

Application Number	17/1249/FUL	Agenda Item	
Date Received	31st July 2017	Officer	Michael Hammond
Target Date	25th September 2017		
Ward	Romsey		
Site	178 Coldhams Lane Cambridge CB1 3HH		
Proposal	Change of use from single C3 Use Class dwellinghouse to 2 self-contained dwellings and associated enlargements to dwelling including ground and first floor rear extension along with associated hardstandings, amenity space, and parking.		
Applicant	Kang Bridge Developments Ltd 178, Coldhams Lane Cambridge CB1 3HH		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The proposed works would respect the amenity of neighbouring properties. <input type="checkbox"/> The proposed change of use would provide an acceptable living environment for future occupants. <input type="checkbox"/> The proposal would be in keeping with the character and appearance of the area.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is comprised of a two-storey semi-detached property situated on the corner of Coldhams lane and Brampton Road. There is a small garden to the front and a side access which leads to a larger rear garden. At the rear of the site is a single-storey garage which provides one car parking space that is accessible from Brampton Road. The property is constructed in brick with a hipped tiled roof, similar to other properties in the

area. The surrounding area is residential in character and is formed of similar-sized semi-detached and terraced properties. Coldhams Recreation Ground and Coldhams Common are opposite the site to the north.

1.2 There are no site constraints.

2.0 THE PROPOSAL

2.1 The proposal seeks planning permission for the change of use of the property from one dwelling house to two self-contained dwellings. To accommodate this proposed change of use the application includes a ground-floor rear extension and a first-floor side and rear infill extension.

2.2 The proposed ground-floor extension would be part-width and extend out from the existing rear building line by 2m with a flat roof measuring 3m to the parapet. The existing conservatory would be demolished and replaced with a proposed 3m high flat roof brick extension but this element would retain the existing footprint of the conservatory.

2.3 The proposed first-floor extension would infill the majority of the space between the rear and side first-floor building lines. The proposed first-floor extension would expand the hipped roof of the building whilst retaining the existing eaves and ridge line of the original roof form.

2.4 Plot 1, which occupies a large proportion of the original building, would host a three-bedroom dwelling over two-floors and would be accessed from the original front door. Plot 2 would utilise the floorspace created by the proposed extensions and would be a two-bedroom dwelling which is accessed from the side (west) elevation of the building. Each dwelling would have its own private garden which includes space for bin and cycle storage. Two car parking spaces would be provided at the rear of the site following the demolition of the existing garage and widening of the dropped kerb.

3.0 SITE HISTORY

Reference	Description	Outcome
C/88/0559	EXTENSIONS TO HOUSE (SINGLE and TWO STOREY EXTENSIONS). (AMENDED BY LETTER and DRAWINGS RECEIVED 24/06/88)	Permitted.

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 Local Plan 2006	3/1 3/4 3/7 3/10 3/11 3/14 4/4 4/13 5/1 5/2 8/2 8/6 8/10 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
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	Circular 11/95 (Annex A)
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> Cycle Parking Guide for New Residential Developments (2010)

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 objection subject to the following conditions and informative:

- No unbound material;
- No gates erected;

- First use of vehicular access;
- Highways drainage;
- Visibility splays;
- Access as shown; and
- Highways informative

Environmental Health

6.2 No objection subject to construction hours condition.

Head of Streets and Open Spaces (Tree Team)

Original comments (24/08/2017)

6.3 There are trees in the highway adjacent to the property that could be impacted by proposals. In order to fully assess the impact of the development the applicant should engage an arboriculturalist to ascertain the tree constraints and prepare an Arboricultural Impact Assessment in accordance with BS 5837:2012.

Comments on additional information (03/10/2017)

6.4 No objection subject to tree protection and implementation conditions.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.5 The site is identified at high risk of surface water flooding and the impact of the proposed development has not been assessed nor mitigated. A Flood Risk Assessment should be undertaken and submitted to the local planning authority in accordance with the NPPF. This assessment should include the impact of the proposed increase of building footprint that may displace flood waters and affect neighbouring land.

