

Application Number	15/1409/OUT	Agenda Item	
Date Received	21st July 2015	Officer	Mr Sav Patel
Target Date	15th September 2015		
Ward	Trumpington		
Site	55 And 57 Alpha Terrace Cambridge Cambridgeshire CB2 9HS		
Proposal	Outline application for erection of three dwellings with ancillary access arrangements on land to the rear of 55 and 57 Alpha Terrace.		
Applicant	Mr Frank Lindsay 1 Sydenham Terrace Halifax Road Cambridge CB4 3PZ		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> – The principle of residential development in this location is considered to be acceptable as it would be compatible with the surrounding environment. – The scale of the proposed dwelling is considered to be acceptable in this context and would sympathetically assimilate into the site without appearing dominant or out of keeping. – The proposed development of this back land site with the scale and type of development proposed is unlikely to have a significantly adverse impact on the residential amenity of the local area.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, nos.55 and 57 Alpha Terrace, are comprised of two individual detached properties, both with long rear gardens and on-site parking at the front of each property. No.55 is a two-storey residential property designed in render with a slate roof. No.57 is also two-storeys in scale and is designed in render with a slate roof but does occupy a deeper footprint than no.55. The British Telecom exchange building complex is situated to the north-west of the application site and further to the east of the site at the end of Alpha Terrace is the Fawcett Primary School.
- 1.2 Alpha Terrace is a predominantly residential area and is formed primarily of similar sized terraced and semi-detached with the majority of these properties being designed in brick although there is some variation in the colour and types of bricks. Roof materials and pitches are also relatively varied along this road. To the north of the site lie the larger detached properties of Wingate Way and Wingate Close.
- 1.3 The site is situated immediately adjacent to, but not within, the Trumpington Conservation Area.

2.0 THE PROPOSAL

- 2.1 The application seeks outline planning permission for the erection of three dwellings, including ancillary access arrangements, on land to the rear of nos.55 and 57 Alpha Terrace. The applicant has sought to reserve landscaping and layout from consideration of this application. Details of access, appearance and scale have not been reserved. The application has been assessed on the basis of the matter that have not be reserved.
- 2.2 The access to the dwellings is proposed between 55 and 57 Alpha Terrace. The appearance of each dwelling would be single storey with a traditional pitched roof. The scale of each dwelling would be 7 metres in depth, 9 metres wide and 4.6 metres to the ridge.
- 2.3 The proposed dwellings would contain two bedrooms. Two car parking spaces are proposed for each dwelling. Cycle parking is designated in a communal area on the site. Refuse

arrangements would be provided along the southern boundary of the dwelling site. The gardens would vary in size between approximately 54m² and 128m².

2.4 The application is accompanied by the following supporting information:

1. Covering letter
2. Transport Statement
3. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
09/0582/FUL	55 Alpha Terrace - Two storey side and single storey front and rear extensions.	Permitted.
06/0120/FUL	57 Alpha Terrace - Change of use from 2 flats to single dwelling as originally built.	Permitted.

4.0 PUBLICITY

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

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/2 3/4 3/7 3/10 3/12
		4/11
		5/1
		/2 8/6 8/10

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010) Roof Extensions Design Guide (2003)
	<u>Area Guidelines</u> Mill Road Area Conservation Area Appraisal (2011)

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF

will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

6.1 No objection, subject to the following conditions:

- No unbound material
- No gates erected
- First use of vehicular access
- Highways drainage
- Visibility Splays
- Manoeuvring area
- Access as shown
- Traffic Management Plan
- Traffic Management Plan Informative
- Highways Informative

Head of Refuse and Environment

6.2 No objection, subject to the following conditions:

- Construction Hours
- Collection during construction
- Construction/ demolition noise/ vibration and piling
- Piling
- Dust Condition
- Dust Condition Informative

Urban Design and Conservation team

6.3 The application is supported.

Drainage

6.4 No objection, subject to the following conditions:

- Surface Water Drainage

- Foul Water Drainage

Cambridgeshire County Council (Fire Authority)

6.5 No objection.

6.6 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:

- 42 Alpha Terrace
- 46A Alpha Terrace
- 52 Alpha Terrace
- 53 Alpha Terrace
- 59 Alpha Terrace
- 62 Lantree Crescent

7.2 The representations can be summarised as follows:

Design/ Character of Area:

- The proposal does not respect the context of the site, within the street.
- Overdevelopment
- The scale of development (bungalow) is not appropriate for this area.
- The density is too high.
- There is no precedent for garden land development.

