

Application Number	17/0606/FUL	Agenda Item	
Date Received	5th April 2017	Officer	Lorna Gilbert
Target Date	31st May 2017		
Ward	Abbey		
Site	1 Sunnyside Cambridge CB5 8SG		
Proposal	Erection of two storey dwelling adjoining 1 Sunnyside following the demolition of existing garages.		
Applicant	Mr A Bacon 4 High Street Great Shelford CB22 5EH		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">- The proposal would not harm residential amenities or be detrimental to highway safety.- It is considered the proposed dwelling would harmonise with the adjoining properties and is acceptable in terms of its scale and appearance.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The property is a semi-detached house located on the corner of Sunnyside and The Westering. The front elevation fronts south-west on to Sunnyside and the north-western site boundary borders The Westering. Its semi-detached pair is No.3 Sunnyside which lies to the south-east. The rear garden borders the property of No.55 The Westering to the north-east.
- 1.2 The site is located within a height referral area for all structures.

2.0 THE PROPOSAL

- 2.1 The proposal involves the erection of a two storey dwelling adjacent to 1 Sunnyside following the demolition of a garage.
- 2.2 The proposed storey house has two bedrooms and is located adjacent to No.1 Sunnyside. It extends between 6.85m and 9.8m in length and 4.6m in width and the main two storey part of the house is between 5.1m to the eaves and 7.85m high to the ridge. It has a single storey rear projection that extends between 2.95m and 4.1m high with a pitched roof.
- 2.3 The new dwelling will be constructed from fair faced brickwork with render to match existing. The roof will be constructed from plain tiles to match existing. The windows will be white UPVC.
- 2.4 The proposal includes two off street car parking spaces, one for the existing property of No.1 Sunnyside and the other for the new dwelling. Separate bike and bin stores are provided for both these properties.

3.0 SITE HISTORY

Reference	Description	Outcome
C/72/0845	Erection of single-storey extension to existing dwelling house and erection of double garage	Approved subject to conditions
16/0319/FUL	Conversion of 3 bed dwelling house to 1x 1 bed flat and 3x 2 bed flats following two storey side extension and roof extension incorporating rear dormer window.	Withdrawn
16/1432/FUL	Conversion of 3 bed dwellinghouse to 4 x 1 bed apartments following a single and two storey extension.	Refused and dismissed on appeal

A copy of the Inspector's Decision letter in relation to the appeal is attached.

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 3/10 3/11 3/12 3/14
		4/4 4/13 4/14 4/15
		5/1 5/5
		8/2 8/4 8/6 8/10 8/18
		10/1

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)

	Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u> Arboricultural Strategy (2004) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan (2011) Balanced and Mixed Communities – A Good Practice Guide (2006) Cambridge Walking and Cycling Strategy (2002) Cycle Parking Guide for New Residential Developments (2010) Air Quality in Cambridge – Developers Guide (2008)

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 The application site has no existing properly constructed crossing of the footway to access the car parking identified to the front of the property.
- 6.2 This is simply a low kerb, not a dropped kerb.
- 6.3 The location for the access as identified lies at the exit of a bend in the road with restricted visibility.
- 6.4 The Highway Authority would resist the creation of a new formal access at this point for reasons of safety and therefore recommends that the application be REFUSED planning permission in its current form.
- 6.5 Provision of a second space adjacent to the proposed space to the rear of the property would be an acceptable option, but would require (as does the option currently proposed) the construction of a proper vehicular crossing of the footway.
- 6.6 If, following provision of the above alterations to the access, the Highway Authority is satisfied that the proposal will have no significant adverse effect upon the public highway, please add the conditions and informatives requested.

Environmental Health

- 6.7 The development proposed is acceptable subject to the imposition of the conditions/informative outlined below:
 - ConditionsConstruction hours and Piling
- Informative

Dust

Head of Streets and Open Spaces (Landscape Team)

- 6.8 The development proposed is acceptable subject to the imposition of the conditions outlined below:
- Hard and soft landscaping
 - Boundary treatment
- 6.9 The landscape team is pleased with the design for this site. Previous applications resulted in constrained and inappropriate amenity areas for the development. The current scheme of one new dwelling with an ideal proportion of amenity space, functions well. The new parking area and cycle/bin store area is convenient and still allows for a functional garden space.
- 6.10 It may be of benefit to consider a reduction in the height of the hedge along the corner 'frontage' to provide better visibility around the bend.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.11 The development proposed is acceptable subject to the imposition of the drainage condition requested.
- 6.12 Additional comments: The existing and proposed site layout plan (Dwg No. 17018 / 04 b) identifies a proposed connection to the existing foul sewer. This approach is not supported and will not be approved.

