

Application Number	17/1697/FUL	Agenda Item	
Date Received	3rd October 2017	Officer	Sophia Dudding
Target Date	28th November 2017		
Ward	Cherry Hinton		
Site	1A And 1B Malletts Road Cambridge CB1 9EZ		
Proposal	Erection of new dwelling (Land r/o 1a, 1b and 1 Mallets Road)		
Applicant	Stewart Debnam 1-2 Union Street Wisbech PE13 1DJ		

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 in keeping with the area and would not give rise to harm to the appearance of the site and local area.- The proposed dwelling would not give rise to a significant adverse impact on residential amenity of neighbouring properties- The proposal would provide a high-quality living environment and an appropriate standard of residential amenity for future occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is a parcel of land to the rear of 1a, 1b and 1 Malletts Road located close to the corner of Malletts Road and Leete Road. It lies adjacent to 3 Malletts Road, a two storey semi-detached property to the east side of the application site. 1a and 1b Malletts Road has been subdivided from 1 Malletts Road which was originally an end-of-terrace dwelling located in the corner plot with spacious garden space. To the north, the

terrace unit with which 1 Malletts Road is attached, is comprised of 4 mid-terrace properties (2-8 Leete Road) indented from the end terraces on both sides (1 Malletts Road and 2 Drayton Road). 2 Drayton Road has been developed in a similar way to the current proposal for 1 Malletts Road. It consists of an attached new building with 2 flats (2a and 2b Drayton Road) and a single new detached dwelling (2c) in the land to the rear of 2a, 2b and 2 Drayton Road.

- 1.2 The surrounding residential area is located within the southern suburban area off Fulbourn Road with a belt of green space separating the properties on Malletts Road from the busy highway. The surrounding residential properties are characterised by pairs of semi-detached buildings and terraced units which were built in the early 20C. Recently, a number of new dwellings have been erected in the area through the subdivision of plots.
- 1.3 There are no listed buildings in the vicinity of the application site and the site neither falls within a Conservation Area or a Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 Full planning consent is sought for the erection of a new dwelling on land r/o 1a, 1b and 1 Malletts Road.
- 2.2 The application site is rectangular in shape with a depth (south to north) of approx. 17.8m and a width (west to east) of approx. 10 m. The proposed front garden area would be slightly wider at approx. 11m. The new dwelling would take up a rectangular-shaped footprint with a depth of approx. 7.4m and a width of approx. 6.7m. It would be arranged with a 2 storey element sitting close to 3 Malletts with gable ends facing front and rear. The ridge height would be approx. 6.4m and the eaves approx. 4.3m. It would have a lean-to element stepped down to single storey close to the host dwelling with a ridge height of approx. 3.2m and an eaves of approx. 2.4m. The internal arrangement would form an 'upside down' house with living and kitchen area at the first floor and bedrooms at the ground floor.

2.3 The application site has a lengthy planning history for the erection of one and two new dwellings, these proposals have been refused/withdrawn for the following reasons:

- ☐ The relationship between the new dwellings and existing dwellings appears cramped; erection of a new dwelling in the space gives rise to an overdevelopment of the site;
- ☐ Enclosure to 1a/1b Malletts Road;
- ☐ Overlooking to 1a/1b/1 Malletts Road and 2 Leete Road;
- ☐ Loss of sunlight to 3 Malletts Road.

2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. drawings

3.0 SITE HISTORY

Reference	Description	Outcome
05/1256/FUL	Erection of 1No detached two storey dwelling (on land between Nos 1 and 3 Malletts Road).	Refusal
06/0664/FUL	Erection of 1 No detached two storey dwelling including car parking (on land between Nos 1 and 3 Malletts Road).	Application returned
06/0792/FUL	Erection of 1no dwelling.	Withdrawn
11/0758/OUT	Outline application for erection of pair of semi-detached houses with associated external works.	Refusal

APPEAL(11/0758/OUT): 12/00030/REFUSL	Outline application for erection of pair of semi-detached houses with associated external works.	APPEAL DISMISSED
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4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes
	Public Meeting/Exhibition (meeting of):	No
	DC Forum (meeting of):	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		3/4 3/7 3/10 3/11 3/12
		4/13
		5/1
		8/2 8/6 8/10

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

Central Government Guidance	National Planning Policy Framework March 2012
	National Planning Policy Framework – Planning Practice Guidance March 2014
	Circular 11/95 (Appendix A)

Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)
	<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 The proposal should have no significant impact on the public highway, should it gain the benefit of planning permission, subject to the incorporation of suggested conditions and informatives.

Environmental Health

- 6.2 The development proposed is acceptable subject to the imposition of conditions to control construction hours and piling.

