and 14 Green Park, Nos. 1B and 2 Mortlock Avenue

- 7.3 The representations can be summarised as follows:

The drawings are insufficient to show what is being proposed. They are not to scale, they give elevations but no width measurements. They do not show the proposed building in relation to neighbouring properties. Nor is there information on individual room sizes, and whether they are adequate living spaces or not.

What would be the impact of this proposed building to those adjacent? Especially as regards their loss of light and privacy - especially no. 2 Mortlock Avenue and 14 & 10 Green Park.

A building of the proposed size, looks too large for what is a relatively small plot. It appears as overdevelopment of this small site.

This piece of land was, until 6 or 7 years ago the small side garden of number 2 before it was sold off separately - not by the current owner-occupier of No. 2.

The visual impact (scale, size, height, footprint) of this proposed building is out of keeping with the local street scene. It will look out of place in relation to the houses surrounding it and be to the detriment of this area not to its benefit. The proposed building would look as if it was squeezed into a space far too narrow for it.

The bedrooms in the drawings show a double bed and a single bed so presumably 3 people could be living here. And even a 4th person because the room on the third floor could also be a bedroom. The bathroom is accessible by all three rooms on the 2nd and 3rd floors. It is very likely there could be more than two cars. This street and the adjoining Green Park already suffer from nose to tail car parking. Cars are regularly parked on the kerb on both corners exiting Mortlock Avenue going into Green Park. This makes visibility extremely difficult, not only to exit our driveway into the road but also to safely turn into Green Park because of the poor visibility splay. Not only is it difficult to see other cars but also pedestrians, cyclists and parents pushing pushchairs or with young children on bikes. We are very close to the primary school in Nuffield Road and many parents with young children use Mortlock Avenue.

This plot of land has a history of inappropriate planning submissions, and this is no different. Previous applications (12/0095/OUT, 12/1530/OUT, 14/1334/FUL, 14/1972/FUL, 15/2078/FUL, 14/1972/FUL) have either been withdrawn or refused on the grounds that a detached, two story house is inappropriate for a number of reasons, and this series of failed applications has always been a classic example of 'Garden-grabbing', which is at odds with both the National Planning Policy Framework, and the Local Plan.

I do not believe the land suitable at all to development and believe this is simply over-development of land.

There are two trees at the back of the plot which have recently been granted a tree preservation order (TPO) due to their visual

impact on the area. The proposed design will severely impact this as it will prevent seeing them from Mortlock Avenue.

The cycling provision is woefully inadequate and heavily favours cars, which is not in accordance with the Local Plan. This development does nothing to promote sustainable travel, and the provided cycling provision falls way below the standard set out in the Car and Cycle Parking Standards and needs a complete rethink. The design shows cycle storage at the front side of the property. This is totally inadequate and not fit for purpose. It would not be possible to have easy access to two cycles, as one must be removed to gain access to the other. The store is, at the absolute maximum from the plans, 900mm wide whereas the "Cycle Parking Guide for New Residential Developments" document recommends a minimum of 1400mm wide for two cycles. Specifically the document states; "When provided within the footprint of the dwelling or as a freestanding shed, cycle parking should be accessed by means of a door (secured by mortice lock) at least 1000mm wide and be at least 2000mm deep." "The cycle parking should be secure, covered, preferably constructed from the same materials as the main structure..."

The high fence adjacent to the space closest to Green Park has a restricted view, as the fence there is 1.8m high with cycle storage behind for 14 Green Park. No visibility splay is shown on this side of the plans for this reason. This is mutually exclusive with the Highways comments for highway safety.

"Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that the 2m x 2m pedestrian visibility splays shown on drawing number EP764-18-02 Rev C shall be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway in perpetuity.

Reason: In the interests of highway safety. "This would indicate one of the spaces presents a risk to other road users and pedestrians.

Our extension is likely to block most of the light to the other window and the door on the ground floor of the S, E side elevation of the proposed design

The bin store is adjacent to aforementioned accessible part of our garden, which could lead to odour especially as the rear gardens are in full sun in the afternoons, and the proposed store appears to be open on the top and largest side. The bins must be manoeuvred through a 1m channel, narrower gate and small gaps between cars to reach the collection point, which is unnecessarily difficult in contravention of s5.6 Waste Management Design Guide 2012.

