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|---------------------------|--|--------------------|--------------|
| Application Number | 12/1621/FUL | Agenda Item | |
| Date Received | 30th December 2012 | Officer | Mr Sav Patel |
| Target Date | 24th February 2013 | | |
| Ward | Romsey | | |
| Site | 117 Vinery Road Cambridge CB1 3DW | | |
| Proposal | Demolition of existing house and side extension and erection of 6 New Apartments | | |
| Applicant | Mr & Mrs Hitesh Patel 4 Vinery Road Cambridge Cambridgeshire CB1 3DR United Kingdom | | |

| | |
|----------------|---|
| SUMMARY | <p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The proposed development would enhance the appearance of this corner plot in an area that has limited architectural merits. <input type="checkbox"/> The proposed development would not create any adverse residential amenity issues. <input type="checkbox"/> The proposed development would make efficient and effective use of the site to provide additional housing. |
| RECOMMENDATION | APPROVAL |

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No.117 is a two storey 1930s semi-detached property that is located on the corner of Vinery Way and Vinery Road.
- 1.2 The site occupies an area of 328sqm and is rectangular in shape.

- 1.3 To the north of the site is Vinery Road, which is a 'one-way' access from Goldham Lane. To the East is Vinery Road, which lead to Vinery Way. To the west is the side elevation of no.119, which forms part of a semi-detached unit.
- 1.4 The property has pebble dashed elevations with a red tiled hipped roof. The property has been extended on the side by a single storey hipped extension, which is stepped back from the front elevation.
- 1.5 The existing property is a moderate condition and in need to up grading. To the rear of the property is an area of lawn and a strip of concrete which provides off street parking for at least two vehicles and bin a store area.
- 1.6 The northern boundary (side facing Vinery Road) is defined by a 1.8 metre high timber fence with an opening to allow vehicles to access. The access into the site is on a slight gradient which levels off to a hardstanding area where a shed and bins are stored.
- 1.7 The eastern boundary (front facing Vinery Road) defined by a 1 metre high timber fence which encloses a front garden area and pedestrian access. There are two trees in front of the front boundary fence.
- 1.8 The western boundary of the site is (rear facing side elevation of no.119) is defined by a timber fence. The other side of the timber fence is the vehicle access from Vinery Road, which leads to a garage.

2.0 THE PROPOSAL

- 2.1 The proposal is to redevelop the site to create a building containing six (3no. 2bed and 3no. 1bed) apartments over 3 levels including shared controlled entrance, communal amenity space, 12no. cycle space, refuse storage area and 2 car parking spaces.
- 2.2 The front elevation of the new building would contain square bay windows, similar to the adjoining property; a roof dormer (with two roof windows either side); and a covered entrance area. The ridgeline of the building from Vinery Road would be maintained at the height of the existing and adjoining property

(8.8 metres). However, the width of the proposed building would increase from 10 metres to 13.1 metres.

- 2.3 The side elevation of the building would be staggered in 2 stages along Vinery Road. The side elevation would be set below the main ridge height of the frontage element and be at a height of 8.25 metres (500mm below the original ridgeline).
- 2.4 The rear elevation of the new building would be seen as a full 3 storey building and would extend from rear elevation by 2.7 metres and be in line with the adjoining neighbour's single storey rear extension.
- 2.5 The habitable room windows in the rear elevation would be articulated with 45 degree bay windows. The angled bays would contain French casement doors and windows on the north-west facing angle, whilst the south-west facing angle would be articulated by etched sand finished glass block panels.
- 2.6 The applicant is proposing to use cedar cladding on the bays and Velfac timber/aluminium composite windows.
- 2.7 The application is accompanied by a design and access statement.
- 2.8 Amended plans have been received which show the following revisions:

Front elevation:

- Port hole windows in the front elevation replaced with traditional windows to match those in the bays;
- The velux roof windows have been centralised between the width of each bay; and
- Raising the depth of the overhang above the front entrance.

Rear elevation:

- Second floor window has been replaced with a 45 degree angled bay window.

- 2.5 The application is brought before Planning Committee because objections have been received from local residents which are contrary to the recommendation.

