

Application Number	20/02791/FUL	Agenda Item	
Date Received	22nd June 2020	Officer	Rebecca Claydon
Target Date	17th August 2020		
Ward	East Chesterton		
Site	196 Green End Road		
Proposal	Demolition of no. 196 and No. 198 Green End Road and construction of 7no. Apartments (5no. 2bed, 1 3bed and 1no 1bed) and commercial space.		
Applicant	Other 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 design and scale of the development is of high quality and would enhance the character and appearance of the surrounding area. • The proposed development would not have any adverse impact to the residential amenity of adjoining neighbours and would provide acceptable living conditions for the future occupiers • The proposal would provide residential development on a brownfield site and is located in a sustainable location
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site comprises of 196 and 198 Green End Road and associated land, located in the ward of East Chesterton. The site sits on the corner of Green End Road which intersects with Scotland Road to the west. Although the surrounding area

is primarily residential in character, it is located adjacent to an off-licence to the immediate north east of the site and is opposite Chesterton Methodist Church.

- 1.2 Green End Road has limited parking, with with-flow cycle lanes on both sides of the road. The site falls within a Neighbourhood Centre. There are no other relevant site constraints.

2.0 THE PROPOSAL

- 2.1 The application seeks approval for the demolition of 196 and 198 Green End Road. It proposes the construction of 7no. apartments (5 two-bed flats, 1 three-bed flat and 1 one-bed flat) and ground floor commercial space which would comprise of 111 square metres of floor space. The proposal would have integrated cycle and bin storage. All plots would have a private external amenity space in the form of balconies, as well as access to a shared roof terrace (72 sqm) located on the second floor.
- 2.2 The scheme has been amended in order to address concerns raised following consultation. The application is accompanied by supporting information, including visualisations of the scheme from surrounding vantage points.

3.0 SITE HISTORY

Reference	Description	Outcome
08/0802/FUL	Change of use from one dwelling house to two flats including existing external staircase.	Permitted
15/0395/FUL	Proposed demolition of 2x flats and development of site to form 1x Cycle shop and 2x 2 bed apartments, 3x 1 bed apartments and 1x studio	Withdrawn
19/1516/FUL	Demolition of no. 196 and No. 198 Green End Road and construction of 7no. Apartments (4No. 1 Bedroom and 3No. 2 Bedroom) and commercial space.	Withdrawn

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 29 31 32 34 35 36 42 45 50 51 55 56 57 59 64 65 69 70 71 72 80 81 82

5.3 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 from 3 March 2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local
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	Government March 2015 (material consideration)
Supplementary Planning Documents	Cambridgeshire and Peterborough Flood and Water Sustainable Design and Construction SPD (2020)
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Arboricultural Strategy (2004)</p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cambridgeshire Green Infrastructure Strategy (2011)</p> <p>Cycle Parking Guide for New Residential</p>

	Developments (2010)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 Original comments: No objection, conditions recommended.
- 6.2 Amendment comments: No objection, conditions recommended.

Environmental Health

- 6.3 Original comments: The development is acceptable subject to the imposition of condition(s)/informative(s), including:
- Hours of opening
 - Collections and deliveries
 - Dust
- 6.4 Amendment comments: The development proposed is acceptable; previous comments remain relevant.

Urban Design and Conservation Team

- 6.5 Original comments: **Objection:** Proposed scheme is not supported in Urban Design terms because it does not satisfactorily fulfil Cambridge Local Plan (2018) Policy 50: Residential space standards and Policy 57: Designing New Buildings. A number of changes needed to the layout to ensure that functional design aspects concerning refuse storage, cycle parking and car parking are well resolved.
- 6.6 Amendment comments: **No Objection:** The applicant has addressed many of the issues raised previously, improving the functional design, cycle storage and commercial space. Further detail is needed on the building material and appearance to ensure a contemporary and quality finish; can be dealt with via condition in event of approval. Taking the above into account, the proposed scheme is supported in Urban Design terms.

Landscape

- 6.7 Original comments: **No Objection:** Marked improvement for residents and retail visitors/workers compared to previous application.
- Cycle store – suitable in size but not conveniently located
 - Not clear how access to the bin store will function
 - White space between two trees – clarification needed
 - Adequate amenity areas for number of occupants
 - Reversing distance for the two disabled bays is slightly below 6m but due to increased width of the bay can be considered compliant for reversing manoeuvres as demonstrated by the manoeuvring diagrams shown on the site plan drawing
 - Ground floor unit amenity area acceptable
 - Tree planting is welcome, although space provided for them is very meagre. At least one of these trees should be a large canopy tree.
- 6.8 Amendment comments: none received.