Refuse and Recycling

- 6.3 No comments

Urban Design and Conservation team

- 6.4 It is considered that there are no material Urban Design issues with this application.
- 6.5 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 Leete Road
- ☐ 3 Malletts Road
- ☐ Camcycle

- 7.2 The representations can be summarised as follows:

- ☐ The proposed car parking is on a blind corner which might cause car accidents for the area which already has a lot of cars parked;
- ☐ If the new dwelling is built right up on the boundary of 3 Malletts Road, it would impede the natural light and generate maintenance difficulties;
- ☐ Overcrowded and privacy loss;
- ☐ The extended dropped kerb would give rise to further on-street parking pressure;
- ☐ Three cycles leaning against a wall without any indication of how they are covered or secured.
- ☐ 1.2 metre width doorway for the cycle parking is necessary to help people wheel their cycle through.

- 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 the main issues are:

- ☐ Principle of Development
- ☐ Context of site, design and external spaces
- ☐ Residential Amenity
- ☐ Refuse Arrangements and cycle parking
- ☐ Highway safety and car parking
- ☐ Third Party Representations

Principle of Development

8.2 The Cambridge Local Plan (2006) states that proposals for housing development of windfall sites will be permitted, subject to the existing land use and compatibility with adjoining uses (policy 5/1). The surrounding land uses are residential and the principle of housing development in relation to this policy is therefore acceptable. However, consideration should also be given to policies relating to subdivision of the existing plots and the design of the new building (Policy 3/10 and Policy 3/12).

8.3 Policy 3/10 of the 2006 Local Plan states that residential development within the garden area or curtilage of existing properties will not be permitted if it will:

- a) Have a significant adverse impact on the amenities of neighbouring properties through loss of privacy, loss of light, an overbearing sense of enclosure and the generation of unreasonable levels of traffic or noise nuisance;
- b) Provide inadequate amenity space, or vehicular access arrangements and parking spaces for the proposed and existing properties;
- c) Detract from the prevailing character and appearance of the area;
- d) Adversely affect the setting of Listed Buildings, or buildings or gardens of local interest within or close to the site;
- e) Adversely affect trees, wildlife features or architectural features of local importance located within or close to the site; and
- f) Prejudice the comprehensive development of the wider area.

8.4 Parts d, e, and f are not considered of relevance to this application. Parts a, b, and c are considered in further detail in this report.

8.5 Policy 3/12 states that new buildings would be permitted where it can be demonstrated that they:

- a) Have a positive impact on their setting in terms of location on the site, height, scale, and form, materials, detailing, wider townscape and landscape impacts and available views;
- b) Are convenient, safe, and accessible for all users and visitors; and
- c) Are constructed in a substantial manner, easily adaptable and which successfully integrate refuse and recycling facilities, cycle parking, and plant and other services into the design.

These matters are considered in further detail in this report.

Context of site, design and external spaces

Context

8.6 The surrounding area of the application site is characterised by pairs of semi-detached properties and terrace units built in 1940-50s. The building-form, with 35 degree gable-ended roof slopes, is the prevailing building style in the area with building materials in tile and brick/render finish in different colours. Most corner plots in the area, due to their spacious garden space, have been subdivided at least once and developed for housing such as 1 Leete Road, 2 Malletts Road and 2 Drayton Road. Although new buildings in the area mostly use different exterior building materials, the design in terms of the overall massing, height and layout in general are consistent with that of the existing buildings. Overall, however, buildings within the surrounding area do not exhibit a strong unified appearance and, in my view, there is scope for innovation for architectural details so far as they would integrate well with the existing buildings in general terms of design such as massing, height, layout, materials and access of the new development.

Design and the impact on the character of the area

8.7 The application site is currently fenced and overgrown with vegetation. It has been vacant for years and appears neglected

providing an opportunity for litter tipping. In my opinion, the development of this space could improve the appearance of the area.

- 8.8 The new dwelling would fill in the centre of the application site, following the layout of the adjacent buildings that would be setback from the pedestrian footpath approx. 5m and leave a relatively spacious front garden. It would follow the building line of 1a/1b Malletts Road and stagger slightly forward than 3 Malletts Road. The new dwelling would be under a pitched roof with two gable ends facing front and rear, and it would be lower than the surrounding buildings. It would be broken down into two elements with the 2 storey element spanning along the frontage approx. 5.1m and the single storey approx. 1.7m, and with a depth approx. 7.5m. The scale and massing of the new dwelling would match that of existing buildings in the area. The building forms with gable ends, in my view, also positively reflect the building design of the area. Although it has a flavour of some details with contemporary design, I consider, in general, the new dwelling would integrate well with the existing buildings in terms of scale, heights, layout and materials.
- 8.9 I have recommended conditions to control the details of materials, landscaping and boundary treatment.
- 8.10 Given the location of the site is near a corner and is transitioning from one road to the other, some design differences that would connect dwellings on both roads are considered acceptable. To the north is a similar arrangement, where a new detached dwelling, 2c Drayton Road, of similar design to the proposed new dwelling, gained planning permission and is currently substantially constructed. In my opinion, the erection of the proposed new dwelling would provide some symmetry with 2c Drayton Road and this would improve the housing appearance on both ends of Leete Road.