3.0 SITE HISTORY

| Reference | Description | Outcome |
|-----------|---|------------------------|
| C/01/1184 | Erection of a two storey side extension to no117 to create new two bedroom house no 117a. | APPROVED 18.10.2002 |

4.0 PUBLICITY

| | |
|--------------------|-----|
| 4.1 Advertisement: | No |
| Adjoining Owners: | Yes |

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, East of England Plan 2008 policies, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

| PLAN | POLICY NUMBER |
|---|------------------------------|
| Cambridgeshire and Peterborough Structure Plan 2003 | P6/1 |
| Cambridge Local Plan 2006 | 3/1 3/4 3/7 3/12 3/14 5/1 |

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

| | |
|--------------------|---|
| Central Government | National Planning Policy Framework March 2012 |
|--------------------|---|

| | |
|----------------------------------|---|
| Guidance | Circular 11/95 Community Infrastructure Levy Regulations 2010 |
| Supplementary Planning Documents | Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy |
| Material Considerations | <u>Central Government:</u> Letter from Secretary of State for Communities and Local Government (27 May 2010) Written Ministerial Statement: Planning for Growth (23 March 2011) |
| | <u>Citywide:</u> Cambridge Walking and Cycling Strategy Cycle Parking Guide for New Residential Developments Roof Extensions Design Guide |

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways)

6.1 The proposal provides only two parking spaces for cars for 6 flats, and no parking for visitors. The area already experiences competition between existing residential uses for on-street parking and this proposal has potential to increase that competition, and so has a potential impact upon local amenity. However, if the LPA is minded to allow the proposal then the Officer has requested conditions to be applied relating to:

- No unbounded material on surface finish of driveway;
- No gates shall be erected across the access;
- Access to be provided as shown; and
- Traffic management plan.

Head of Environmental Services

Pollution from the demolition and construction phases has the potential to affect the amenity of surrounding properties if not controlled. I therefore recommend the standard construction/demolition/delivery hours conditions and dust informative.

Three bins are depicted within a bin/cycle store on the submitted ground floor plan. As guidance dictates, the bins are within 10m of the highway. Locks to the bin store should be keypad entry or a standard fire brigade key.

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:

- 121 Vinery Road
- 119 Vinery Road

7.2 The representations can be summarised as follows:

- Lack of car parking; and
- Overlooking from 2nd floor windows.

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity

4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations
8. Planning Obligation Strategy

Principle of Development

- 8.2 The proposed residential redevelopment of the site is considered to be acceptable in this location and context. Windfall housing sites such as this are permitted subject to the existing land use and compatibility with adjoining uses.
- 8.3 In my opinion, the principle of the development is acceptable and in accordance with policies 5/1

Context of site, design and layout, and external spaces

Context of site

- 8.4 The application site is located on a prominent corner plot location and at the end of a regimented row (south) of Victorian terrace properties. To the north and west of the application site the built form of the properties are not so regimented in their layout and appearance. The properties consist mainly of semi-detached properties with some detached units.
- 8.5 The application site is a two storey semi-detached hipped roof property with a flat frontage, large side extension and two small lean-to rear extensions. The adjoining property (at 115) is a larger property in terms of width (8.5 metres – 5.4 metres (excluding single storey extension)). It has ground to 1st floor squared bay windows either side of the covered entrance and a large single storey lean-to extension to the rear.
- 8.6 This inconsistent style and disproportionate appearance fails to make the most of this prominent corner plot setting.

Design and layout

- 8.7 The proposal would establish a building of comparable size to no.115, which also has similar features to that adjoining property such as double bays and porch overhang. The proposed building would also introduce some new features

such as front facing dormer windows and angled bays windows to the rear.

- 8.8 The design of the front elevation is more in keeping with the adjoining property albeit an enhanced version in style and scale. The articulation in the fenestration of the front elevation is considered read well and every feature appears to fit whilst serving a purpose. The original design contained porthole windows between the bays, which appeared as novelty features. I did not consider this feature to be appropriate in the principal elevation and therefore have been replaced with traditional windows that match the windows in the bays. The porch overhang has also been increase in depth to match the neighbouring property. The façade now read as a more structured and balanced frontage.
- 8.9 The introduction of dormer windows in the front roof slope, although it would be a new feature within this context, is acceptable. The dormers have been designed to fit within the roofscape without appearing too dominant and would not appear as an unduly incongruous feature.
- 8.10 The proposed side elevation has been proportionately staggered in three steps, which I believe helps towards breaking up its bulk. The applicant has proposed porthole windows in the front section of the side elevation, which I believe works. However, I believe the side elevation could do with more detailing in the second and third stepped sections to improve the appearance of this elevation such as false windows or cladding. Nevertheless, I believe side elevation is acceptable in its proposed form but could be enhanced is necessary by an appropriately worded condition.
- 8.11 The second and third steps, which are flat roof sections, would contain east facing windows in each level. I believe the purpose for this is to maximize the amount of sunlight entering the rooms.
- 8.12 The proposed rear elevation would appear as full three-storey block but would be set below the ridgeline of the front elevation. Also, the third storey of the rear elevation would be set in slightly from the sides and roof. This would reduce the bulk of the third storey.