Highway Safety/ Traffic Congestion

- Increase in cars entering/ exiting proposed access road will aggravate traffic congestion.
- Access road too narrow for vehicles entering/ exiting site.
- Creation of access road is a risk to users of footpath.
- Question whether visibility splays will remain in place.

Car Parking

- The levels of parking are above the maximum standards stated in the Car Parking Standards of the Local Plan.
- Where will the exiting occupiers of 55 and 57 park?

Construction:

- Noise, dirt and air pollution disturbance during construction phase
- Increase in on-street parking due to contractor vehicles.
- No details of contractor parking/ vehicle arrangements are included.

Residential Amenity

- Noise and disturbance from future occupiers and increase in movement of vehicles.
- The future occupiers of the proposed dwellings will be overlooked by existing dwellings

Other

- This development is designed to maximise profit.
- The measurement stated between 55 and 57 Alpha Terrace is 3.74 metres as shown on appendix A of the transport statement and on the drawings for the proposed dwellings is incorrect.
- The fire service report needs to be updated as it is not possible to back a fire truck into the gap between nos.55 and 57.
- Inaccuracies in the plans.
- The application form needs to be revised to reflect the additional 'appearance' and 'scale' elements of the proposal.
- Inaccuracies in the application form.
- What is the document 'Trumpington extension' in the constraints tab of the online application file?
- What constitutes the requirement for further housing?
- How does the proposal fit with environmental policies?

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

Principle of Development

- 8.1 Policy 5/1 of the Cambridge Local Plan states that proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses. The site is surrounded by residential uses and it is therefore my opinion that the proposed residential development is acceptable in principle, and is in accordance with policy 5/1 of the Cambridge Local Plan (2006).
- 8.2 Local Plan policy 3/10 sets out the relevant criteria for assessing proposals involving the subdivision of existing plots which remain acceptable in principle, subject to design and the impact on the open character of the area. Policy 3/10 recognises the important part of the character and amenity value gardens contribute to the City.
- 8.3 Policy 3/10 of the Cambridge Local Plan 2006, Sub-division of Existing Plots, states that residential development within the garden area or curtilage of existing properties will not be permitted if it will:
- a) have a significant adverse impact on the amenities of neighbouring properties through loss of privacy, loss of light, an overbearing sense of enclosure and the generation of unreasonable levels of traffic or noise nuisance;
 - b) provide inadequate amenity space, or vehicular access arrangements and parking spaces for the proposed and existing properties;
 - c) detract from the prevailing character and appearance of the area;
 - d) adversely affect the setting of Listed Buildings, or buildings or gardens of local interest within or close to the site;
 - e) adversely affect trees, wildlife features or architectural features of local importance located within or close to the site; and
 - f) prejudice the comprehensive development of the wider area of which the site forms part.
- 8.4 In my view, criteria d, e and f are not applicable to this site. I consider criteria a, b and c to be relevant in this instance and have assess the proposal against these below.

a) Impact on residential amenity of surrounding neighbours

- 8.5 Outline planning permission is sought for three single storey dwellings in a back land location. The layout of these dwellings is a reserved matter so the layout shown on the proposed site plan is indicative. However, it does demonstrate how three single storey dwellings could be laid out within the site.
- 8.6 55 and 57 Alpha Terrace are within the applicant's ownership and are occupied by tenants. 55 Alpha Terrace is a traditional two storey dwellinghouse and no.57 has been subdivided into four flats. Both properties are set back approximately 7.2 metres from the back edge of the footpath. There are no windows or opening in the side elevation (east) of no.55. However, no.57 has an entrance door and kitchen window to one of the two ground floor flats. The applicant is proposing to relocate the entrance door to the west elevation and insert an obscure glazed window in its place. The proposed access is to run between no.55 and 57. The distance between no.55 and 57 is approximately 3.47 metres. The access from off Alpha Terrace would be 5 metres wide at a depth of 5.96 metres. Each proposed dwelling has been shown with two car parking spaces which would have to pass between no.55 and 57.
- 8.7 The proposed development of the site for three single storey dwellings is unlikely to have any adverse impact on the residential amenity of the occupiers of no.55 and 57. The scale of the dwellings would prevent overlooking into rear gardens. The proposed dwelling would however enable views back towards the existing dwellings. However, the level of window to window separation based upon the layout plan shown would be 18.8 metres from the rear of no.55. There are no windows in the rear elevation of the two storey wing at no.57. Therefore the windows in the main rear elevation of no.57 would directly face onto the blank half of the gable at a distance of 18.8 metres. The applicant is proposing to erect a 2 metre close boarded fence either side of the access. I have nevertheless recommended a boundary treatment condition (23) to also ensure the boundary either side of the access is defined by a noise attenuating structure in order to mitigate noise impacts on existing occupiers from vehicular noise arising from the access.