Cambridge International Airport

- 6.13 No objection.
- 6.14 Ask that the Airport be informed of any construction plan for the use of cranes so that they can be assessed to ensure they do not penetrate our safeguarding surfaces.
- 6.15 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:

- 3, 10, 12 Sunnyside

7.2 The representations can be summarised as follows:

- No.3 Sunnyside's garden already receives limited light in the afternoon and the proposal will reduce light from even earlier and be completely in shade for the main time the children want to play there.
- Loss of privacy to garden of No.3 Sunnyside as more people will see into it.
- Already a parking problem in Sunnyside and more people living here will only exacerbate this.
- Many young children live in Sunnyside and additional traffic will only increase the danger to them and reduce highway safety.
- Inadequate provision has been made for bike and waste bin storage.
- Very few houses have a single vehicle. Many vehicles are forced to park on the street which leads to damaged paths and reduced pedestrian access. Reduced street parking from the introduction of the rear car parking space (currently unused). Vehicles will be forced to park on the corner and creates a safety risk for pedestrians who will have to walk in the road, drivers and children who play in the street.
- Visual impact on the street turning two semi-detached houses into a small terrace. While a similar development has been completed on the Homing, this has had a detrimental effect on the character and design of the street making it look disproportionate to the rest of the street. The extension to No.1 would do the same to Sunnyside.
- New building will be significantly smaller inside than the existing properties.
- Question the impact that the building of a single property will have on the housing shortage in the country in general.
- Reduction in green space to the existing residence and the poor provision for the proposed extra dwelling.
- Noise.
- Detrimental effect on the area.

- 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. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations
8. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 Policy 5/1 (Housing Provision) of the Local Plan (2006) 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 contains a residential dwelling. The surrounding area is characterised by residential use and Marshalls is in close proximity. I consider the proposal complies with this policy.
- 8.3 Policy 3/10 (Sub-division of existing plots) explains how *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 The proposal will not affect any Listed Buildings or Buildings of Local Interest nor the comprehensive development of the wider area.

8.5 The previous application for the site reference 16/1432/FUL was for an extension and conversion of the property into four x one bed apartments. This scheme was refused then dismissed at appeal. It should be noted that the Inspectorate did not object to the principle of a residential development on the site. The reasons the Planning Inspectorate dismissed the appeal are that: *The proposed development would not offer a good level of accommodation for the future occupiers of the upper floor units, and would as a result cause significant harm to their living conditions.*

8.6 In my opinion, the principle of the development is acceptable and in accordance with policies 5/1 and 3/10 of the Local Plan 2006. The sections below will consider the impact on neighbours' amenities, vehicular access and the will consider the prevailing character and appearance of the area.

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

Response to context

8.7 The scheme has been revised since the previous planning application reference 16/1432/FUL was dismissed at appeal. The current proposal seeks to add an additional property next to No.1 Sunnyside. No.1 and 3 Sunnyside are presently a pair of semi-detached houses and the addition of a new dwelling will create a terrace. The proposal has however been designed to appear subservient to the existing semi-detached pair of houses. This is done by setting the front wall of the new dwelling back by 0.5m from No.1 Sunnyside and lowering the roof ridge height. Features of the existing houses have been

incorporated into the new dwelling such as the choice of materials, front bay window and hipped roof.

