

Application Number	18/0090/FUL	Agenda Item	
Date Received	17th January 2018	Officer	Lewis Tomlinson
Target Date	14th March 2018		
Ward	Petersfield		
Site	63 New Street		
Proposal	Erection of a residential development containing ten flats comprising of three 2+bed units, six 1+bed units and one studio unit along with one car parking space and cycle parking following demolition of existing buildings on site.		
Applicant	c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> ○ The design and scale of the development would not have an adverse impact upon the surrounding area. ○ The proposed development would not have any adverse impact on the residential amenity of adjoining neighbours and would provide acceptable living conditions for the future occupiers. ○ The proposal would not increase parking pressures on nearby streets to an unacceptable degree.
RECOMMENDATION	APPROVAL

0.0 BACKGROUND

0.1 Members may recall that this planning application was presented to Planning Committee at the meeting on 3rd October 2018. Members resolution was 'minded-to refuse' against the officer recommendation of approval on grounds of lack of

external amenity space and car parking. Members voted to invoke the 'adjourned decision protocol'. On the 18th October, the Cambridge Local Plan 2018 was formally adopted. Following this, the applicant engaged with officers to address policies 50 (external amenity space) and 51 (accessible homes) of the Local Plan. As a lot of time has passed since the application was in front of members and it has undergone amendments, the application will be presented to members for a full re-assessment and not under the 'adjourned decision protocol'.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No.63 New Street is on the northern side of New Street and is a two storey dwelling with a separate two storey outbuilding with a courtyard to the rear. Immediately adjacent to the east is Mackay Metal Works. To the west and to the north are multiple blocks of flats/student accommodation. Opposite the site is a recently constructed contemporary Anglia Ruskin University building. The site is bound by built form apart from to the rear where there is a courtyard serving the blocks of flats/student accommodation. The site lies adjacent to the Central Conservation Area to the south.

2.0 THE PROPOSAL

- 2.1 The proposal is for the demolition of the existing buildings on the site and the erection of a building comprising of three 2 bed units, six 1 bed units and one studio flat. The proposal would provide one visitor/disabled parking space and 13 cycle parking spaces.
- 2.2 The application is accompanied by the following supporting information:
- Planning Statement
 - Drawings
 - Transport Statement
 - Acoustic Assessment
 - Sunlight and daylight assessment
 - Viability Assessment
- 2.3 Amended plans have been received which show the following revisions:
- Provision of winter gardens with openable windows

3.0 SITE HISTORY

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

5.1 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3, 28, 29, 30, 31, 32, 33, 35, 36, 45, 50, 51, 55, 56, 57, 61, 81, 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)

Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010)
	<u>Area Guidelines</u> Eastern Gate Development Framework SPD (2011)

6.0 CONSULTATIONS

Archaeology Officer

- 6.1 No objection subject to a Written scheme of investigation condition.

Cambridgeshire County Council (Highways Development Management)

- 6.2 The proposal seeks to justify a level of car parking provision within the site in line with Local Plan Parking Policy, which gives maximum levels of provision based upon size of dwelling unit and location. More recent guidance contained within the National Planning Policy Framework and the IHT guidance on best practice in car parking provision moves away from maximum levels of provision and advises that parking provision for new residential development is based upon levels of access to a private car for existing residential uses in the surrounding area. It is advised that the Planning Authority should assess the impact of the proposal in regard to the guidance provided within the National Planning Policy Framework in tandem with the Local Plan Parking Standards.

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, the proposal would be “dedicated parking provision-free” rather than “car-free”.

The development will therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.

Conservation Officer

- 6.3 It is considered that there are no material Conservation issues with this proposal.

Local Lead Flood Authority

- 6.4 Originally objected, following the submission of further information, no objection subject to a condition regarding surface water drainage scheme.

Environmental Health

- 6.5 Following the submission of additional information and revisions to the proposed plans (replacement of balconies with winter gardens) no objection subject to conditions regarding construction hours, collection during construction, construction noise, dust, contaminated land conditions, ventilation scheme, acoustic compliance and electric vehicle charging point.

Landscape Officer

- 6.6 No objection subject to a condition regarding hard landscaping.

Sustainability Officer

- 6.7 No objection subject to conditions regarding implementation of energy statement and water efficiency.

