

Application Number	16/1003/FUL	Agenda Item	
Date Received	7th June 2016	Officer	Sav Patel
Target Date	2nd August 2016		
Ward	Kings Hedges		
Site	243, 245 And 247 Milton Road Cambridge Cambridgeshire CB4 1XQ		
Proposal	Erection of 6 dwellings (following the demolition of nos. 243, 245 and 247 Milton Road), together with car parking, cycle parking, landscaping and associated infrastructure.		
Applicant	N/A c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development is considered to be of high quality design which would improve the appearance of the site, street scene and character of the area; - The scale of the proposed development 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 would not have any significant adverse impact on the residential amenity of the adjacent neighbours.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site consists of three plots; nos.243, 245 and 247 Milton Road, which are currently occupied by detached houses. Nos. 243 and 245 are two storey detached dwellings with two storey projecting gables. No.247 is a single storey

bungalow with a hipped roof and single storey pitched roof bay windows. All three dwellings are set back from the road with no.243 being further back. The frontage of each plot is defined by a timber fence with vegetation set behind and driveways for at least two cars.

- 1.2 The built form of the area is characterised by two storey detached dwellings on deep plots. However the style and size of dwellings are more varied on the northern side of Milton Road compared to the south side. Milton Road is a major arterial route into and out of the City Centre from the north. It contains the main carriageway, a separate cycle lane and pedestrian lane and a grassed verge with trees. There is a bus stop in front of nos.245 and 247 Milton Road.
- 1.3 To the rear of the site is the recently developed housing site known as Middleton Green which included part of the rear gardens of all three dwellings. The rear gardens of the dwellings are laid to lawn and contain some small garden trees adjacent to the rear boundaries.
- 1.4 Part of the site (the plot for 243 Milton Road) forms part of a Tree Preservation Order area which includes all the houses in Middleton Close (road name for Middleton Green development) and nos.229 to 243 Milton Road which front Milton Road. To the south of no.243 is no.241 Milton Road, which is a two storey detached dwelling, is identified as a Building of Local Interest.

2.0 THE PROPOSAL

- 2.1 The proposal is for the demolition of the three existing dwellings and construction of 3 pairs of two and half storey semi-detached dwellings (6 units). The dwellings include flat roof dormers in the front and rear roofscape and a cat-slide roof over a single storey flat roof element. The front elevation has been designed with two storey projecting bay windows.
- 2.2 Each dwelling is approximately 8.5 metres in height and 4.5 metres wide. The main two storey range is 10.6 metres deep and 20.6 metres in depth overall. Plot 1 and 2 are set back 10.5 metres from front boundary; plots 3 and 4 are set back 13.9 metres; and plots 5 and 6 are 9.4 metres.

2.3 Access to the dwellings would be via a 5 metre wide access from Milton Road onto a shared surface area which is proposed to be block paved. Six car parking spaces are proposed. The proposal includes bin and cycle storage of each dwelling.

3.0 SITE HISTORY

Reference	Description	Outcome
14/0518/FUL	Erection of detached dwelling with associated garage on land to the rear of no.243, 245 and 247 Milton Road	APPROVED
14/1450/FUL	Erection of new detached dwelling and associated garage	APPROVED

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 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/12 3/14 4/4 5/1 8/2 8/6

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

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95</p> <p>Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Roof Extensions Design Guide (2003)</p>

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 (Highways Development Management)

6.1 No objections in principle. The proposal may impose additional car parking demands upon on street parking on the surrounding streets whilst unlikely to result in any significant adverse impact upon highway safety there is the potential impact on residential amenity. The following conditions and informatives are recommended if the Council is minded to grant permission:

- No unbound material;
- Removal of Permitted Development Rights for gates;
- Access to be constructed in accordance with Cambridgeshire County Council specifications;
- Surface water drainage;
- Visibility splays;
- Manoeuvring area free from obstruction;
- Redundant vehicular crossings returned to kerb and footway;
- No obstruction to access;
- Traffic management plan;
- No works to public highway without consent informative;
- No overhanging of public highway informative;
- Public utility informative.

6.2 The redundant vehicular crossings must be removed and replaced with full kerbs. The proposal may allow better positioning of the bus stop. This would require alteration of the existing Traffic Regulation Orders which is recommended to be pre-commencement condition if the Council is minded to granted permission.