8.8 In terms of the impact on the neighbouring properties, no.53 is a single storey dwelling so there would be no impact from views looking back towards the occupiers. No.59 is a two storey semi-detached dwelling which has been extended with a two storey wing. The wing does not project beyond the wing of no.57 but does contain a window at first floor. Whilst this wing would bring a window closer to the application site, particularly plot 3, it would mitigate views over the application site from the other windows in the main rear elevation.

8.9 Having assessed the site context and relationship between the existing and proposed development, my view is that the proposed development would not have a significant adverse impact on the residential amenity of the existing neighbours. This is due to the scale of the proposed dwellings; single storey, and level of window to window separation from no.55 and 57. The first floor window in the rear wing of no.59 would be the closest window to any of the plots. I do not consider the proposal would have a negative impact on the residential amenity of the occupier of no.59. It is likely that the residential amenity of the future occupier of plot 3 would be affected in terms of overlooking. However, as the layout of the dwelling is not a matter for consideration, the applicant could move the dwelling closer to the rear boundary no.57 so that the amenity space is to the north of the proposed dwelling which could improve any inter-overlooking issue. I am satisfied that any reserved matters application of layout could address this issue.

b) provide inadequate amenity space, or vehicular access arrangements and parking spaces for the proposed and existing properties;

8.10 In terms of amenity space, the proposed site plan shows that no.55 Alpha Terrace would retain a 10.6 metre deep and 10 metres wide garden area (excluding the front driveway). This is considered to be an adequate amount of private garden for the existing occupiers. No.57 which is used as flats, would retain a 9.2 metres deep and between 5.4 and 9.2 wide communal garden area (this excludes the front drive and side garden area). This is also considered to be an adequate amount of communal garden space to serve the existing occupiers.

8.11 The proposed dwellings would also benefit from gardens. Plot 1 would have the smallest of the three plots; approx. 4 metres

wide and 9.2 metres deep, and plot 2 would have a biggest; 12.2 metres wide and between 8.4 metres and 13.7 metres in depth. I am therefore satisfied that the proposed development would provide adequate levels of amenity space for future occupiers.

- 8.12 Each proposed dwelling would include two off street car parking spaces. The access to the proposed dwelling would be via the proposed access between no.55 and 57. The access would only be used by the future occupiers and is unlikely to be adopted by County Highway. There appears to be adequate space within the site to enable vehicles to enter and leave in forward gear. The existing occupiers of no.55 and 57 would retain off street parking at the front, similar to other properties along Alpha Terrace.

c) detract from the prevailing character and appearance of the area;

- 8.13 The prevailing character of the area is defined by two distinct parts. The row of dwellings within which the application site is part of is a later addition to the area and is characterised by two storey semi-detached dwellings set back from the road with deep rear gardens and general spacing in between. The other, more historic and prevailing part is characterised by two storey Victorian terrace dwellings on the back edge of the footpath with deep rear gardens. To the north of the site are the rear gardens of the substantial plots and dwellings in Wingate Close. Views north are screened by a line of mature trees. Therefore in this context, as none of the post war housing plots have been subdivided, the proposed development would conflict with the general frontage pattern of development in this area. However, the proposal represents an opportunity to make efficient use of ancillary garden land without compromising the garden space for the host properties or detrimentally impacting the residential amenity of adjacent occupiers.

- 8.14 The applicant is seeking outline planning permission for three detached, single storey dwellings. Back land development is not a current feature of this area but I consider that it can be sympathetically accommodated without harm to the character of the area, particularly due to the scale and appearance of the development proposed. The two of three proposed dwellings would not be visible from the public domain and so the impact

on the appearance of the area would be minimal in my view. Whilst it is acceptable that immediate neighbours would have a different outlook from their rear aspects, I do not consider the impact on their outlook of three small dwellings to be a significantly adverse one such that it would have a detrimental impact on their residential amenity.

8.15 I am therefore satisfied that the principle of residential development in this back land location would be acceptable, as it would be compatible with surrounding residential context, of a scale and appearance that would appear ancillary to the main dwellings fronting Alpha Terrace and not have a significantly detrimental impact on the residential amenity of neighbouring occupiers.

8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/10.