S106 Officer

- 6.8 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016,

which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account. The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

Urban Design Officer

- 6.9 After revisions to the scheme, no objection subject to conditions regarding materials, external features detailing, windows and doors and the retention and reuse of the date stone.

Waste Officer

- 6.10 This application is fine in terms of waste, however please make sure there is a drop kerb directly outside the bin store. There should be no keys or codes to the bin store unless its a standard FB2 lock.
- 6.11 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:

- 27 Ainsworth Street (on behalf of Petersfield Community Trust)
- 121 York Street

- 7.2 The representations can be summarised as follows:

- Lack of car parking
- Single aspect rooms
- The size of the flats are small
- Overdevelopment
- The size of the building would create an 'urban canyon' within New Street.
- Should be 3 storey not 4 storey.

7.3 A further representation in support has also been received from 65 Circus Drive:

- Increase the supply of flats in the Petersfield Area
- Improve New Street

7.4 A further representation was also been received from Camcycle:

- Originally objected but following revision to the plans, Camcycle withdrew their objection as the revised plans complied with the Cycle Parking Guide for New Residential Developments.

7.5 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. Drainage
8. Affordable Housing
9. Third party representations

Principle of Development

8.2 The demolition of the existing building would be permitted development under Class B, Part 11, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), subject to prior approval from the local planning authority as to the method of demolition and any proposed restoration of the site. Thus, the principle of demolition cannot be resisted and therefore is acceptable in principle.

- 8.3 Policy 3 of the Cambridge Local Plan (2018) supports residential development on windfall sites, subject to the existing land use and compatibility with adjoining uses. The site is situated within an established residential area, and therefore I consider that additional dwelling units on this site could be supported. The principle of development is therefore acceptable subject to the material planning considerations discussed below.

Context of site, design and external spaces

- 8.4 The site currently consists of a two storey dwelling with a two storey outbuilding and a courtyard to the rear. The area is characterised by high density development with Mackays Metal Works and a car park to the west and is highlighted as a potential development site in the near future as outlined in the Eastern Gate Development Framework SPD. While the site itself is not included as a potential development site within the SPD, Figure 39 within the SPD states that the massing of development along New Street should be 3 – 4 storeys in height.
- 8.5 The proposed building would have a height of 4 storeys which would comply with the Eastern Gate Development Framework SPD. The fourth storey would be set back with a saw tooth design, and be of a darker material which would break up the front elevation. Further recessed elements within the front elevation would also help break up the massing of the building. The proposal would be of a contemporary design and would be in-keeping with the contemporary character of the Anglia Ruskin University building opposite the site.
- 8.6 The proposed use of brick, aluminum and zinc cladding for the roof are supported and considered appropriate for the area and the site. The Urban Design and Conservation Team were consulted as part of the application and have raised no objection subject to the inclusion of conditions. In regards to the date stone, this is best dealt with via an informative. These conditions are considered necessary to ensure the proposed building is finished to a high standard that is compatible with its surroundings. The Landscape Officer has requested the inclusion of a hard landscaping condition which is also considered necessary.

- 8.7 The proposed site would be a car free development, however given its direct links to East Road and close proximity to the city centre, there is a presumption in favour of walking, cycling and public transport. Secure cycle parking is integrated into the front of the building. This is assessed further in the following sections in the report.
- 8.8 In my opinion the proposal is compliant with policies 55, 56, 57 of the Cambridge Local Plan (2018).

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.9 As there is ample distance between the elevations of the blocks of flats/student accommodation to the rear and the building itself is separated by a large communal courtyard, the proposal would not overlook, overshadow or result in an overbearing impact upon the neighbouring properties in my opinion.

○ *Wider area*

- 8.10 The Environmental Health Team has recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. I accept this advice and have recommended the conditions accordingly. I have considered the impact of additional demand for car parking spaces on residential amenity in the 'car parking' section below.
- 8.11 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 57 and 35.

Amenity for future occupiers of the site

- 8.12 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units comply with the standards and half of the units exceed them. In this regard, the units would provide a high quality internal living environment for the future occupants in my opinion. The floor space of the proposed units is presented in the table below against the requirements of policy 50.