Sustainable Drainage Engineer

- 6.9 Original comments: **No Objection.** The development proposed is acceptable subject to the imposition of conditions. Proposals have not indicated a surface water drainage strategy however, as this is a minor development and there are no surface water flood risk issues, it would be acceptable to obtain this information by way of a condition.

Waste

- 6.10 Original comments: None received.

Amendment comments: Seeks clarification regarding how the bins will get to the pavement for collection and the distance from the bin store to the pavement.

Access Officer

- 6.11 The Blue Badge space needs to be marked out to the correct dimensions.

6.12 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:

Original:

- 19 Water Street (objection)
- 189 Green End Road (objection)
- 197 Green End Road (objection)
- 10 Tenison Road (objection)
- 204 Green End Road (objection)
- 206A Green End Road (objection)
- 22 Camside / Camcycle (objection)

Amendments:

- 10 Tenison Road
- 189 Green End Road (objection)

7.2 The representations can be summarised as follows:

- Increase in traffic and car parking pressure resulting from proposals, adding to existing car parking issues, as well as safety concerns as it is a heavily used junction, including for cyclists.
- The access to bus stop could be more difficult to use as a result of the proposal.
- There is no indication of staff car parking; not enough car parking for the occupants.
- The existing front garden of no. 196 is often used for car, van and lorry parking – loss of this space would encourage pavement-straddling parking
- Proposed parking spaces would in reality only accommodate 4 cars
- Clarification as to how retail car parking arrangement would work
- Existing traffic calming measures do not work in area – greater amount of activity should not be encouraged

- The proposal is not sympathetic to character of Green End Road; unacceptable height, scale and massing.
- The proposal exceeds neighbouring building lines and is partly against the pavement line. Concerns that this would result in the proposal being overbearing.
- There are no other apartments in area; they are mostly terraced houses.
- Unsympathetic materials; revisions continue to have out-of-character dark brickwork.
- The development is cramming maximum into minimum.
- Surface rainwater will run into existing drains and river causing flooding.
- Fire escape routes for Plots 2, 4 and 6 are too close to the kitchen.
- Concern about type of commercial use for the commercial unit; potential increase in anti-social behaviour.
- Proposals are contrary to Strategic Objectives in Cambridge Local Plan (2018) – biodiversity and climate change.
- Loss of trees and impact to biodiversity; the proposal would be unsustainable.
- Clarification of sizes of bins.
- Existing litter problem from neighbouring shop.
- Concerns regarding impact of the balconies on neighbour amenity (overlooking and noise); concern regarding noise pollution resulting from roof-top space; additional noise pollution generated by the intensification of the site.
- Concern regarding amenity space in terms of air quality.
- Various queries regarding the DAS.
- Concern regarding the similarity of new application to previous application.
- Ground floor plan does not show type of bike rack to be installed and stands shown are 600mm apart which is too close and against policy. Sheffield stands should have distance of 1000mm.
- Recommend provision of internal spaces for larger cargo and adapted cycles to better facilitate residents without access to cars.
- Building would interrupt wind flow.
- Urban Design comments only address NW building line; clarification over purpose of Urban Design report.

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 the main issues are as follows:

1. Principle of development
2. Context of site, design and external spaces
3. Carbon reduction and sustainable design
4. Water management and flood risk
5. Inclusive access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations

Principle of Development

Policy 3 supports residential development on windfall sites, subject to existing land use and compatibility with adjoining uses. The site is located in a primarily residential area and is adjacent to a commercial unit. Therefore, it is considered that, subject to a suitable design coming forward, additional residential units on this site can be supported in principle. There are two existing detached dwellings on site which are both currently vacant. As the proposal is for a regeneration of the site for a greater number of residential units there is no conflict with policy 3.

8.2 Policy 72 aims to promote and retain an appropriate mix and balance of uses for the day-to-day needs of local people. The application site is within a defined neighbourhood centre and proposes commercial shop usage on ground floor level. Policy 72 sets out acceptable ground floor level uses for development within designated Neighbourhood Centres, which includes shops (A1 use). Therefore, the principle of A1 (now class E) use at ground floor level is considered to be acceptable.