Layout of the site

- 8.11 The current proposal has also overcome previous concerns relating to development appearing cramped and the site appearing overdeveloped due to the proximity to 3 Malletts Road and additional required functional space for bins, bikes and car parking. The proposed new building is now arranged with a distance approx. 1m away from the shared boundary and

a distance approx.2.2m from the property of No.3. The general distance between pairs of semi-detached properties and terrace units is generally 2-3 meters. The new building would also keep a sufficient distance from 1a, b Malletts Road. As such, in my opinion, the relationship between the proposed new dwelling and adjacent neighbouring properties would reflect the general relationship between neighbouring properties and the arrangement would not appear cramped in my opinion.

8.12 Due to the size of the application site and the layout of the scheme, I consider that the required bin stores and cycle parking can be accommodated away from the street scene. The proposal indicates a bin store to the very front of the site. I do not feel this is appropriate but the side path to the west, where the proposed cycle parking is located, could sufficiently accommodate bin storage for three bins and I feel this can be addressed through a suitably worded planning condition. The proposal includes a private rear garden which is approx. 60 m2. The size of private garden is relatively small compared with most properties in the area. However, for a single family home the proposed garden of this size would provide an acceptable amount of amenity space. Therefore, in my view, the application site can sufficiently accommodate a new dwelling with required functional space, and it would not give rise to overdevelopment or a cramped appearance.

8.13 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.14 The elevation of the new dwelling facing 1a and 1b Malletts Road would have two staggered sloping roof slopes and would span along the end of the rear garden of No.1a/1b by approx. 7.5m. The height of the building is designed below the 25 degree vision line drawn from the centre of rear windows of the ground floor flat. In my view, this arrangement would result in less apparent bulk than the previously refused schemes (05/1256/FUL and 11/0758/OUT) which were arranged with a bulky gable end and a higher roof line facing these properties in a similar location. The new building would be located perpendicular to the rear of 1a/1b Malletts Road with a distance

of approx. 8m separating them. I consider this distance coupled with the reduced height and re-designed roof form has overcome any concerns regarding the impact of enclosure on the occupiers of 1a/1b Mallets Road.

- 8.15 As the new building would fall below the 25 degree line drawn from the center of the rear ground floor windows of No. 1a/1b, the new building would not give rise to any significant adverse overshadowing to their primary habitable space. It is acknowledged that the new building would give rise to some overshadowing to the rear garden of no.1a/1b, however, due to the orientation, this would be in the morning hours only. As per BRE guidance, the amount of sunlight received following construction of the proposed dwelling would not fall below the threshold required for garden space and therefore the proposal would not give rise to any significant adverse overshadowing to No.1a/1b.
- 8.16 The new building would be arranged with living and kitchen area at the first floor level with a Juliet balcony facing the front highway. The outlook towards neighbouring properties would be from the primary habitable rooms located at the ground floor level and screened by a boundary fence. Therefore, in my view the new building would not give rise to significant overlooking to adjacent neighbouring properties.
- 8.17 The proposed new building would be located diagonally to the rear of 1 Mallets Road at a distance of approx. 8m. Due to the relationship of both buildings, the new dwelling would still have a distance approx. 2.1m to the boundary of No.1 and would not extend perpendicularly to the rear of it. In my opinion the new building would not appear significantly intrusive from the rear garden or the rear windows of 1 Mallets Road.
- 8.18 3 Mallets Road would lie approx. 2.2m to the east flank wall of the new dwelling and would be set back from the front building line of the new dwelling by approx. 1m. There are two windows in the elevation of No.3 facing the new dwelling. One is a hallway window at the ground floor level and one is an obscured bathroom window at the first floor level. As there are no primary habitable windows in the elevation and also the new building would finish before the rear wall of No.3, in my opinion, the new dwelling would not give rise to significant loss of light to No.3.