Environmental Health

6.3 The proposed development is acceptable subject to the following conditions and informatives:

- Construction hours;
- Collection during construction;

- Construction/demolition noise/vibration & piling;
- Dust;
- Acoustic assessment
- Air quality ventilation
- Dust informative
- Contaminated land informative

Urban Design and Conservation Team

- 6.4 The new dwellings have a floor plan of a terrace typography comprising main two storey and attic front element under a pitched roof and rear two storey wing under a cat slide roof with ground floor extension to the rear and side return. However the plan form is used in semi-detached form with features relating to 1920/1930s suburban vernacular with the aim of creating a contemporary equivalent. The proposed development is acceptable subject to conditions relating to materials, landscaping and possibly removal of PD rights.

Access Officer

- 6.5 The proposal is not supported as it does not support housing for disabled people. Bungalows are very important. Only mitigation would be if the houses can be built to wheelchair housing standards.

Head of Streets and Open Spaces (Tree Team)

- 6.6 No comments received to date. I will therefore report any comments on the amendment sheet or orally to members at the committee.

Head of Streets and Open Spaces (Landscape Team)

- 6.7 No landscape plan has been submitted for consideration. Given the visibility of the development from the public realm a landscape plan is essential. The landscape team cannot consider the landscape and visual impacts of the proposed development.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

First comments:

- 6.8 The proposed development is unacceptable and should be refused as the development represents an increase in impermeable area and there are no details provided regarding surface water and foul drainage. It has not been demonstrated that flood risk will not be increased due to the proposals.

Second comments:

- 6.9 Following submission of additional drainage information, the Sustainable Drainage Officer is satisfied the scheme is acceptable subject a surface water drainage condition.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.10 Not possible to comment on the proposed development and additional information will be required in order to provide comments. The Bat Report recommends additional emergence survey of 245 Milton Road as having low potential to support roosting bats. Survey should be undertaken in survey period May-Aug prior to determination.

Second comments:

- 6.11 The applicant has submitted an updated Ecology Report following the above comments. Nature Conservation Officer but not received their comments. I will therefore report any comments on the amendment sheet or orally to members at the committee.
- 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:

- 241 Milton Road;
- 320 Milton Road;

7.2 The representations can be summarised as follows:

- The proposed development would improve the look of the road;
- Concern with access to the properties and how this would work with the current location of the bus stop;
- Possible introduction of floating bus stops could result in the relocation of the bus stop towards our property which we would not be happy about;
- The proposed development fails to respond to its context and does not fulfil requirements of policy 3/4 of the Local Plan (2006);
- The second floor dormer windows would be out of keeping in this location;
- The proposed development would have a significant negative impact on properties opposite due to height, bulk and number of higher overlooking windows;
- There should be a comparison between the existing number of bedrooms and proposed (24);
- The proposal amounts to a slight overdevelopment of the site;
- The proposal arrangement results in overcrowding as one property's bin being against another's wall;
- Some of the bedrooms appear to be rather small;
- Shared frontages is out of character in this location;
- Trees shown on plant should be required to be planted;
- Four ornamental cherries on the frontage or other non-fruit trees would be appropriate;
- No public consultation has taken place;
- Loss of a bungalow which is a valuable asset, and none of the proposed homes offer on-the-level living;
- The proposal would require the moving of the bus stop – suggest the bus stop should move away from Fraser Road;
- The proposed cycle parking arrangements is not convenient enough – paved access to the cycle parking and ought to be at the front of the properties;

- The proposal does not fulfil the requirements of policy 3/12 and perhaps 8/6;
- The proposed design does not reflect the fact many of those who live in the area use bikes as a primary form of transport;

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 and impact on heritage assets
3. Disabled access
4. Residential amenity
5. Refuse arrangements
6. Car and cycle parking
7. Trees
8. Third party representations

Principle of Development

8.2 The application site is located in a sustainable location due to its proximity to local shops and public transport and cycle links into the city centre.

8.3 Policy 5/1 of the Cambridge Local Plan 2006 allows for residential development from windfall sites, subject to the existing land use and compatibility with adjoining uses. The site is located within a predominantly residential context. Therefore, the proposed residential redevelopment of the site to provide six dwellings is acceptable in principle.