8.3 Whilst third-party concerns have been raised about the specific type of commercial use, this is not known at this stage and it is not considered reasonable to implement a condition restricting

any changes allowed under Permitted Development Rights. The residential unit of Plot 1 is located on ground floor level; however, whilst Policy 72 states that C3 residential units would not be acceptable at ground floor level in neighbourhood centres, Plot 1 is set back considerably from the pavement edge with car parking located in front in the approximate location of the existing residential unit. Therefore, the location of Plot 1 on ground floor level is considered to be acceptable.

- 8.4 The principle of the development is acceptable and in accordance with policies 3 and 72 of the Cambridge Local Plan (2018).

Context of site, design and external spaces

Response to context

- 8.5 The proposal would sit on the corner of a primarily residential area and in a prominent position. It would have a curved and staggered form, extending out close to the corner of the bend in the road, with a series of balconies and a recessed upper floor. Its rendered main form and set back flat roof upper storey would appear in contrast to neighbouring buildings. The surrounding residential dwellings generally are two stories in height, of a semi-detached or detached nature with pitched roof forms.
- 8.6 The proposal would not exceed the height of the neighbouring properties, with the exception of the lift shaft element which would be higher than the neighbouring shop unit by approximately 1.04m. As this element would be 2.5m in width when viewing the proposal from the north-west, it is not considered that this element would have a significant impact to the surrounding area. The stepping back of the upper floor level would also further limit any impact of the proposed building upon the character of the area. The massing of the proposed development is broken up by the stepping of the heights of the development and the projecting elements of the balconies. Urban Design Officers are satisfied with the height of the proposed building. Given this and due to the fact that the height of the proposed building generally does not exceed the height of the surrounding dwellings, it is considered that the proposal in terms of height and massing is acceptable.

- 8.7 Policies 55 and 57 also require that proposals be in keeping with the surrounding area in terms of materiality. The application proposes the use of primarily white rendering, with dark grey brickwork at ground floor level and feature balconies consisting of Hardie Plank cladding. Whilst third parties have raised concerns regarding the proposed materials, Urban Design Officers are satisfied that the proposed colour palette is acceptable. This is further supported by the fact that the surrounding properties are not consistent in terms of rendering and materiality. Urban Design officers have recommended conditions regarding further details on the materials of the proposed building and appearance to ensure a contemporary and quality finish. This is considered to be a reasonable condition to add, in order to ensure that the proposal offers a high-quality design.
- 8.8 It is acknowledged that the building line is forward of numbers 200 and 202 Green End Road on the south west elevation, in order to accommodate the commercial unit. However, consideration has been given to the existing building lines of the surrounding properties as the proposal then steps back on the two-storey element to the south west which does meet the building line of nos. 200 and 202. Furthermore, the building line to the north west of the site is consistent with the adjacent shop which Officers consider to be acceptable in design terms.
- 8.9 During the course of the application revised drawings were submitted which implemented a white render on the upper storey, a feature roof overhang and a raise in the height of the parapet wall. It is considered that these amendments have reduced the impact of the second floor to the surrounding area, reducing any overbearing impact and therefore successfully integrating the proposal into the surrounding area.
- 8.10 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 60.

Carbon reduction and sustainable design

- 8.11 Limited information has been provided by the applicant regarding carbon reduction and sustainable design; conditions are recommended to secure carbon reduction and water conservation measures in accordance with Cambridge Local Plan 2018 policies 27, 28 and 30 and the Greater Cambridge

Integrated water management and flood risk

- 8.12 The site is located within Flood Zone 1 and is at low risk of surface water flooding. The existing site is covered by buildings and areas of hardstanding and the proposals would include the installation of a green roof which would increase the permeable area. Officers are therefore satisfied that an acceptable surface water drainage scheme could be secured through conditions which could better the drainage on site, ensuring compliance with Policies 31 and 32 of the Cambridge Local Plan 2018.

Inclusive access

- 8.13 The Design and Access Statement states that the proposed development complies with Building Regulation M4(2) to provide accessible and adaptable dwellings. Notwithstanding this, a condition has been recommended to secure this requirement and to ensure compliance with Policy 51. A lift is provided internally in order to provide accessibility to the upper levels of the residential units.
- 8.14 The proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.15 The surrounding properties are a mix of commercial and residential units.