Context of site, design and external spaces

8.17 The planning application seeks outline planning permission for three detached single storey dwellings. Under The Town and Country Planning (Development Management Procedure) (England) Order 2015, applicant can reserve matter from consideration until a future date. The matter the applicant has reserved relate to landscaping and layout. The matters that are not reserved relate to access, appearance and scale. Having assessed these matters in relation to policy 3/10 above, I am satisfied that the proposal in this context is acceptable.

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 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

- 8.20 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 3/14.

Refuse Arrangements

- 8.21 The proposed includes provision for bin storage for each plot. There appears to be enough space within each plot to accommodate the required number of receptacles. The main concern with the refuse arrangement is the drag distance to the collection point. The drag distance for future residents would be between 28 metres and 52 metres. The Waste Design Guide recommends a drag distance of 30 metres to the collection. In view of this and the limited detail for the bin store provision, I have recommended a waste storage and management condition (20 and 21).
- 8.22 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.23 The County Highway Officer has not raised any highway safety concerns with the proposal but has recommended several conditions which I have agreed to.
- 8.24 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car parking

- 8.25 The proposed site plan shows two car parking spaces for each plot. The spaces are slightly below the dimensions required by County Highway (2.5 metres by 5 metres). However there appears to be enough space within the site to adjust these spaces to comply with the County's dimensions. I have recommended a condition (24 to ensure the car parking spaces are provided in accordance with the County dimensions).

Cycle parking

8.26 No cycle parking details have been provided. I have therefore recommended a cycle parking condition (21).

8.27 In my opinion subject to conditions the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.28 I set out below my response to the third party representation.

Representation	Response
The proposal does not respect the context of the site, within the street.	See para 8.13 to 8.16
Overdevelopment	The principle of residential in the form of three single storey dwelling would not result in overdevelopment as the proposal would retain sufficient space for garden without compromising garden space for existing residents.
The scale of development (bungalow) is not appropriate for this area.	The single storey scale of development in this back land location is acceptable.
The density is too high.	The proposed development would make effective and efficient use of land without appearing cramped.
There is no precedent for garden land development.	Whilst the proposed development would represent the first form of backland development within this part of Alpha Terrace, I do not consider the harm that would result to be significant to have a detrimental impact on the character or appearance of this location.
Increase in cars entering/ exiting proposed access road will aggravate traffic congestion.	The proposal is likely to increase vehicle movement along Alpha Terrace. However, this level of

	intensification from the three dwellings is likely to be significant enough to have a material impact on the area.
Access road too narrow for vehicles entering/ exiting site.	The access road is wide enough for a family car to drive along and no objection has been received from Highways.
Creation of access road is a risk to users of footpath.	The visibility either side of the access road is relatively unobstructed and would enable drivers to assess the footpath before entering the highway. The County Highway has recommended a condition on visibility splays to be provided as shown on drawing no. PL.02 by TPA.
Question whether visibility splays will remain in place.	Visibility splays shall be required to be maintain at all times. Any change to the visibility splays may require an amendment to any planning permission.
The levels of parking are above the maximum standards stated in the Car Parking Standards of the Local Plan.	Two car parking spaces for 2bed dwellings is one space more than is required according to the Car parking standards. However, there is enough space on site to accommodate and with the pressure of on street parking along Alpha Terrace is provision is unlikely to add to it.
Where will the exiting occupiers of 55 and 57 park?	There is space at the front of the no.55 and no.57 to park. The proposed development would not have a significant impact on the amount of street parking for these properties.
Noise, dirt and air pollution disturbance during construction phase	I have recommended conditions on construction hours, collection during construction, construction noise, vibration and piling, and dust. These should help to mitigate any adverse impact on

	the residential amenity of surrounding neighbours.
Increase in on-street parking due to contractor vehicles.	I have recommended a contractor management plan so that these details are provided prior and agreed to development.
No details of contractor parking/ vehicle arrangements are included	As above.
Noise and disturbance from future occupiers and increase in movement of vehicles.	It is unlikely that the proposed development would cause significant levels of noise and disturbance to harm the residential amenity of surrounding residents.
The future occupiers of the proposed dwellings will be overlooked by existing dwellings	See paragraph 8.5
This development is designed to maximise profit.	This is not a planning issue.
The measurement stated between 55 and 57 Alpha Terrace is 3.74 metres as shown on appendix A of the transport statement and on the drawings for the proposed dwellings is incorrect.	The measurement between no.55 and 57 is approximately 3.47 metres.
The fire service report needs to be updated as it is not possible to back a fire truck into the gap between nos.55 and 57.	This is not a planning issue.
Inaccuracies in the plans.	Some inaccuracies have been found and addressed.
The application form needs to be revised to reflect the additional 'appearance' and 'scale' elements of the proposal.	This has been done.
Inaccuracies in the application form.	
What is the document 'Trumpington extension' in the constraints tab of the online application file?	This relates to the proposed constraints of the emerging Local Plan. The site is not within a Conservation Area.