8.4 In my opinion, the principle of the development is acceptable and in accordance with policy and 5/1. I will assess the merits of the proposal under policy 3/10 below.

Context of site, design and external spaces and impact on heritage assets.

- 8.5 The proposed development is for six two and half storey dwellings in the form of three semi-detached pairs. The semi-detached units are off set from each other with the plots 3 and 4 set back from plots 1 and 2, 5 and 6. This appears to be to accommodate off street parking at the front of the set back units.
- 8.6 The context of the area is defined by 1920s and 1930s residential housing stock on spacious plots and deep rear gardens some of which have been subdivided and developed. There are examples of single storey bungalows, semi-detached and detached houses. The application site consists of three detached dwellings; one of which is a bungalow. However, the main form of housing is two storey but there are examples of properties with loft conversions.
- 8.7 In this context, the proposed dwellings would in my view satisfactorily integrate into the site without having a detrimental impact on the character of the area. The development would maintain gaps between each building which is a common feature of the area and replace dwellings which are of limited architectural merits with contemporary dwellings which respond to the site context. The proposed dwellings have strong features such as chimneys, double height bay-windows and consistent eaves and ridge height and cat-slide rear roof profile. The flat roof dormers in the front and rear roofscape are prominent features of the proposed dwellings. There are some examples of flat roof dormers in the locality however they are not as prominent as the proposed. Nevertheless, the proposed dormers are proportionate features within the roofscape and so do not give the dwellings a top heavy appearance or have a detrimental impact on the visual appearance of the area. In my view these features contribute positively to the variety of features in the area rather than appear alien and out of character.
- 8.8 In terms of the overall design, the proposed dwellings would enhance the setting of the site from within the street scene and from wider vantage points along Milton Road, and contribute towards the variety of dwellings on this side of Milton Road. The design of the proposed dwellings would not have an adverse

impact on the site or surrounding area. The dwellings have been designed to a high standard, which respects the local vernacular with a contemporary approach.

- 8.9 In terms of the impact on the heritage asset, no.241 Milton Road, which is a Building of Local Interest, the proposed development would relate better with it than the existing dwelling (no.243) does. Currently no.243 is set 8.5 metres back from the front elevation of no.241 and 1 metre from the side boundary. The proposed dwelling (plot 1) would be located 1.3 metres back from the front elevation and 1.8 metres from the side boundary. The proposed dwelling would therefore increase the level of separation between no.241 and present a better quality of design development adjacent to it and would not detract from the setting of the Building of Local Interest.. The Conservation Team do not consider the proposal would have a detrimental impact on the heritage asset.
- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan 3/4, 3/7, 3/10, 3/11, 3/12, 4/4 and 4/12.

Disabled access

- 8.11 The Access Officer has raised concerns with the loss of a bungalow for disabled people and only mitigation for this loss is if the new houses can be built to wheelchair standards. Whilst I acknowledge the officer's concerns, the scale of development is outside the trigger of policy 5/9 (Housing for People with Disabilities) in the Local Plan (2006) which is 15 or more dwellings. However, policies 3/7 and 3/12 seek appropriate provision to be made to make development inclusive for the needs of those with disabilities to ensure places are easily and safely accessible. The applicant has confirmed that the dwellings will be compliant with current Approved Document Part M for Building Regulations by providing a level access to the ground floor, WCs and door widths will be designed and suitable for wheelchair use, and all light switches, electrical socket outlets, door entry systems will be located a heights suitable for disabled use. This is considered to be a sufficient and proportionate response to providing disabled access for the scale of the proposed development.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

Overlooking

- 8.13 The proposed development would not cause significantly levels of overlooking on the adjacent occupiers. There are no habitable room windows in the side elevations that would cause direct overlooking of the neighbouring properties at no.241 or no.249. Also the properties adjacent to the rear boundaries of the site are located over 20 metres from the rear elevation of the nearest proposed dwellings (plot 3 and 4). There are also several trees along the rear boundary of the site that would help to screen views. At this range with the existing boundary vegetation and in this urban context, I do not consider the proposed dwellings would cause any adverse levels of overlooking such that it would have a detrimental impact on the existing occupiers.