200 Green End Road

- 8.16 To the south east of the site is 200 Green End Road, which would be the property most affected by the proposal. The building line of the proposal would be set back from the common boundary with no. 200 by approximately 1.05m and the existing side elevation of no. 200 is set back approximately 3.16m from the common boundary. 198 Green End Road as existing meets the common boundary with No. 200 and given

this, and the fact that the proposal would not exceed the height of No. 200, it is not considered that there would be a significant overbearing impact to the occupiers of No. 200 as a result of the proposal. In addition, the shadow studies on page 8 of the Design and Access Statement show that there would be limited overshadowing to No. 200 as a result of the proposal.

- 8.17 There are no windows proposed on the south east elevation, with the exception of one window serving the kitchen/living space of Plot 6, which would be considerably set back from the common boundary. The proposed rear fenestration has been angled so that it would not directly overlook the rear garden of no. 200. The proposed shared roof terrace would be on the south east of the second floor, however to prevent overlooking, the parapet wall is proposed to be 1.1m high with an additional 0.7m strip of obscure glazing, giving a total height of 1.8m. A condition is recommended to ensure that the glazing would be obscure glazed. Therefore, it is not considered that there would be any overlooking impact to the occupiers of no. 200.
- 8.18 The presence of the shared roof terrace and the increased comings and goings resulting from the intensification of the site may lead to an increase in noise impact to no. 200, as well as other surrounding residential units. However, the site is located on a busy corner and the hard-standing belonging to 196 Green End Road is often use for car parking and other associated activities. In addition, the part of the site closest to No. 200 would be residential units, and the 1.8m combined height of the parapet wall and obscure glazing of the shared roof terrace would help to contain noise emanating from the use of the terrace.
- 8.19 The Environmental Health team have recommended various construction conditions, as well as a condition controlling the hours of use of the commercial premises, in order to protect neighbouring amenity. These are considered to be reasonable and have been attached as recommended conditions.
- 8.20 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

8.21 Concern was initially raised by Officers regarding the small size of the proposed amenity space for future occupants as well as a potential lack of acceptable daylight to the occupiers of Plot 1 and its associated amenity space. The applicants provided a further Daylight and Sunlight Assessment and amended the scheme to provide a shared roof terrace which has overcome the concerns relating to amenity space.

8.22 Whilst third-parties have raised concerns regarding the air quality of the amenity spaces, consultees have raised no issues in this respect and therefore Officers are satisfied that the balconies represent a good quality of amenity space for the future occupants.

8.23 Policy 50 of the Cambridge Local Plan 2018 sets out internal residential space standards. All of the proposed units comply, and exceed in the case of Plots 2, 6 and 7, with the standards. As a result, it is considered that the units would provide a high-quality living environment for the future occupants. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (ml)	Proposed size of unit	Difference in size
1	2	3	1	61	61	0
2	3	4	1	74	77.5	+3.5
3	1	1	1	39	39	0
4	2	3	1	61	61	0
5	2	3	1	61	61	0
6	2	3	1	61	64	+3
7	2	4	1	70	74	+4

Size of external amenity space: The shared roof terrace for all plots would be 72 square metres.

8.24 In the opinion of officers, the proposal provides a high-quality and accessible living environment and an appropriate standard of residential amenity for future occupiers, and in this respect it is compliant with Cambridge Local Plan (2018) policies 50 and 51.

Refuse Arrangements

- 8.25 The proposal includes segregated waste storage for the commercial unit and the residential units. The Waste Project Officer has raised concerns regarding kerb side distance. Third parties have raised concerns regarding waste, citing an existing litter problem at the adjacent shop. Whilst there may be existing waste issues, the application site is a separate entity and Officer's consider that the waste arrangement is acceptable. In order to overcome concerns raised by the Waste Project Officer, a condition has been recommended requiring further details regarding waste collection arrangements.
- 8.26 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.27 Concerns have been raised that the development, as a result of its corner location and increased intensification, particularly given the presence of the proposed commercial space, would increase the amount of cars to and from the site, thus impacting upon highway safety. The Highways Officer has raised no objection to the proposals and has recommended a condition requiring that the two pedestrian visibility splays remain unobstructed for the lifetime of the development, as well as other conditions to ensure highway safety, which are considered to be reasonable.
- 8.28 There is a bus stop located opposite the site and concern has been raised that the proposal would impact the use of the bus stop. However, given its location opposite the site, officers are satisfied that there would be no impact to the use of the bus stop resulting from the proposal.
- 8.29 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.30 The site does not fall within the Controlled Parking Zone. The development would provide two car parking spaces for the shop and two spaces for residents at the south west corner of the site, as well as one disabled car parking space allocated to the shop and one disabled car parking space for residents to the

north east of the site, which are of adequate dimensions. Given that the Council operates minimum car parking standards, the level of car parking provision is considered to be acceptable.