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (ml)	Proposed size of unit (ml)	Difference in size
1	1	2	1	50	50	0
2	1	1	1	37	38	+1
3	1	2	1	50	50	0
4	2	3	1	61	61	0
5	1	1	1	37	50	+13
6	1	2	1	50	50	0
7	2	3	1	61	61	0
8	1	1	1	37	50	+13
9	2	3	1	61	77	+16
10	1	1	1	37	50	+13

8.13 The proposed units would have single aspect facing rooms. The proposed development is an infill and therefore is constrained by neighbouring buildings. That being said, all the units meet, and the majority even exceed, the required internal space standards set out in Policy 50 of the Cambridge Local Plan (2018). A daylight assessment has also been submitted with the application which demonstrates that all the units would meet the recommended levels of internal daylight required.

8.14 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. The applicant has amended the scheme to ensure all units have direct access to a private amenity area. Units 1 & 2 have private courtyards, units 3, 6 & 10 have private balcony and units 4, 5, 7, 8 & 10 have private winter gardens.

8.15 Previously the proposal included balconies for all units. The Environmental Health Team objected to the application due to potential noise impact upon the units facing New Street from the adjacent Mackays Metal Works. In response to this, the balconies were removed and fixed shut windows were introduced. However, at committee members were minded to refuse the application as 8 of the units had no access to private external amenity space. The scheme has since been amended further so that the units facing onto New Street now have winter gardens instead of balconies in order to address the Environmental Health concerns.

- 8.16 There is an existing residential property on the site which has a poor relationship with the adjacent Mackays Metal Works. There are no specific noise insulation measures present within the existing building and the current occupiers are subject to what I consider to be an unreasonable level of noise at present. It is also to be noted the currently operating hours of Mackays Metal Works are quite reasonable, but the site could be used to its full potential in the future or another heavy industrial company may purchase the site. There would be a gap between the proposed building and the building that houses Mackays Metal Works. The proposal would also include the necessary insulation alongside MVHR to ensure the future occupants experience an acceptable level of noise and vibration. This, in my opinion, would be an improvement in comparison to the existing residential property on the site in terms of noise.
- 8.17 It is to be noted that 7 of the units are 1 bed flats. These 1bed units are likely to be occupied by individuals or couples and not family units. 3 of the units are 2 bed flats. As previously stated, all the units have direct access to a private amenity space. It is to be noted that St Matthew's Piece is within 2 minutes walking distance from the site and provides play area/equipment for younger and older children as well as a substantial open green space.
- 8.18 In my opinion the proposal provides an high quality living environment for the future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan 2018 policies 50 and 57.

Accessible homes

- 8.19 Policy 51 of the Cambridge Local Plan states in order to create accessible homes: all housing development should be of a size, configuration and internal layout to enable Building Regulations M4 (2) 'accessible and adaptable dwellings' to be met. One of the key elements of Building Regulations M4 (2) is that all units must have level access. If there are units on the first floor or above, a lift must be provided within the development to ensure level access is provided to those units on the first floor or above.

- 8.20 Planning Practice Guidance (Paragraph: 008 Reference ID: 56-008-20160519) outlines that where a local planning authority adopts a policy to provide enhanced accessibility or adaptability they should do so only by reference to Requirement M4(2) and/or M4(3) of the optional requirements in the Building Regulations and should not impose any additional information requirements (for instance provision of furnished layouts) or seek to determine compliance with these requirements, which is the role of the Building Control Body. Moreover, it is also stated that Local Plan policies should also take into account site specific factors such as vulnerability to flooding, site topography, and other circumstances which may make a specific site less suitable for M4(2) and M4(3) compliant dwellings, particularly where step free access cannot be achieved or is not viable. Where step-free access is not viable, neither of the Optional Requirements in Part M should be applied.
- 8.21 The applicant has stated that it would be unviable to fully comply with the requirements of Building Regulations M4(2). The installation of a lift would result in a loss of floor space within the development, and ultimately resulting in a reduction of 10 units to 7 units. As the development would occupy the majority of the site, and taking into account the Eastern Gate SPD in regards to the height limit for the site, Officers accept that the direct implication of a lift provision within the scheme would result in the loss of units when compared to the current proposal.
- 8.22 The applicant has submitted a viability assessment in an attempt to demonstrate that a 7 unit scheme with the provision of a lift would not be viable due to the overall value of the finished scheme and the costs of development. The Council appointed an Independent Consultant to review the submitted viability assessment. An update will be provided on the amendment sheet.

Refuse Arrangements

- 8.23 The bins would be located in an integrated store within the building that would be accessed from the front of the site. In my opinion the proposal is compliant with policy 57 of the Cambridge Local Plan (2018).