Overbearing sense of enclosure

- 8.14 The proposed dwellings have been located so that they are in line with the side elevations of the neighbouring dwellings in order to reduce any sense of enclosure, particularly over the private gardens or principle room windows. The existing dwelling (no.243) adjacent to the side boundary with no.241 is located with its entire side gable beyond the main rear elevation of the dwelling. As a result, the existing dwelling conflicts with the 45 degree rule due to its set back location. The proposal development would be pulled away from the boundary and over half of the main two storey side gable would be located in line with the side of no.241. The proposed development would be located outside the 45 degree line which would result in a much better relationship with the occupiers of no.241. The proposed dwelling has a cat-slide roof element which projects off the rear elevation. This element is set in from the main side elevation by 1.2 metres and projects 5 metres off the rear elevation. The cat-slide profile means the height of this element starts off from the eaves and slope downs to a height of 4.7 metres. A corner section of this element would conflict with the 45 degree line. However, it would be significantly less than the existing. The proposed single storey flat roof element on the rear of plot 1

would be largely screened from view by an existing outbuilding at no.241 which is located adjacent to the side boundary. I do not consider this element would have any adverse impact on the residential amenity of the neighbour occupier. Therefore, I am satisfied that the proposed development would not appear overbearing to the occupiers of no.241 over and above the existing relationship.

- 8.15 In terms of the impact on no.249, currently no.247 is a single storey bungalow. Therefore, there is currently no overbearing impact on the neighbour at no.249 which is a two storey dwelling, which has been extended into the roof with a box dormer and extends beyond the rear elevation of the existing bungalow. No.249 also has been extended at the rear with a pitched roof and mono-pitched roof extension. The proposed development would extend beyond the rear elevation of these extensions by 8.6 metres. This would be largely by the single storey flat roof element and part of the first floor cat-slide roof element. However, I do not consider these elements would have any adverse overbearing impact on the occupiers of no.249 as the windows in the rear elevation adjacent to the side boundary appear to serve bathrooms, as they are frosted. The window in the rear box dormer is considered to be too high to be impacted by the proposed development. I am therefore satisfied that the proposed development would not appear overbearing or create an adverse sense of enclosure of the occupier of no.249 due to the layout and design of the proposed development.

Overshadowing

- 8.16 The applicant has produced shadow studies to show the impact of the proposed development on the surrounding area. The shadow studies are from the Equinox (September and March), Summer Solstice (June) and Winter Solstice (December). Unfortunately, the applicant has not provided details for the existing scenario. Nevertheless, the proposed situation demonstrates that in terms of overshadowing the proposed development would comply with BRE guidance. The proposed development appears to cast some additional shadowing over the rear of no.249 during the Equinox. However the level of shadowing would not be considered significant enough to warrant refusal.

8.17 No.241 is located south of the application site and therefore is unlikely to be adversely affected from shadowing from the proposed development.

8.18 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, 3/7, 3/10 and 3/12.

Amenity for future occupiers of the site

8.19 The future occupiers of the proposed development would be provided with a generous amount of internal and external space. The proposed development is considered to be ideally suited to families. The rooms are of generous size and there is lots of space around and to the rear of the dwellings for future occupiers to enjoy. The proposal does include some communal areas which are located at the front and between plots 2 and 3 and plots 4 and 5. The side passages would provide storage for and access to bins along a paved path. Whilst there is a door and window at ground floor in the side elevations of these plots, these openings are ancillary openings. I do not consider the communal arrangements of the proposed development would have an adverse impact on the living quality or residential amenity of the future occupiers. It is likely that future occupiers will become accustomed to seeing their neighbours due to the shared frontage.

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, 3/10 and 3/12.

Refuse Arrangements

8.21 The proposal includes bin storage provision adjacent to the side elevation/boundaries of the site for 3 waste receptacles. I am satisfied with this arrangement and that there is enough space within the site to accommodate this in compliance with the Waste Design Guide.

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

Highway safety

- 8.23 The proposal is to consolidate all the existing accesses serving no.243, 245 and 247 into one main ingress and egress point to serve the development site. This arrangement is considered acceptable to the Highway Authority subject to the relocation of the existing bus stop which is directly outside the front of no.245, which is where the main entrance for the proposed development would be located. The applicant has been advised to apply for a Traffic Regulation Order to relocate the bus stop, which would involve a consultation process. I have recommended this as a pre-commencement condition.