8.31 14 cycle parking spaces have been provided for residents within a secure ground floor bike storage area, including 1 space for cargo bike storage. There are an additional 4 cycle spaces for visitor parking. A fold down bike maintenance work top has also been proposed within the storage area. There is both stair and lift access to Plots 2-7 from ground floor level so residents can access the bike storage area without having to leave the building (with the exception of Plot 1). Whilst there is a slight under provision of cycle storage, officers are confident that, given the proposed height of the ground floor level, that a satisfactory amount of cycle parking can be provided within the space. A condition is recommended to ensure the appropriate level of provision, securing compliance with Policy 82 and Appendix L (car and cycle parking requirements).

Third Party Representations

8.32 There have been concerns raised that the proposal leaves little pavement for pedestrian access on the corner of Green End Road. There is an existing footpath located outside of the red line which can be seen on the Location Plan. At its narrowest point this measures approximately 1.8m in width. This is considered to be adequate and Officers have no concern about the width of pedestrian access on the corner of Green End Road.

8.33 Third party representations raised questions regarding Drainage. As stated above, the Council's Sustainable Drainage Engineer has raised no issues and has requested the imposition of a condition to ensure a suitable surface water drainage scheme. Therefore, Officers have no concerns regarding drainage issues resulting from the proposal.

8.34 Multiple concerns were raised, and clarification sought regarding the level of car parking provision and the potential increase in vehicular movement on the corner, impacting highway safety, as well as concerns about the loss of the existing hardstanding area adjacent to no. 196. As stated in section 8.27 the Highways Officer has raised no objection subject to conditions. In addition, given that the Council has

maximum car parking standards rather than minimum, it is considered that the level of provision is acceptable. The area of existing hardstanding is informal and it is therefore not considered that the loss of this area would result in a significant increase to local parking pressure.

8.35 Concerns have been raised regarding the fire escape routes for Plots 2, 4 and 6. Consultees have raised no concerns regarding this issue. Any concerns regarding fire access would be addressed at Building Control stage.

8.36 Third parties have also raised concerns around the sustainability of the proposals, citing concern that the proposals would impact biodiversity and climate change objectives. The proposal includes the provision of a green roof in line with Policy 31 (integrated water management and the water cycle) of the Cambridge Local Plan 2018 which would contribute significantly to the overall sustainability of the site. In addition, whilst there would be some loss of trees, it is considered that the loss would be limited as the site has a large area of hardstanding. The proposal mitigates the loss with by replacing the loss with trees and areas of soft landscaping, as well as the proposed green roof.

8.37 Third-parties have raised concern about the building potentially interrupting wind flow; the building is not higher than that of the surrounding buildings with a relatively small massing and is therefore not considered to have an impact to the aerodynamics of the area.

8.38 Other third party concerns have been addressed in the preceding sections of this report.

9.0 CONCLUSION

9.1 This is a distinct contemporary mixed use residential / commercial development that will stand proud on this corner of Green End Road. This part of Green End Road would benefit from some regeneration to upgrade the appearance of the area and the site provides an opportunity for this. The proposed development would provide much needed small flats, each with private amenity areas and a raised external communal deck and which accord with the national internal space standards. The flats would help meet housing need together with an

appropriately sized ground floor commercial unit animating the corner. The proposal is a distinct design and would, in the view of officers', successfully contrast with the existing character of the area. It would have an acceptable impact on the occupiers of the adjoining properties. It is recommended that the application is approved, subject to conditions.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

Reason: In accordance with the requirements of Section 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 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).

4. 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).

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. 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).

7. The A1 use hereby permitted shall only be open to customers between the following hours:- Mon-Fri: 07:00 and 19:00, Saturdays: 09:00 until 19:00 and Sundays: 10:00 and 16:00.

Reason: To protect the amenity of properties from noise.
(National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration).

8. All service collections / dispatches from and deliveries to the A1 unit as approved including refuse / recycling collections shall only be permitted between the hours of 07:00 to 21:00 Monday to Friday and 08:00 to 19:00 on Saturdays. Service collections / dispatches from and deliveries to the A1 unit are not permitted at any time on Sundays or public holidays.