- 8.8 The proposed dwelling is located in a prominent location at the corner of the street. Further along The Westering at the junction with The Homing lies a house numbered 31 The Homing which has been extended with a two storey side and single storey rear extension (reference C/91/0401) which was approved in June 1991. This was approved prior to the current Local Plan's adoption. There is a wooden fence with a hedge above along The Westering which provides screening to the extension from the street. There is also a hedge along the side and part of the front of No.1 Sunnyside that provides some screening along the corner of the street. However, the extension is similar to what was approved at the opposite end of the street and I consider the set back of the property from the street helps to highlight that the new dwelling is subservient. I do consider the proposal to be bulky but a condition could be included to ensure the hedge is retained at a lower height as requested by Highways. The proposed design and scale is similar to the previous scheme (reference 16/1432/FUL) and its design and scale were not given as reasons for refusal for this previous scheme or for the appeal being dismissed. On balance I consider the site is capable of accommodating a two storey house providing appropriate soft landscaping is incorporated into the proposal.
- 8.9 The proposal results in the loss of garden space at the side of the property. The proposal does however remove an existing driveway, garage and shed from the rear and this space will form a car parking space and garden area. There is a noticeable loss of soft landscaping with the introduction of a new dwelling. Some new planting is proposed, which is encouraged. I recommend the inclusion of the conditions requested by Landscaping to ensure appropriate hard and soft landscaping are provided on site. In my view the retention of the boundary hedge helps to soften the appearance of the new dwelling and provides valuable soft landscaping when viewed from the road.
- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/10, 3/11, 3/14.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.11 The proposal for a new two bedroom house adjacent to No.1 Sunnyside and No.55 The Westering introduces a new household to the street. There will therefore be more residents coming and going from this new property. I consider the additional unit could lead to an increase in noise, however I consider it would be relatively minimal due to the size of this property and it would not warrant refusal of the application.
- 8.12 One rear upper floor window is proposed which serves a bathroom. This would not directly face the upper floor side window at No.55 The Westering due to the set back of this neighbouring property from the road. I do however recommend it be conditioned to be obscure glazed and non-opening due to the proximity of neighbours' gardens at No.1 and 3 Sunnyside. A first floor flank window and front bedroom window are proposed that serve upstairs bedrooms. These are located a minimum of 21m from the nearest properties of No.58 and No.60 The Westering on the opposite side of the street. I therefore consider the proposal would not lead to a loss of privacy to neighbouring dwellings
- 8.13 No.1 Sunnyside is located south-east of the proposed house and No.55 The Westering is located to the north-east. The proposed two storey house stands adjacent to No.1 Sunnyside. Three existing ground floor flank and upper floor windows will be removed from No.1 Sunnyside. However these serve a stairwell, hallway and a store and their removal will not harm light reaching habitable rooms at the property.
- 8.14 I do not consider the proposal would lead to a detrimental loss of light to neighbouring and nearby properties due to its position and distance from these dwellings and gardens. The proposed single storey rear projection on the new dwelling will project 0.5m beyond the existing single storey rear extension at No.1 Sunnyside and therefore I do not consider this will result in a detrimental loss of light to this neighbouring property or garden.
- 8.15 As the proposal is located at the side of No.1 Sunnyside I do not consider it would lead to a sense of enclosure, overbearing

or outlook to neighbours due to its distance from neighbouring properties and gardens.

- 8.16 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 4/13.

Amenity for future occupiers of the site

- 8.17 The previous application (16/1432/FUL) was dismissed on appeal due to the standard of the proposed upper floor flats accommodation. This was due to the size of the rooms and distance to the communal garden area. In my view, the current planning application has overcome these reasons for refusal. This is by providing a two bedroom dwelling house instead of four flats. I consider the proposal provides reasonable sized accommodation for a two bedroom dwelling. The new dwelling also has its own garden which I consider to be acceptable for a dwelling of its size.
- 8.18 No.1 Sunnyside will remain as a three bedroom house and has its own garden which I consider to be satisfactory.
- 8.19 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 3/10.