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:

- Camcycle, 140 Cowley Road
- 14 Brampton Road

7.2 The representations can be summarised as follows:

- Insufficient cycle parking and the design of the cycle parking it does propose is unusable.
- Loss of family sized dwelling not supported.
- The changes to the Brampton Road boundary would harm the street scene.
- Risk of damage to trees on street from widening of dropped kerb.
- Additional parking pressure on Brampton Road.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Drainage
8. Third party representations
9. Planning Obligations (s106 Agreement)

Principle of Development

8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan (2006). As policy 5/1 points out, proposals for housing development on windfall sites will be

permitted, subject to the existing land use and compatibility with adjoining uses.

8.3 The principle of developing the site for residential purposes is considered acceptable and conforms to the provisions set out in the development plan. However, while residential development is broadly supported, it must comply with considerations such as impact on the appearance of the area and impact on the amenity of neighbouring properties. These, and other relevant issues, are assessed below.

8.4 Policy 5/2 of the Cambridge Local Plan (2006) states that the conversion of non-residential buildings into self-contained dwellings will be permitted except where:

A) The residential property has a floorspace of less than 110m²;

B) The likely impact upon on-street parking would be unacceptable;

C) The living accommodation provided would be unsatisfactory;

D) The proposal would fail to provide for satisfactory refuse bin storage or cycle parking; and

E) The location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.

A) The residential property has a floorspace of less than 110 square metres

8.5 The footprint of the residential property as a result of the proposed extensions would be over 130m² and this criterion would be met.

B) The likely impact upon on-street parking would be unacceptable

8.6 It is acknowledged that an objection has been raised in relation to the pressure on on-street car parking the proposal would cause.

8.7 There is one car parking space for the existing four-bedroom property. The proposal would increase the level of car parking to two spaces. There is a paved area between the main road and pavement of Coldhams Lane that is used for car parking on an informal basis. There are also similar paved areas on both

sides of Brampton Road that are frequently used. In my opinion, there is a reasonable amount of existing on-street car parking pressure on Brampton Road and the on-site provision would not exacerbate parking pressures locally.

- 8.8 The proposed development would provide cycle storage areas for each of the proposed dwellings and there are good cycle links to local shops and services at the Cambridge Retail Park and Beehive Centre to the north-west of the site, as well as the Mill Road (East) Local Centre to the south of the site. These facilities are also within walking distance of the site. There are bus stops on Coldhams Lane heading both into and out of the City Centre which are within five minutes walking distance of the site. In light of the sustainable location of the site I do not consider the proposed development is dependent on private car as the sole means of travel.
- 8.9 In my opinion, the pressure on on-street car parking caused by the proposed development would be relatively minor in respect of the sustainable location of the site coupled with the fact that two car parking spaces would be provided. Overall, I do not consider the proposal would exacerbate on-street car parking to such an extent as to harm the amenity of the surrounding residential properties.

C) The living accommodation provided would be unsatisfactory

- 8.10 The habitable rooms of the proposed dwellings would all have acceptable outlooks. The future occupants of the proposed dwellings would have their own private gardens, with the two-bedroom dwelling having access to a garden of approximately 30m² and the larger three-bedroom dwelling with roughly 45m² of garden space. As explained in paragraph 8.8 of this report, the site is in a sustainable location with good cycle and public transport links to the wider area and there are local shops and services in Mill Road and the adjacent retail parks within walking distance. Coldhams Common Recreation Ground and Coldhams Common are also both opposite the site and within walking distance.

D) The proposal would fail to provide for satisfactory refuse bin storage or cycle parking

8.11 Bin storage for each of the proposed dwelling would be situated in their rear gardens with a straightforward means of access onto Brampton road for collection days. There would be capacity for three receptacles and I have recommended a condition for the design details of the bin store enclosure to be provided.

8.12 The application form does not specify the number of cycle parking spaces that would be provided. The cycle stores proposed appear to indicate each of the cycle stores would accommodate two cycle parking spaces. This falls below the five cycle spaces required for this level of development. In addition, the layout of cycle spaces appears unnecessarily cramped and difficult to maneuver into and out of. Notwithstanding this, there appears adequate room to accommodate the necessary number of cycle spaces in the garden and the final layout and type of storage could be dealt with through a planning condition in the event of approval.

E) The location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.

8.13 The site is situated in a residential area and so I do not consider the nearby land uses or site itself would result in an unsatisfactory level of residential amenity for future occupiers of the proposed dwelling.