Reason: To protect the amenity of properties from noise. (National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration).

9. Prior to first occupation of the development, hereby permitted, or commencement of the use, full details of facilities for the covered, secure parking of bicycles for use in connection with the development shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or the use commences and shall be retained in accordance with the approved details thereafter.

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

10. 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 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, details of all SuDS features;
- 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) 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 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.

11. Details for the long term maintenance arrangements for the surface water drainage system (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 buildings 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 drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

12. The two pedestrian visibility splays of 2m x 2m as shown on drawing number EP795-19-05 Rev H must be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway for the lifetime of the development.

Reason: In the interests of highway safety.

13. The proposed driveway must be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway..

Reason: for the safe and effective operation of the highway.

14. Prior to the first occupation of the proposed units a scheme to prevent potential irregular motor vehicle parking within the curtilage of the site beyond the North East end of the flats must be submitted and approved by the Planning Authority. The approved scheme should then be fully implemented prior of first occupation.

Reason: In the interests of highway safety.

15. Prior to the occupation of the new dwellings the existing vehicular access must be narrowed to accommodate the proposed access width within the site and the redundant dropped kerb be removed and the footway returned to having a full-face kerb.

Reason: for the safe and effective operation of the highway.

16. Prior to the occupation of the development, hereby permitted, the balcony belonging to the shared roof terrace, identified as having obscured glass on the approved plans shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent. The glazing shall thereafter be retained in accordance with the approved details.

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

17. Prior to the commencement of the development above slab level, with the exception of below ground works, full details including large scale detail drawings, samples of all the materials to be used in the construction of the external surfaces of buildings, which includes external features such as non-masonry walling systems; render; windows,; doors and entrances; porches and canopies;, roof cladding; external metal work, balustrades, rain water goods, edge junctions and coping details; colours and surface finishes, shall be submitted to and approved in writing by the local planning authority. This may consist of a materials schedule, large-scale drawings and/or samples. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate and that the quality and colour of the detailing of the facing materials maintained throughout the development. (Cambridge Local Plan 2018 policies 55 and 57).

18. 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 (existing retained or proposed) that, within a period of five years after planting (or replanting if previously failed), 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)

19. Prior to the occupation of the development, a management company shall be appointed to ensure that waste generated by the development is adequately managed, collected and stored away promptly after collection.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2018 policies 35, 36 and 57).

20. The development, hereby permitted, shall not be used or occupied until, carbon reduction measures have been implemented in accordance with a Carbon Reduction Statement which shall be submitted to and approved in writing by the local planning authority prior to implementation. This shall demonstrate that all new residential units shall achieve reductions in CO₂ emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details:

a) Levels of carbon reduction achieved at each stage of the energy hierarchy;

b) A summary table showing the percentage improvement in Dwelling Emission Rate over the Target Emission Rate for each proposed unit;

Where on-site renewable or low carbon technologies are proposed, the statement shall also include:

c) A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance programme; and

d) Details of any mitigation measures required to maintain amenity and prevent nuisance.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Carbon Reduction Statement shall be submitted to and approved in writing by the local planning authority. The revised Carbon Reduction Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018, Policies 28, 35 and 36 and Greater Cambridge Sustainable Design and Construction SPD 2020).

21. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by 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 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 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

22. No development above slab level shall commence until a biodiversity enhancement scheme has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird and / or bat boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation of the boxes and biodiversity enhancements as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: to provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170).

23. Notwithstanding the approved plans, all flat roofed elements (except those identified as communal terraced areas) within the development shall be green or brown roofs. No development above ground level, other than demolition, shall commence until full details of these green or brown roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved and the green or brown roof(s) maintained for the lifetime of the development in accordance with the approved details. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable. The green roofs shall be installed in accordance with the approved details and shall be maintained thereafter for the lifetime of the development. The development shall be retained as such thereafter.

Reason: In the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018; Policy 31)

24. Notwithstanding the approved plans, the building hereby permitted, shall be constructed to meet the requirements of Part M4(2) '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)

INFORMATIVES

Fire Tender Informative

Fire Service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building Regulations. There should be vehicle access for a pump appliance to within 45m of all points within the dwelling-house in accordance with paragraph 11.2 of Approved Document B Volume 1. Where the proposed new dwelling cannot meet access requirements for fire appliances, compensatory feature(s) should be provided.