Car and Cycle Parking

Car parking

- 8.24 The proposal includes one car parking space for each dwelling. The site is not within a Controlled Parking Zone and so the current Car Parking Standards seeks, as a maximum, 2 car parking spaces for 3 or more bedrooms. The Local Plan encourages a modal shift towards alternative modes of transport in sustainable locations which are close to public transport links, shops and services. There is a bus stop directly outside the site and there are other bus stops along Milton Road. The nearest local centre is located a 6 minute walk from the site in both directions along Milton Road. The site also located 9 minute cycle ride from The Grafton Centre and there are regular buses (every 30 mins) into the City Centre. The City Centre is also approximately 1.7 miles from the site which is about a 30 minute walk. I am therefore satisfied that a lower provision of car parking in this location can be justified.

Cycle parking

- 8.25 The proposal includes cycle parking for up to 3 bikes in an enclosed storage sheds located in the rear garden of each plot. Each shed will be fitted with a lock for security. The proposed cycle parking provision is compliant with the Council's Cycle Parking Standards.
- 8.26 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Trees and Ecology

- 8.27 The applicant has prepared and submitted a Tree Survey, Arboricultural Method Statement and Preliminary Tree Protection Plan. A total of 24 trees and two groups have been surveyed of which 12 low category (U to C) trees have been identified for removal; 7 from the rear of the site and 5 from the front. In order to compensate for this loss, I have proposed a condition for replacement planting of trees and also a hard and soft landscaping condition to enhance the site frontage.
- 8.28 The applicant's original Ecology Report advises no evidence was found to suggest the presence of day roosting bats in 243, 245 or 247 Milton Road. However the report does state that no.245 has sufficient external crevice type features associated with roof and hanging tiles to assess the building as possessing low overall bat roost value.

Third Party Representations

- 8.29 I have addressed some of the third party representations in the above section of my report. However, I set out below a response comments not addressed:

Representation	Response
The proposed development would improve the look of the road;	Noted.
Concern with access to the properties and how this would work with the current location of the bus stop;	See paragraph 8.23
Possible introduction of floating bus stops could result in the relocation of the bus stop towards our property which we would not be happy about;	See paragraph 8.23
The proposed development fails to respond to its context and does not fulfil requirements of policy 3/4 of the Local Plan (2006);	The proposed development is in accordance with policy 3/4 of the Local Plan in my view.
The second floor dormer	See paragraph 8.7

windows would be out of keeping in this location;	
The proposed development would have a significant negative impact on properties opposite due to height, bulk and number of higher overlooking windows;	The proposal has been carefully assessed in terms of its design, scale and impact on residential amenity. The proposal is considered to be acceptable in all respects.
There should be a comparison between the existing number of bedrooms and proposed (24);	The existing dwellings consist of 1x 3bed and 2x 4bed dwellings. This equates to 11 beds. The proposal is for 6x 4bed dwellings which equates to 24 beds.
The proposal amounts to a slight overdevelopment of the site;	The proposal would integrate comfortably within the site by making effective and efficient use of the land.
The proposal arrangement results in overcrowding as one property's bin being against another's wall;	See paragraph 8.19
Some of the bedrooms appear to be rather small;	The Council does not have any space standards to assess proposal against. The bedrooms are considered to be of good size.
Shared frontages is out of character in this location;	The recent development of Middleton Green which is a few metres from the site has a shared access so this site is not out of character. Nevertheless, consolidating accesses to create one access point can bring communities closer together which is part of good planning.
Trees shown on plant should be required to be planted;	I have recommended a replacement tree planting condition which will require details to be submitted and approved in writing by the Local Planning Authority.