Comments on amended plans

Five of the seven respondents commented on the revised plans

The adjustment to the front porch roof does little to affect the overall size of the building.

The amended cycle parking is a great improvement, although this does move the single parking space closer to the high fence to the rear of No 14 Green Park. A car parked on the paving specified has very restricted sight lines to the road and pavement toward the junction with Green

Park. As such moving a car off the drive would require the front of the car to be on the pavement before the roadway and pavement becomes visible. Should a car be driven in front first, when reversing off the drive the driver would be totally blind to anyone on the pavement and or the roadway. This poses a danger to pedestrians and to others in the roadway.

There is already a concern from Highways over the visibility, the amended application makes this situation worse.

Moving onto the internal layouts. The amended floor plans slightly re-arrange the first floor layout, presumably to make the bedroom minimum sizes compliant to the local plan. In doing so the smaller bedroom now is at the absolute minimum size as stated in the local plan. However the tweaked layout no longer meets the minimums as laid out in Part M of the Building Regulation 2010 (as amended 2016).

Specifically the following sections breach the minimums;

Section 1B: Private entrances and spaces within the dwelling,
1.15

When adjusting the bedroom sizes the plans shows the doors have reduced from the minimum specified 750mm width to ~725mm width. The doors on the ground floor and top floor

remain complaint to the regulation. If these doors remain at the minimum to be compliant with Building Regulations then the smaller bedroom becomes too non-complaint to the local plan.

Section 2B: Private entrances and spaces within the dwelling, 2.25

To quote the regulation. To enable a wide range of people to access and use them, bedrooms should comply with all of the following.

- a. Every bedroom can provide a clear access route a minimum 750mm wide from the doorway to the window.
- b. At least one double bedroom (the principal bedroom) can provide a clear access zone a minimum 750mm wide to both sides and the foot of the bed. The principal bedroom is in breach of these rules. Diagram 24 is an easy reference to the minimum dimensions required.

It is evident that the proposed development is being adjusted and tweaked in an attempt to make it reach the absolute minimum sizes, as required by the Cambridge Local plan and Building Regulations, as yet unsuccessfully. It is hard to see how the development, within the confines of physical site, could be compliant to all requirements without compromising the residential amenity of the occupants.

It should be evident, from this application and the many previous submissions, that the plot is not suitable for a development of this size. Even though the proposal is striving to achieve the absolute minimum in terms of size and amenities for any potential occupant.

The new revision is greatly improved from the original application, however there remains two issues with the cycle parking: it appears to be only 1.8m in depth, which is a bit too small, and it is not apparent that there is a securely-lockable door protecting the spaces. Please see the cycle parking guide section 4.1.6 and Diagram 18 for the requirements.

8.0 ASSESSMENT

Principle of Development

- 8.1 The site is no longer garden land and as such as a piece of unused land within a primarily residential area, it's use for

residential development is supported in principle as being in accordance with Policies 3 and 52 of the Local Plan and was accepted in earlier applications.

Comparison to historic schemes

8.2 The two directly comparable schemes in terms of description that were refused permission, 14/1972/FUL and 15/2078/FUL were refused for the following identical reasons:

1. The proposal would not provide adequate access to rear amenity space, cycle and waste bin storage, contrary to policy 3/12 of the Cambridge Local Plan 2006.

2. Because of its proportions, roof form and fenestration, the proposed house would poorly integrate with the immediate locality, reading awkwardly in the street scene and responding in an insensitive manner to the key characteristics of its surroundings, contrary to policies 3/1, 3/4, and 3/12 of the Cambridge Local Plan (2006) and government advice on good design in the National Planning Policy Framework 2012.

8.3 The current proposal has been designed to be of similar height and appearance to the neighbouring dwelling No.2 and would be constructed of matching materials. The officer report on both the refused schemes identified that there were no issues of harm to amenity arising at any neighbouring dwelling. The officer report into 15/2078/FUL states “All other properties are located a sufficient distance away to dispel any potential detrimental impacts. One window is proposed as first floor level, as this is to a bathroom it will be obscurely glazed and no overlooking impacts are envisaged”. In the officer report into 14/1972/FUL the report says that “Although the landscape team feel amenity space is inadequate – I consider it acceptable”.