- 8.13 The rear elevation of would also contain two 45-degree bay window columns serving all 2 levels. The bays would contain north-west facing French door (inward opening) to provide future residents with an outlook and limit any overlooking impact on the occupiers of no.119. The south-west facing section (excluding the 2nd floor) would contain etched glass block panels. These sections would restrict the outlook but allow sun and daylight. The 2nd floor would just contain the north-west facing French doors.
- 8.14 Between the angled bays, the applicant originally proposed traditional windows; 1 in each level serving a 'study-bed'. However, the applicant was requested to revise the openings by making them high level or angled windows to match the proposed bays. The applicant submitted revised plans showing the 2nd floor window as an angled window. I consider this to be an acceptable comprise. It would have been unreasonable, in my view, to request the ground and 1st floor windows to match the revised 2nd floor windows. The adjoining property at no.115 has 1st floor windows, which face directly towards the amenity area of no.119. Therefore, I do not consider the 1st floor window proposed here would have a significant impact on the residential amenity of no.119, as it would face the side elevation of the property (11.7 metres away) and would not have a materially worse impact than the current situation.
- 8.15 The rear elevation is considered to be acceptable in terms of its design and articulation. I believe there is sufficient interest within the elevation to make a positive contribution to the street scene. The applicant has sympathetically laid out the rear elevation to mitigate the impact on residential amenity without comprising its appearance.

External space

- 8.16 In terms the external space around the proposed building, the applicant is proposing to lay most of it to lawn to provide amenity space for future residents. However, the applicant has not provided any landscaping details. On this basis, I suggest conditioning the landscaping to ensure details are provided and approved prior to development.

- 8.17 The overall design of the proposed development is considered to be acceptable and would have a positive contribution on the area.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.19 I have addressed the residential amenity issue on no.119 in paragraphs 8.15 and 8.17.
- 8.20 The proposed building would extend from the original rear elevation by 2.7 metres excluding the depth of the angled bays. This would take it to the line of the existing lean-to rear extension at no.115. The concern here was with the outlook from the neighbour's first floor rear window closest to the boundary with the application site. Having carried out a basic sight assessment from the centre of the neighbour's window, a 500mm section of the corner proposed building would clip the line of sight. However, I do not consider this or the extent of the projection from the rear elevation to be reason to justify refusing the application proposal.
- 8.21 No representations have been received from the adjoining neighbour at no.115.
- 8.22 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 (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

- 8.23 The applicant has taken the residential amenity of future occupiers into consideration by incorporating specific design feature such the angles bay windows with south-east facing windows to increase day/sun light exposure and north-west facing French doors to provide an outlook.
- 8.24 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity

for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12 (or 3/14).

Refuse Arrangements

8.25 The applicant is proposing to provide a dedicated bin storage area however has not specified the type and amount of bins. The Refuse and Waste Officer has requested the following bin provision:

- Assuming the 6 apartments would contain a maximum of 15 people (3x2 beds apartments and 3x1 bed apartments), the following waste receptacles are recommended:
 - Dry recycling = 660L
 - Organic waste = 360L
 - Residual waste = 940L

8.26 I recommend a condition is applied to ensure the applicant submits detailed information for bin storage for consideration.

8.27 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Car and Cycle Parking

Car Parking

8.28 The proposal includes two car parking spaces, the same as the current provision. The maximum level of car parking permitted under the City Council's Standards would be six spaces. Given the small size of the proposed units, the position of the convenience store immediately opposite, proximity of the Mill Road East district centre and the ease of access to the city centre by cycle, I consider it likely that at least some of the future occupier would choose not to keep a car. In my view, the level of car parking provision is acceptable and in accordance with policy 8/10.