8.14 In my opinion, the principle of residential development in this location is acceptable and in accordance with policies 3/10, 5/1 and 5/2 of the Local Plan (2006).

Context of site, design and external spaces

8.15 The proposed ground-floor extension and alteration to the existing conservatory would be of a fairly modest scale and design. This element of the proposed works would not be prominent from the street scene and would be in keeping with the character and appearance of the area in my opinion.

8.16 I consider the proposed first-floor extension would respect the street scene of Coldhams Lane. There are several examples of

other first-floor side and rear extensions and the proposal would retain the hipped roof form, eaves and ridge line of the original roof which is generally in keeping with the rest of the street. The proposed first-floor extension would not project any further than the existing two-storey building line towards Brampton road. The fenestration of this elevation would include a first-floor window and there would be a break in the massing on this elevation as the proposed first-floor extension is set marginally back from the existing first-floor side extension. I have recommended a condition to ensure the proposed works are constructed in matching materials.

- 8.17 It is acknowledged that a concern has been raised in relation to the potential risk to the existing street trees along Brampton Road from the proposed highways works. However, the applicant has submitted an arboricultural assessment which demonstrates that these works can be constructed without removing the adjacent trees. The Tree Officer is satisfied with this information and has recommended conditions to safeguard these trees during construction.
- 8.18 The neighbour objection also references the works to the boundary adjacent to Brampton Road and the harmful impact this would have on the street scene of this road. At present the boundary of the site is formed by a flat roofed wooden garage, a hit and miss fence and a hedgerow situated behind this fence. The proposal would remove this low level planting and erect a new 1.8m high timber fence along the majority of this boundary. The garage would be removed and this boundary would become open and the space of the garage hard paved to accommodate the two proposed car parking spaces.
- 8.19 In my opinion, the loss of the hedging would not have a significant impact upon the appearance of the street scene. This hedging is partially screened by the hit and miss fence and I consider that it is less important to the character of the area than the hedging outside the fronts of nos.2 – 10 and no.25 Brampton Road opposite which fronts directly onto the street and contributes to the public realm more. There is solid timber fencing opposite the site to the west at no.176 Brampton Road and I do not consider the proposed fencing would appear alien. The open nature of the proposed car parking area would be situated next to the existing private access road which is already exposed and I do not consider this would appear out of

context with its surroundings. I have recommended a boundary treatment condition for the boundary details to be secured and retained thereafter.

- 8.20 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/10, 3/11 and 3.14.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.21 The proposed alterations to the conservatory would not harm the amenity of no.180 Coldhams Lane in my opinion. The existing conservatory measures approximately 3m to the ridge and then slopes down to an eaves height of 2.5m. The proposal would retain this footprint but increase the height to a flat 3m. As this element only projects 1.8m beyond the rear wall of no.180, I am confident that no harmful overshadowing or visual enclosure would be experienced as a result of this. The proposed 2m deep single-storey extension would be approximately 5m away from the boundary of this neighbour and I do not consider any harmful loss of light or visual dominance would occur.
- 8.22 The proposed first-floor extension would not project any further to the rear or side than the existing building lines. It would not be visible from the main views of no.180 and the additional mass would be situated across the road from no.176 to the west which only has an obscure glazed window that would face towards this proposed extension. I am of the opinion that no harmful impacts would be experienced at any neighbouring properties as a result of this.
- 8.23 The outlooks from windows would be similar to that of present and I am confident no loss of privacy would be experienced as a result of the proposed works. The side (west) first-floor window would serve a landing area and not a habitable room.
- 8.24 I do not anticipate any harmful noise or disturbance would be experienced in the gardens of neighbours given that the garden and site of the existing property is already in residential use as a four-bedroom dwelling. The additional movement created by the proposed extra car parking space would be situated at the

far end of the site and away from the main private spaces of neighbours.

- 8.25 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 3/14.

Amenity for future occupiers of the site

- 8.26 This has been addressed in paragraph 8.10 of this report. I have recommended conditions to restrict permitted development rights for extensions and outbuildings for future occupants as I am concerned that these additions could compromise the garden space available for future occupants and potentially enclose and/ or overshadow the other dwelling hereby permitted.
- 8.27 In my opinion, subject to conditions, 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, 3/14 and 5/2

Refuse Arrangements

- 8.28 This has been addressed in paragraph 8.11 of this report.
- 8.29 In my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 5/2.