What constitutes the requirement for further housing?	The site is windfall housing in a residential area.
How does the proposal fit with environmental policies?	N/A

Planning Obligation Strategy

Planning Obligations

8.29 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

- (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.

8.30 This application was received prior to the High Court ruling on 31 July 2015, which quashed the ministerial statement from the Department of Communities and Local Government in late November 2014 that S106 contributions should not be sought from developments of fewer than 11 homes. Whilst this means that new S106 contributions can once again be considered for housing developments of 10 homes or less, the implications of the S106 pooling constraints, which came into effect from 6 April 2015, also need to be taken into account.

8.31 Given the Council's previous approach to S106 contributions (based on broad infrastructure types within the City of Cambridge), the pooling constraints mean that:

- S106 contributions have to be for projects at specific places/facilities.
- The amount of S106 contributions secured has to relate to the costs of the project for mitigating the development in the context of the capacity of existing facilities serving the development.

- Councils can no longer sign up to any more than five new S106 contributions (since 6 April 2015) for particular projects to mitigate the impact of development.

- 8.32 The Council is, therefore, now seeking S106 contributions for specific projects wherever practicable, but this does not mean that it will be possible to seek the same number or amount of contributions as before. In this case, for example, there has not been enough time, since the High Court ruling, to identify suitable specific on-site projects. Council services are currently reviewing and updating their evidence bases to enable more S106 contributions for specific projects to be recommended in future. More details on the council's approach to developer contributions can be found at www.cambridge.gov.uk/s106.

9.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. Application for approval of the reserved matters shall be made to the local planning authority 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 begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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

3. 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.

4. 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)

5. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

6. Notwithstanding the provisions of Schedule 2, Part 2, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no fences, gates, walls or other means of enclosure forward of the principal elevation shall be erected within the curtilage of the dwellinghouse(s) without the granting of specific planning permission.

Reason: To protect the visual amenity of the neighbourhood and in the interests of highway safety (Cambridge Local Plan 2006 policies 3/4 and 8/2).

7. Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

8. The driveway hereby approved shall 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. Once constructed the driveway shall thereafter be retained as such.

Reason: for the safe and effective operation of the highway in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

9. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on drawing no.PL02 re A by TPA. The splays are to be included within the curtilage of the new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

10. The manoeuvring area shall be provided as shown on the drawings and retained free of obstruction.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

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

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

12. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority.

The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).

- iii. Movements and control of all deliveries (wherever possible 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.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

13. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that 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 + 30% an allowance for climate change. The submitted details shall:
- i. 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
 - ii. provide a management and maintenance plan for the lifetime of the development.
 - iii. The surface water drainage scheme shall be implemented, managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2006 policy 4/16)

14. No building hereby permitted shall be occupied until foul water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. The foul water drainage scheme shall be implemented in accordance with the approved details.

Reason: To ensure appropriate foul water drainage.
(Cambridge Local Plan 2006 policy 4/16)

15. 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 2006 policy 4/13)

16. There should be no collection 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)

17. 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 2006 policy 4/13)

18. In the event of the foundations for the proposed development requiring piling, prior to the development taking place 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 2006 policy 4/13)

19. 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 2006 policy 4/13

20. Prior to the commencement of the use hereby permitted, the arrangements for the disposal of waste detailed on the approved plans shall be provided and information shall be provided on the management arrangements for the receptacles to facilitate their collection from a kerbside collection point. 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. Cambridge Local Plan 2006 policies 3/12 and 4/13

21. Prior to the commencement of development, full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, will be stationed and walk distances for residents including the specific arrangements to enable collection from the kerbside or within 5m of the adopted highway/ refuse collection vehicle access point. The approved facilities shall be provided prior to the commencement of the use hereby permitted and 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. Cambridge Local Plan 2006 policies 3/12 and 4/13

22. 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)

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

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

24. 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 treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied 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)

25. The car parking spaces associated for this development shall be 2.5 metres wide and 5 metres length. The spaces shall be retained and shall not be used for any other purpose.

Reason: To ensure the spaces are fit for purpose and

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

INFORMATIVE: No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

INFORMATIVE: Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

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

-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