Highway Safety

- 8.24 The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety but has raised the issue that the proposal could impose additional parking demands upon the on-street parking on the surrounding streets, this is addressed in the below section regarding car parking.
- 8.25 In my opinion the proposal is compliant with policy 82 of the Cambridge Local Plan (2018).

Car and Cycle Parking

- 8.26 The proposal would provide one visitor/disabled car parking space. The Council has maximum parking standards outlined in policy 82 & Appendix L of the Cambridge Local Plan (2018). Cambridge City Council promotes lower levels of private parking particularly where good transport accessibility exists. This site is located in a very sustainable location just off East Road and is very accessible. East Road has many shops and services, and the city centre is within walking/cycling distance. The proposal would also provide 13 cycle spaces. The cycle parking would be located within an integrated store within the building that would be accessed from the front of the site. This level of cycle parking would comply with policy 82 & Appendix L and the Cycle Parking Guide for New Residential Developments.
- 8.27 The parking situation surrounding the site is unusual as the site itself falls outside of the controlled parking zone. However, there are double yellow lines immediately outside the site and parking restrictions within the nearby streets. These parking restrictions are either in the form of parking meters or a resident permit holder scheme. The adjacent street, Occupation Road is however unrestricted. The findings of the 'Cambridge On-Street Residential Parking Study' (November 2016) in regards to the parking pressure within Occupation Road is displayed in the table below:

Occupation Road Parking Pressure %		
05:30	10:00-12:00	14:00-16:00
38%	104%	94%

8.28 The data clearly shows that the parking pressures are within the day hours and not overnight. This shows that Occupation Road does not suffer from overnight parking stress but suffers from commuter parking stress during the day.

8.29 During the debate at the 3rd October Planning Committee meeting, Members referred to a then recent appeal decision (APP/Q0505/W/18/3197140) at 101 Cavendish Road, Cambridge CB1 3AE under the planning application reference 17/1621/FUL. The application was originally recommended for approval by officers but was refused at planning committee for the following reasons:

1. The proposed development, which has a greater footprint and mass than the approved scheme and which sub-divides the site into three separate residential curtilages, would have a harmful impact on the character of the area, which forms part of the Mill Road Conservation Area, represent an overdevelopment of the site and result in a poor standard of residential amenity for future occupiers contrary to Cambridge Local Plan (2006) policies 3/4, 3/10 and 4/11.

8.30 The appeal Inspector considered that parking pressure was a key issue for her to consider in addition to the Council's reasons for refusal.

At paragraph 23 of the appeal decision, the Inspector stated:

'At my visit, mid-morning, there were few kerbside parking bays available along Cavendish Road and I would expect demand to be heavier at evenings and weekends. The appellant argues that the development would be promoted as a car free scheme. However, there is nothing before me to indicate how this could or would be enforced and I give this argument limited weight. Notwithstanding the aspiration for a car free development it is likely that three two bedroomed dwellings would result in some increase in demand for on-street parking and therefore have an adverse effect on parking stress. This would be contrary to LP Policy 3/10 with regard to the provision of parking spaces.'

8.31 Cavendish Road and the surrounding streets on this side of Mill Road do not fall within the controlled parking zone and there are no parking restrictions. However, there are controlled parking

zone measures along the section of Mill Road across the railway line and towards the city centre. In my view, the Inspector made a reasonable assumption based upon her mid-morning site visit but a mid-morning site visit would most likely reflect commuter stress due to the location of the site close to the city yet just outside the CPZ. In my view this is unlikely to be indicative of evening/weekend or other overnight car parking stress. As the Council had not raised parking stress as a concern, no information was submitted by the Council to the Inspector in its defence of the appeal. It is unknown, therefore, how familiar the Inspector would have been with the particular patterns of parking stress within Cambridge. It is also the case that the Inspector came to her conclusions in the absence of any detailed policy addressing parking stress and neither did she make reference to any other evidence such as the 'Cambridge On-Street Residential Parking Study' (November 2016) or any other parking survey in coming to her decision.

8.32 I also consider that the appeal scheme and the current proposal in New Street are not directly comparable since they are in very different locations with different parking restrictions in place

8.33 As outlined above, the vast majority of streets around the site are controlled by on street parking restrictions and Occupation Road, where some overnight parking may occur, does not suffer from overnight parking stress but commuter daytime parking. Therefore, it is my view that the proposal would not increase parking pressures on nearby streets to an unacceptable degree and would not therefore be detrimental to the amenity of nearby residents. The proposal would be in accordance with Cambridge Local Plan 2018 policies 35 & 82.