Four ornamental cherries on the frontage or other non-fruit trees would be appropriate;	As above.
No public consultation has taken place;	Whilst the Council encourages public consultation, there is no specific requirement for this is occurring.
Loss of a bungalow which is a valuable asset, and none of the proposed homes offer on-the-level living;	See paragraph 8.11
The proposal would require the moving of the bus stop – suggest the bus stop should move away from Fraser Road;	See paragraph 8.23
The proposed cycle parking arrangements is not convenient enough – paved access to the cycle parking and ought to be at the front of the properties;	The proposed cycle parking arrangement is acceptable. Plots 3 and 4 would only need to travel 8.6 metre over lawn to access the paved area.
The proposal does not fulfil the requirements of policy 3/12 and perhaps 8/6;	The proposal is fully compliant with these policies in my view.
The proposed design does not reflect the fact many of those who live in the area use bikes as a primary form of transport;	The proposal complies with the Council's Cycle Parking Standards.

9.0 CONCLUSION

- 9.1 The proposed development is for demolition of the three existing detached dwellings at 243, 245 and 247 Milton Road and construction of three semi-detached pairs (6 units) of two and half storey dwellings including bin and cycle storage, shared entrance and off street car parking.
- 9.2 The proposed development is considered to be of high quality design which would improve the appearance of the site from the street scene. The scale of development is respectful of the prevailing built form and would not appear out of character or alien in this sub-urban context. The proposed development would also be respectful of the existing Building of Local Interest (BLI) at no.241 by improving the setting of the building by moving the proposed development further way and closer to

the highway. The Conservation Team have not raised any concerns with the proposed development and its impact on the BLI.

- 9.3 The proposed development has been arranged within the site to minimise the potential impact on the residential amenity of the adjacent occupiers. The relationship with the occupier of no.241 Milton Road would be much improved. Currently the side gable end of no.243 projects beyond the rear elevation of no.241 and less than 1 metre from the boundary. In terms of no.249 Milton Road, the proposed development would result in a material change from the existing bungalow. However, I do not consider the proposed development would have a significant adverse impact on the residential amenity of the occupier of no.249.
- 9.4 The proposed development is considered to be acceptable and compliant with the relevant Local Plan policies.

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 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 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)

4. 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)

5. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, 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: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

6. No works or development shall take place until full details of all proposed tree planting, and the proposed times of planting, have been submitted to and approved in writing by the local planning authority, and all tree planting shall be carried out in accordance with those details and at those times.

Reason: To ensure the satisfactory implementation of tree planting in the interests of visual amenity. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

7. Details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

8. 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 + 40% 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 to achieve a 20% reduction in peak flows 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 managed and maintained thereafter in accordance with the agreed management and maintenance plan.
9. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2006 policy 4/13)

10. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2006 policy 4/13)

11. 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)

12. 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 policy4/13

13. The noise insulation scheme and mitigation requirements as stated within the MAS Environmental Ltd Noise Impact Assessment dated 4th May 2016 (MRdCam160504) shall be fully implemented, maintained and not altered.

Reason: To protect the amenity of future occupants (Cambridge Local Plan 2006 policy 4/13)

14. Prior to the commencement of development/construction, details of an alternate ventilation scheme to open windows for the habitable rooms located on the Milton Road façade shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development away from the road. The ventilation scheme shall achieve at least 2 air changes per hour. The approved scheme shall be installed before the use hereby permitted is commenced and shall not be altered.

Reason: To protect the amenity of future occupants (Cambridge Local Plan 2006 policy 4/13)

15. 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.

16. 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.

17. 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 vehicular accesses unless details have first been submitted to and approved in writing by the Local Planning Authority.

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

18. Prior to the commencement of the first use the vehicular accesses where they cross 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.

19. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawing (P02 rev B). The splays are to be included within the curtilage of the new dwellings. One visibility splay is required on each side of each 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.

20. Prior to occupation any and all redundant vehicle crossovers of the footway must be returned to normal footway and kerb at no cost to the Highway Authority.

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

21. 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.

22. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. The traffic management plan shall include the following:

- 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.

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

23. 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.

24. Prior to occupation of the development an amendment shall be made to the existing Traffic Regulation Order and approved in writing by the Cambridgeshire County Council. The amendment shall relate to the existing bus stop on Milton Road in front of no.245 Milton Road to be relocated. A copy of the approval notice from the County Council shall be submitted to and approved in writing by the Local Planning Authority.

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

FORMATIVE: This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

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: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: 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: If during the works contamination is encountered, the LPA should be informed, additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA. The applicant/agent to need to satisfy themselves as to the condition of the land / area and its proposed use, to ensure a premises prejudicial to health situation does not arise in the future.