- 8.19 I have recommended conditions to remove permitted development rights for additions to the roof and the erection of outbuildings to ensure that the amenity impact of any future development is controlled.
- 8.20 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 (3/14) and 4/13

Amenity for future occupiers of the site

- 8.21 The new dwelling would provide sufficient interior habitable space and external amenity space. The rear garden would be overlooked by the first floor windows of 1 and 3 Malletts Road, however, this is not an uncommon arrangement in most properties in the area and I consider it to be acceptable. The 'upside down' arrangement with bedrooms at the ground floor level and the open-plan living and kitchen area upstairs would provide sufficient light and outlook for the primary habitable spaces.
- 8.22 I have recommended conditions to remove permitted development rights for extensions and outbuildings to ensure that the Local Planning Authority retains control over the amount of external amenity space available for the future occupiers.
- 8.23 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 (3/12 or 3/10) and 4/13.

Refuse Arrangements and Cycle Parking

- 8.24 The proposed cycle parking would be located within the side path to the west of the site and not visible from within the street scene. It has been revised to be covered in an enclosed shed and with a 1.2m wide access in order that the future occupiers can conveniently wheel through their bikes. I consider the proposal provides satisfactory arrangement for cycle parking, the detail of which can be secured through a recommended condition. The bin store is proposed to be located close to the

front boundary fence. As stated above, I do not consider this to be satisfactory as it would give rise to harm to the visual quality of the street scene. There is sufficient space within the side path to accommodate the bins close to the cycle parking and I have recommended a condition to secure the details of the enclosure and this alternative location.

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

Highway Safety and car parking

8.26 The highway Authority comments that the proposal would not give rise to significant harm to highway safety and I share this view. As the proposed car parking space has already been used for car parking, I consider the car parking arrangements to be acceptable. I do not consider the impact on on-street parking to be significant.

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

Third Party Representations

8.28 The third party representations would be addressed in the below table:

<u>Representations</u>	<u>Comments</u>
Potential car accidents caused from the car parking on a blind corner;	The proposed parking space, in my opinion, is relatively open with sufficient vision for car manoeuvres. The site is within a residential area without busy traffic and the space is already used for car parking. I consider the proposed car parking arrangement would not give rise to harm to highway safety and this is also confirmed by the Highway Authority.
Light loss and maintenance difficulties to 3 Malletts Road;	The issue related to the light loss to No.3 has been addressed in the report; the proposed new

	dwelling would have a distance to the property of No.3 approx. 2.2m, which would provide sufficient space for maintenance access.
Overcrowded and loss of privacy;	The issues of the site appearing overcrowded and any potential loss of privacy have been addressed within the report.
On-street parking pressure and issues raised from the extended dropped kerb;	The extended dropped kerb is in order to provide an additional off-street car parking space. It would result in approx. loss of 1 on-street parking space. Balanced against the increased on-site provision this is not considered to result in any material impact upon the safe and convenient use of the highway.
Parking difficulty for disabled people. The owner of 3 Malletts Road suggests the extended dropped kerb would give rise to parking difficulty for disabled people, particularly for his severely sight impaired daughter when they wish to park cars close to the house to drop and pick her up.	The extended dropped kerb would be approx. 10m from No.3 and would only result in the loss of one on-street parking space. In my opinion, there would still be enough on-street parking close to No.3. In addition, the street is not a classified road so the dropped kerb element of the development could be implemented under permitted development.
Issues with Cycle parking ;	The comments have been addressed within the report.

9.0 Conclusion

- 9.1 In conclusion, the proposed new dwelling would be in keeping with the area and in my view would improve the appearance and symmetrical arrangement of the area. It would not give rise to a significant adverse impact on residential amenity of neighbouring properties, and would provide a high-quality living environment and an appropriate standard of residential amenity for future occupiers.

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 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)

5. 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

6. 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.

7. 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.

8. 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)

9. Prior to the commencement of development a scheme for surface water drainage works shall be submitted to and approved in writing by the local planning authority. The details shall include an assessment 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 the National Planning Policy 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 + an allowance for climate change. The submitted details shall include the following:

1) 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;

2) 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 for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

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

10. 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)

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

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

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

Reason: To protect the amenity of future occupiers by ensuring that sufficient external amenity space is provided (Cambridge Local Plan 2006 policies 3/4, 3/10 and 3/12).

13. Notwithstanding the provisions of Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties (Cambridge Local Plan 2006 policies 3/4, 3/10 and 3/12).

14. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the provision within the curtilage of the dwellinghouse(s) 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 occupiers of adjoining properties and the amenity of future occupiers (Cambridge Local Plan 2006 policies 3/4, 3/10 and 3/12).

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

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

16. Notwithstanding the approved plans, no development shall take place until full details of the bin stores, including their location, elevations and details of materials, have been submitted to and approved in writing by the local planning authority. The bin stores shall not be located within the front garden area and the development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To ensure that the location and external appearance of the bin stores is appropriate (Cambridge Local Plan 2006 policy 3/4)

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