Drainage

8.34 The Drainage Officer was consulted as part of the application and following the submission of additional information has raised no objection subject to the imposition of a surface water condition.

Affordable Housing

8.35 The proposed development is for a scheme of 10 units. As there is currently 1 dwelling on the site, the proposal would result in a net increase of 9 dwellings. Policy 45 of the

Cambridge Local Plan (2018) states that affordable housing provision should be calculated on the basis that the thresholds are to be considered against the net increase in the number of units on the site. As the proposed net increase of units on the site would be below the threshold, there is no policy basis to require affordable housing provision as part of this application.

- 8.36 In my opinion the proposal is compliant with policy 45 of the Cambridge Local Plan (2018).

Third Party Representations

- 8.37 I have dealt with the third party representations in the preceding paragraphs.

9.0 CONCLUSION

- 9.1 In conclusion the proposal would have an acceptable impact on the amenity of the occupiers of adjoining properties and future occupants having regard to the proposed unit sizes, the existing noise situation for the existing dwelling in comparison to improvement situation for the proposed units, and the close proximity to St Matthews Piece. The proposal would also have no detrimental impact on the visual quality of the streetscene.

10.0 RECOMMENDATION

APPROVE subject to conditions

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

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

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

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

3. Submission of Preliminary Contamination Assessment:

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

(a) Desk study to include:

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

- General environmental setting.

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

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

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 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 development hereby permitted shall be commenced until surface water drainage works have been submitted to and approved in writing by the local planning authority. Before these details are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:
- a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
 - b. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To minimise flood risk (National Planning Policy Framework (2019) and Cambridge Local Plan 2018 policy 31)

10. The approved renewable energy technology 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 a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved 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 policy 29)

11. Prior to the occupation of the first dwelling, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 policy 28)

12. No development shall take place until full details of hard 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; pedestrian access and circulation areas; and hard surfacing materials.

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

13. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55 and 57)

14. No development shall take place until full details of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing are to be submitted to and approved in writing by the LPA. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55 and 57)

15. No development shall take place until full details of all windows and doors, as identified on the approved drawings, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the LPA. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55 and 57)

16. The winter gardens on flats 4, 5, 7, 8 and 9 shall be retained as winter gardens and shall not be infilled.

Reason: To protect the external amenity area of the units (policy 50 of the Cambridge Local Plan)

17. No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To secure the preservation of the archaeological interest of the area either by record or in situ as appropriate. (Cambridge Local Plan 2018 policy 61)

18. 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)

19. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 35)

20. Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. Development shall be carried out in accordance with the approved details.

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

Reason: To protect the amenity of nearby properties
(Cambridge Local Plan 2018 policy 35)

21. 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)

22. Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms on the New Street facade in order to protect future occupiers from external noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall achieve at least 2 air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system.

The scheme shall be installed before the use hereby permitted is commenced and shall be fully retained thereafter.

Reason: To protect the amenity of the future occupiers (Cambridge Local Plan 2018 policy 35)

23. The noise insulation scheme and mitigation requirements as stated within the Cass Allen acoustic assessment dated 09 January 2019(Revision 3, ref: RP01-17702) shall be fully implemented prior to first occupation of the development and should be maintained and not altered in perpetuity.

Reason: To protect the amenity of the future occupiers (Cambridge Local Plan 2018 policy 35)

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 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: 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.

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.

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)

INFORMATIVE: The Council's document 'Developers Guide to Contaminated Land in Cambridge' provides further details on the responsibilities of the developers and the information required to assess potentially contaminated sites. It can be found at the City Council's website on <https://www.cambridge.gov.uk/land-pollution>
Hard copies can also be provided upon request.

INFORMATIVE: In the interest of the preservation of the date stone, the applicant should carefully remove the The date stone, "Rodney Stores 1903", associated with Rodney Brewery (the former brewery tap Brewery: E Lacon & Co Ltd & Frederick J Swan - Rodney Brewery, Cambridge), store in a safe & secure manner in a place to be agreed with the LPA. Thereafter the development shall incorporate the date stone into the New Street elevation as part of the new building