Refuse Arrangements

- 8.20 There is sufficient space to provide bin storage as shown on the amended drawing. Two separate bin stores are provided for the new dwelling and No.1 Sunnyside. I consider the proposal to be acceptable in terms of the provision and location of the stores.
- 8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.22 The Highways Authority has raised an objection to the proposal as they resist the creation of a new formal access at the front of the property as it is at the exit of a bend in the road with restricted visibility.
- 8.23 It should be noted that the previous scheme reference 16/1432/FUL included a car parking space at the front of No.1 Sunnyside. The Highways Authority originally objected but then provided further comments on 16th September 2016 that read: *'the issue could be resolved by the removal of the hedge or its reduction in height to under 800mm, together with the removal of it from the areas of the pedestrian visibility splays (plus, of course the construction of a proper vehicle crossing)'*
- 8.24 The Planning Inspectorate also referred to the impact of the development on the local highway network in the previous appeal decision (reference 16/1432/FUL). It stated *'I did not observe any particular traffic issues at my site visit, and no sufficient evidence is before me which suggests that the proposed development would cause any significant harm in this regard.'*
- 8.25 I therefore consider this issue can be overcome with the provision of a condition if Committee are minded to approve the scheme. I recommend a condition to reduce the height to 0.8m high and its removal from the areas of the pedestrian visibility splays. An informative can be included to advise the applicant to contact the Highways Authority in relation to the construction of a vehicular crossing.
- 8.26 The application provides two on site car parking spaces which is in accordance with the maximum parking standards set out within the Local Plan 2006. The site is located in a suburban location. Buses serve Newmarket Road which future occupiers could use. There is a policy compliant level of cycle parking which would encourage residents to use bicycles. I note the concerns of the neighbours' regarding a potential increase in on street parking issues. However on balance, I do not consider the potential increase in vehicles using the street and parking pressures are so detrimental as to warrant refusal of the

application. I also note the previous scheme for four flats was considered acceptable in this regard.

- 8.27 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.28 The proposal provides two on-site car parking spaces for the occupiers of the existing property and new house. This is in accordance with the maximum car parking standards as set out within the Local Plan 2006.
- 8.29 The Local Plan 2006 also includes minimum cycle parking standards. The proposal should provide a cycle parking space per bedroom. The proposal provides four cycle parking spaces per dwelling which exceeds the minimum standards. The cycle parking is located in timber sheds in the back garden of each of the properties. Each rear garden has an access gate. In my view, the provision is satisfactory.
- 8.30 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Planning Obligations (s106 Agreement)

- 8.31 National Planning Practice Guidance sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

9.0 CONCLUSION

- 9.1 It is considered the proposed new dwelling would not harm neighbours' amenities or harm road safety and would harmonise with neighbouring properties in terms of its scale and appearance.

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 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)

4. 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)

5. No development shall take place until details 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)

6. The upper floor rear window on the new dwelling shall be obscure glazed and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

Reason: To avoid harm to residential amenities and to comply with policy 3/10 of the Local Plan 2006.

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

Reason: to comply with the National Planning Policy Framework 2012.

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

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

9. 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; proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); 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)

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

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety and to comply with policy 8/2 of the Local Plan 2006.

11. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved vehicular access/accesses unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to comply with policy 8/2 of the Local Plan 2006.

12. The access or accesses shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway.

Reason: To prevent surface water discharging to the highway and to comply with policy 8/2 of the Local Plan 2006.

13. Prior to the bringing into use of the new parking spaces, the following pedestrian visibility splays shall be provided, and these areas shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high:

a) The northernmost parking space serving the new dwelling - a 2.0m x 2.0m splay to the south side, and a splay measuring 2.0m back from the highway and the remaining distance to the boundary on the northern side.

b) The space serving the existing dwelling - a 2.0m x 2.0m splay to the west side.

Reason: In the interests of highway safety and to comply with policy 8/2 of the Local Plan 2006.

14. Prior to the bringing into use of either of the accesses, hereby permitted, the boundary hedge running adjacent to the highway and between the required pedestrian visibility splays shall be reduced to a maximum height of 0.8 metres and thereafter retained as such.

Reason: For highway safety reasons and to comply with policy 8/2 of the Local Plan 2006.

15. Prior to occupation of the new dwelling hereby approved, the accesses shall be provided as shown on the approved drawings and retained free of obstruction thereafter.

Reason: In the interests of highway safety and to comply with policy 8/2 of the Local Plan 2006.

INFORMATIVE: Cambridge Airport should be contacted if any cranes are required in the construction of the new dwelling for airport safety reasons.

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://www.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: Prior to the commencement of the first use the vehicular access or accesses where it crosses/they cross the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

INFORMATIVE: 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: 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.