Cycle Parking

8.29 The proposal includes 12 cycle spaces at the rear of the site. However, no specific details of the parking and storage arrangements have been provided. I would therefore suggest a

negative condition is applied to enable the Council to consider and agree these details.

- 8.30 In my opinion, subject to such a condition, the proposal is compliant with Cambridge Local Plan (2006) policies 8/6.

Third Party Representations

- 8.31 I have addressed the concerns raised about privacy and car parking in paragraphs 8.15-8.17 and 8.30 respectively.

Planning Obligations

- 8.32 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Affordable Housing Supplementary Planning Document 2008 provides guidance in terms of the provision of affordable housing and the Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art (amend/delete as applicable). The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

Open Space

8.33 The Planning Obligation Strategy requires that all new residential developments contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. The proposed development requires a contribution to be made towards open space, comprising outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers. The total contribution sought has been calculated as follows.

8.34 The application proposes the erection of 3no. two-bedroom flats and 3no. one-bedroom flats. One residential unit would be removed, so the net total of additional residential units is 5. A house or flat is assumed to accommodate one person for each bedroom, but one-bedroom flats are assumed to accommodate 1.5 people. Contributions towards provision for children and teenagers are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

| Outdoor sports facilities | | | | | |
|----------------------------------|------------------|--------------|-----------|----------------------|-------------|
| Type of unit | Persons per unit | £ per person | £per unit | Number of such units | Total £ |
| studio | 1 | 238 | 238 | | |
| 1 bed | 1.5 | 238 | 357 | 3 | 1071 |
| 2-bed | 2 | 238 | 476 | 2 | 952 |
| 3-bed | 3 | 238 | 714 | | |
| 4-bed | 4 | 238 | 952 | | |
| Total | | | | | 2023 |

| Indoor sports facilities | | | | | |
|---------------------------------|------------------|--------------|-----------|----------------------|---------------|
| Type of unit | Persons per unit | £ per person | £per unit | Number of such units | Total £ |
| studio | 1 | 269 | 269 | | |
| 1 bed | 1.5 | 269 | 403.50 | 3 | 1210.5 |
| 2-bed | 2 | 269 | 538 | 2 | 1076 |
| 3-bed | 3 | 269 | 807 | | |
| 4-bed | 4 | 269 | 1076 | | |
| Total | | | | | 2286.5 |

| Informal open space | | | | | |
|----------------------------|------------------|--------------|-----------|----------------------|-------------|
| Type of unit | Persons per unit | £ per person | £per unit | Number of such units | Total £ |
| studio | 1 | 242 | 242 | | |
| 1 bed | 1.5 | 242 | 363 | 3 | 1089 |
| 2-bed | 2 | 242 | 484 | 2 | 968 |
| 3-bed | 3 | 242 | 726 | | |
| 4-bed | 4 | 242 | 968 | | |
| Total | | | | | 2057 |

| Provision for children and teenagers | | | | | |
|---|------------------|--------------|-----------|----------------------|-------------|
| Type of unit | Persons per unit | £ per person | £per unit | Number of such units | Total £ |
| studio | 1 | 0 | 0 | | 0 |
| 1 bed | 1.5 | 0 | 0 | | 0 |
| 2-bed | 2 | 316 | 632 | 2 | 1264 |
| 3-bed | 3 | 316 | 948 | | |
| 4-bed | 4 | 316 | 1264 | | |
| Total | | | | | 1264 |

Community Development

8.35 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The total contribution sought has been calculated as follows:

| Community facilities | | | |
|-----------------------------|-----------|----------------------|-------------|
| Type of unit | £per unit | Number of such units | Total £ |
| 1 bed | 1256 | 3 | 3768 |
| 2-bed | 1256 | 2 | 2512 |
| 3-bed | 1882 | | |
| 4-bed | 1882 | | |
| Total | | | 6280 |

8.36 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

Waste

8.37 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought has been calculated as follows:

| Waste and recycling containers | | | |
|---------------------------------------|-----------|----------------------|------------|
| Type of unit | £per unit | Number of such units | Total £ |
| House | 75 | | |
| Flat | 150 | 5 | 750 |
| Total | | | 750 |

8.38 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/7, 3/12 and 10/1 and the Planning Obligation Strategy 2010.