Highway Safety

- 8.30 The Highway Authority has raised no objection to the proposal subject to conditions.
- 8.31 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.32 Car parking has been addressed in paragraphs 8.6 – 8.9 of this report.

8.33 Cycle parking has been addressed in paragraph 8.12 of this report.

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

Drainage

8.35 It is acknowledged that the Drainage Team has requested a flood risk assessment to be submitted prior to determination of the application as the development is identified at high risk of surface water flooding. The site is not situated within a flood zone or any other flood related constraint. It is pertinent to note that under permitted development the existing garden could be turned into hardstanding and outbuildings and certain extensions could be erected without the need for planning permission and the local planning authority would have no control over the surface water drainage of these developments. In my opinion, I therefore consider it would be reasonable to request this information as a prior to commencement condition as opposed to prior to determination.

8.36 In my opinion, subject to condition, the proposal is compliant with paragraph 103 of the NPPF (2012).

Third Party Representations

8.37 The majority of the third party representations have been addressed in the main body of this report.

8.38 There is no policy basis on which to resist the loss of a family style dwelling in favor of two smaller dwellings. The proposed change of use retains the residential use of the site and is considered to be compliant with policy. In addition, the proposed dwellings would be two-bedroom and three-bedroom respectively and are therefore capable of being occupied by families.

Planning Obligations (s106 Agreement)

8.39 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 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. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account.

- 8.40 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 Overall, the proposed change of use of the four-bedroom dwelling house into two smaller dwellings is considered to be acceptable in principle. The proposed development would respect the amenities of neighbouring properties whilst providing a high quality living environment for its future occupants. The proposal would increase the level of off-street car parking to two car parking spaces and I do not consider there would be a significant increase in on-street parking resulting from this development. The proposed alterations would be in keeping with the character and appearance of the area.

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. Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the dwellinghouses hereby permitted (including the insertion of any windows) shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of the adjoining dwelling hereby permitted and to ensure an acceptable level of garden space is retained for future occupants (Cambridge Local Plan 2006 policies 3/4, 3/14 and 5/2).

5. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that order with or without modification), the provision within the curtilage of the dwellinghouse hereby permitted of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties (Cambridge Local Plan 2006 policies 3/4 and 5/2).

6. The proposed private amenity spaces for the dwellings shall be laid out in accordance with drawing no.055-PL(21)01 prior to the occupation of the dwellings and shall thereafter be retained in the configuration as approved for the benefit of future occupants of the scheme unless otherwise agreed in writing by the local planning authority.

Reason: In order to ensure an appropriate standard of residential amenity for future occupants (Cambridge Local Plan 2006 policies 3/4, 3/7, 3/11, 3/14, 5/1 and 5/2).

7. The extension hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

Reason: To ensure that the extension is in keeping with the existing building. (Cambridge Local Plan 2006 policies 3/4, and 3/14)

8. No development shall commence 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 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 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.

iii. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.

Reason: To minimise flood risk (Paragraph 103 of the National Planning Policy Framework (2012)).

9. 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 5/2)

10. No development shall commence until details of facilities for the covered, secure 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 and in the interests of visual amenity (Cambridge Local Plan 2006 policies 3/7, 5/2 and 8/6).

11. No development shall commence until details of facilities for the storage of bins 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 storage of bins and in the interests of visual amenity (Cambridge Local Plan 2006 policies 3/7, 4/13 and 5/2).

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

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety (Cambridge Local Plan 2006 Policy 8/2)

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

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

14. The access 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 (Cambridge Local Plan 2006 policy 8/2).

15. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the site. 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 (Cambridge Local Plan 2006 policy 8/2).

16. Before first occupation of the dwellings, hereby permitted, the access shall be provided as shown on the approved drawings and retained in accordance with the drawings thereafter.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 Policy 8/2)

17. Prior to the commencement of development and with reference to BS 5837 2012, details of the specification and position of all protection measures and techniques to be adopted for the protection of any trees from damage during the course of any activity related to the development, shall be submitted to the local planning authority for its written approval in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP).

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 and 4/4)

18. The approved AMS and TPP will be implemented throughout the development and 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 and 4/4)

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: 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.