8.4 As such in terms of comparison the key consideration is whether the scheme is sufficiently altered to address the two reasons for refusal.

Context of site, design and external spaces

8.5 The application has been amended since its original submission.

- 8.6 The scheme before Committee has been designed to address the historic reasons that previous schemes had been refused.
- 8.7 Whilst the predominant form of residential development in the area is semi-detached dwellings, the design and context considerations are also about form, scale and materials. In this context it is considered that the height and appearance is in keeping with the properties in the vicinity of the site.
- 8.8 The dwelling is located in a position that respects the predominant building line within Mortlock Avenue and consequently it also respects the relationship with the properties in Green Park.
- 8.9 The property has front and rear amenity space and would be constructed from materials that would match surrounding properties which are predominantly red brick with concrete roof tiles.
- 8.10 As such in my opinion the proportions, roof form and fenestration, the proposed house would integrate satisfactorily with the immediate locality and the proposal is compliant with policies 50, 55, 56 and 57 of the Cambridge Local Plan (2018).

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.11 As noted above there were no concerns regarding residential amenity arising from the larger properties proposed in the 2014 and 2015 applications. In this instance the proposal contains one 1st floor side window which would serve the stairs and landing and is therefore not an habitable room window. The use of the staircase is not considered to give rise to loss of privacy or cause harm to the amenity of the occupiers of No.2 Mortlock Avenue. The north-west side elevation would be of a gable wall and although comments have been received about shadowing of the rear part of a garden there is considered to be nothing unusual in the relationship between this elevation and the properties in Green Park.
- 8.12 In terms of shadowing, loss of light and consideration of whether the scheme might appear overbearing, the design sets the south-east side elevation one metre from the shared

boundary with No.2 and the closest window in the ground floor is a window serving the utility room of No.2 which would not be unduly affected by the proposal when using the BRE 45⁰ test drawn from the centre of the window at No.2. As the window is not an habitable room window there is no issue of unacceptable reduction in light received by the window.

- 8.13 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 (2018) policies 50, 55, 56 and 57.

Size of external amenity space

- 8.14 As was noted in the earlier comments relating to the site history, the level of amenity space was not an issue in previous applications. The level of amenity space proposed in the 2014 and 2015 is directly comparable to the current scheme. The access to the amenity space would be from either the house or via the side path and the fact that the rear garden space is southerly facing indicate that the proposed development accords with Policy 50 of the local plan. In my opinion the proposal provides a good 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) Policy 50

Amenity for future occupiers of the site

- 8.15 The gross internal floor space measurements for the bedrooms meet the standards identified in the Policy 50 of the local plan. As such the proposed dwelling is considered to be capable of accommodating 3 residents.

Renewable energy and sustainability

- 8.16 In my opinion the applicants can suitably address the issue of sustainability and renewable energy through submitting details in accordance with a relevant condition prior to commencement of development. With such a condition the proposal is in accordance with Cambridge Local Plan (2018) policies and the Sustainable Design and Construction SPD 2007.

Disabled access

- 8.17 The proposal contains level and ramped access to the proposed property ensuring that reasonable provision has been made for disabled occupiers to be able to live within the proposed dwelling.
- 8.19 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 51 of the Local Plan.

Refuse Arrangements

- 8.20 Bin storage is provided within an identified location to the south-east of the rear garden. There is a 1m width access path from the back to the front of the house. As such there is considered to be adequate space to access the bin store area.
- 8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 36.

Highway Safety

- 8.22 No issues relating to Highways Safety have been raised by the Highways Authority in responding to this proposal. The Highways authority has requested that adequate safety splays are secured by condition. In suggesting this the Highways Authority considers that there is adequate space under the control of the applicant or within highways ownership/control to ensure that the safety splays can be secured. Having regard to cycle parking provision has been made within the front amenity space next to the single parking space to ensure that cycling is a genuine option for future residents.
- 8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2018) Policy 56 and Appendix L.