Education

8.39 Upon adoption of the Planning Obligation Strategy (2010) the Council resolved that the Education section in the 2004 Planning Obligations Strategy continues to apply until it is replaced by a revised section that will form part of the Planning Obligations Strategy 2010. It forms an annex to the Planning Obligations Strategy (2010) and is a formal part of that document. Commuted payments are required towards education facilities where four or more additional residential units are created and where it has been established that there

is insufficient capacity to meet demands for educational facilities.

- 8.40 In this case, 5 additional residential units are created and the County Council have confirmed that contributions are not required for pre-school education, primary education and secondary education for one-bedroom units. Contributions are therefore required on the following basis.

| Life-long learning | | | | | |
|---------------------------|------------------|--|-----------|----------------------|------------|
| Type of unit | Persons per unit | | £per unit | Number of such units | Total £ |
| 1 bed | 1.5 | | 160 | 3 | 480 |
| 2+-beds | 2 | | 160 | 3 | 480 |
| Total | | | | | 960 |

- 8.41 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy 2010, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

RECAP

| RECAP | £per unit | Number of units | Total £ |
|-------|-----------|-----------------|-------------|
| | 190 | 6 | 1140 |

Monitoring

- 8.42 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as _150 per financial head of term and _300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

- 8.43 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale

and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

- 9.1 The proposal is for the redevelopment of the site to create 6 new (3no. 2bed and 3no. 1bed) apartments including car and cycle parking and bin storage provision. The existing property is to be demolished.
- 9.2 The site is located on a prominent corner plot location and located in a part of Vinery Road where the houses are less organised in terms of layout and design.
- 9.3 The proposed building would read as a traditional two storey dwelling from the Vinery Road frontage, which respects the adjoining property before turning into the 3 storey building when viewed from the side and rear.
- 9.4 The proposal incorporates design features, which would enhance the appearance of the building such as the double height bay windows on the front elevation, staggered side elevation and angled bay windows on the rear elevation. The front bay windows would match those in the adjoining property and provide continuity. The staggered side elevation would help towards breaking up the scale of the side elevation. The angled bay windows would help to limit the impact of overlooking on the adjoining properties at 115 and 119, whilst also contributing to breaking up the bulk of the rear elevation. These design features are considered to make a positive contribution to the appearance of the proposed building.
- 9.5 The proposed design of the building is considered to sympathetically respect the built form and character of the area whilst also respecting the residential amenity of the adjoining and surrounding neighbouring.
- 9.6 In terms of car parking, the site is considered to be in a sustainable location due to its proximity to local shops/facilities and public transport links. The city centre is also easily access by cycle from the site. Therefore, it is for these reasons that the level of car parking proposed is acceptable, and there would be no justification to warrant maximum provision to be provided, in this instance.

9.7 I am of the view that the proposed development would not have any adverse impact on the character of the area or on the residential amenity of the adjoining residents. For these reasons, I am recommending the planning application to be approved.

10.0 RECOMMENDATION

FOR RECOMMENDATIONS OF APPROVAL

1. APPROVE subject to the satisfactory completion of the s106 agreement by 3 months from the date of this permission and subject to the following conditions and reasons for approval:

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. 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 2006 policies 3/4, 3/12 and 3/14)

3. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety

4. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

5. The access shall be provided as shown on the approved drawings and retained free of obstruction.

Reason: In the interests of highway safety.

6. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
 - i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
 - ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.
 - iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
 - iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

Reason: In the interests of highway safety

7. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours 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)

8. 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 2006 policy 4/13)

9. No development shall commence until a scheme for the on site storage of waste, including waste for recycling has been submitted to and approved in writing by the Local Planning Authority. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity (in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006)

10. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

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

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

12. No development shall commence until details of soft landscape works have been submitted to and approved in writing by the local planning authority. Soft landscape works shall include planting plans; written specifications (including operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

13. Dust

The demolition of the house may give rise to dust and therefore the applicant is advised to ensure that appropriate measures are employed to minimise the spread of airborne dust from the site. Further guidance can be obtained from:

- Council's Supplementary Planning Document 'Sustainable Design and Construction 2007':
<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

- Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils:
http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp

14. The Housing Act 2004 introduces the HHSRS as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

The applicant/agent is advised to contact the Residential Team at Mandela House, 4 Regent Street, Cambridge and Building Control concerning fire precautions, means of escape and the HHSRS.

Reasons for Approval

1. This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan 2003: SS1 and ENV7;

Cambridge Local Plan (2006): 3/4, 3/7, 3/10, 3/12, 5/1 and 8/6;

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.