Car and Cycle Parking

- 8.24 The amended drawings show a single parking space which is considered to be sufficient.
- 8.25 The level of cycle parking provided meets the standard of 2 spaces for a 2-bedroom property as identified by Appendix L of the Local Plan.

8.26 In my opinion the proposal is compliant with Cambridge Local Plan (2018) Policy 56 and Appendix L

Third Party Representations

8.27 It is considered that the planning Issues raised in the third party representations relating to design, size of site to accommodate the proposal, loss of privacy, loss of light, lack of parking provision, over development harm to preserved tree and highway safety have been addressed in the assessment above, through the comments received from statutory consultees and through the imposition of relevant planning conditions.

9.0 RECOMMENDATION

APPROVE

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. Submission of Preliminary Contamination Assessment:

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

(a) Desk study to include:

-Detailed history of the site uses and surrounding area (including any use of radioactive materials)

-General environmental setting.

-Site investigation strategy based on the information identified in the desk study.

(b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 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 2018 Policy 33.

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the Local Planning Authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

a) Include details of the volumes and types of material proposed to be imported or reused on site

b) Include details of the proposed source(s) of the imported or reused material

c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.

d) Include the results of the chemical testing which must show the material is suitable for use on the development

e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 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 2018 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 2018 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 2018 policy 35)

11. The 2m x 2m pedestrian visibility splays shown on drawing number EP764-18-02 Rev D shall be provided prior to the first occupation of the new dwelling and maintained free from obstruction exceeding 0.6m above the level of the adopted public highway in perpetuity.
Reason: In the interests of highway safety.
12. The proposed off street car parking space shall be provided before the dwelling hereby permitted is first occupied and shall be maintained for the parking of a motor vehicle thereafter.
Reason: For the safe and effective operation of the highway
13. The development hereby permitted shall not commence 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 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;
- f) Site Investigation and test results to confirm infiltration rates;

g) 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;

h) Full details of the maintenance of the surface water drainage system;

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

j) 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

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development (Cambridge Local Plan 2018 Policies 31 and 32)

14. Details for the long-term maintenance arrangements for any parts of the surface water drainage system which will not be adopted (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.

15. No development above ground level, other than demolition, shall commence until details of facilities for the covered, secured, parking of bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before the dwelling is first occupied

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2018; Policy 82)

16. The bin store shall be provided in accordance with the approved details prior to first occupation of the development hereby permitted and shall be retained thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 35, 55, 56 and 57).

17. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018 Policies 55, 57, 59 and 71)

18. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

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

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2018 Policies 55, 57 and 59)

20. No development above ground level, other than demolition, shall commence until, a renewable energy statement, which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources, has been submitted to and approved in writing by the Local Planning Authority.

The statement shall include the following details:

- a) The total predicted energy requirements of the development, set out in Kg/CO₂/annum.
- b) A schedule of proposed on-site renewable energy technologies, their respective energy carbon reduction contributions, location, design and a maintenance programme.
- c) An assessment of any air quality, noise or odour impact and;
- d) Mitigation measures required to maintain amenity and prevent nuisance in accordance with the Council's Sustainable Construction And Design Supplementary Planning Document.

The approved renewable energy technologies set out in the Renewable Energy Statement shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with the approved maintenance programme unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution. (Cambridge Local Plan 2018 policies 28, 35 and 38).

21. 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)

22. 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))

23. Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the dwellinghouse(s) shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

24. Notwithstanding the provisions of Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

INFORMATIVE: The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>.

Hard copies can also be provided upon request

INFORMATIVE: Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer.

INFORMATIVE: Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

INFORMATIVE: Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

The building shall not be occupied until the area identified on the approved plans for car parking has been drained and surfaced in accordance with details submitted to and approved by the local planning authority in writing and that area shall not thereafter be used for any other purpose than the parking of vehicles.

Reason: To avoid obstruction of the surrounding streets and in the interests of highway safety and convenience. (Cambridge Local Plan 2006 policies 8/2 and 8/10)

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

INFORMATIVE: The parking space required under condition shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers-by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

INFORMATIVE: In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.

- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365/CIRIA 156.
- d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 annual probability critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

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