

Application Number	18/1414/FUL	Agenda Item	
Date Received	7th September 2018	Officer	Lewis Tomlinson
Target Date	2nd November 2018		
Ward	Cherry Hinton		
Site	Colville Road Garages Colville Road Cambridge CB1 9EH		
Proposal	Demolition of garages and erection of 3no. affordable dwellings, partial widening of access and associated works		
Applicant	Cambridge Investment Partnership The Gate House Mill Road Cambridge CB1 2AZ		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development would make effective use of a previously developed site to create additional affordable housing units; - The design and scale of the proposed development would respond sympathetically to the surrounding built form; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; <p>The proposed development is unlikely to give rise to any significant adverse impact upon on street car parking capacity on the surrounding streets.</p>
<p>RECOMMENDATION</p>	<p>APPROVAL</p>

0.0 BACKGROUND

0.1 This planning application has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. The purpose of the partnership is to help increase the amount of affordable housing within Cambridge. The target is to provide 500 new dwellings across the City using mainly council owned sites/assets. The City Council has received £70million grant funding from central government, as part of the Devolution Deal, to help achieve this target.

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site consists of an area of hardstanding and two blocks of garages. There are 30 garages in total. To the south of the site is the rear garden access for No's. 9, 10 and 11 Drayton Close. There are no site constraints.

2.0 THE PROPOSAL

2.1 The proposal is to demolish the existing two garage blocks and redevelop the site to provide three affordable dwellings. This redevelopment would consist of a pair of semi-detached 2 bedroom dwellings and a detached 2 bedroom dwelling. The proposal would include cycle parking and waste provision for each dwelling and a total of 6 car parking spaces on the site (2 car parking spaces including visitor parking for each dwelling). Provision has also been made to ensure the occupiers of nos.9, 10 and 11 Drayton Close retain access to the rear gardens from within the site.

2.2 The applicant amended the proposal to widen the access way to Plot 3.

3.0 SITE HISTORY

3.1 None relevant

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 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1, 3, 27, 31, 32, 33, 35, 36, 50, 51, 52, 55, 56, 57, 59, 71, 73, 80, 81, 82, 85

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

Central Government Guidance	National Planning Policy Framework July 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No information has been provided regarding the existing use of the garages that will be demolished. This demand could be displaced onto the surrounding highway network. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon

residential amenity which the Planning Authority may wish to consider when assessing this application.

- 6.2 Recommends the inclusion of conditions regarding unbound material, surface water run-off, construction of access, removal of permitted development rights in relation to gates, access free of obstruction and an informative regarding works within the highway.

Environmental Health

- 6.3 No objection subject to the inclusion of conditions regarding construction hours, construction collections, construction/demolition noise/vibration & piling, dust, contamination and an informative regarding dust.

Refuse and Recycling

- 6.4 This development as it stands is not acceptable from a waste collection point of view. Our vehicles would not be able to enter the site to collect bins from the pavement there, or from a central bin store on the site, because they cannot reverse more than 12 metres, they would not be able to turn around, and the access is too narrow. The plot 3 inhabitants would need to pull their bins at least 75 metres to the kerbside, 3 times our recommended maximum of 25 metres. Plot 2 would have to pull bins 66 metres. The lane access and the access to the side of the house for plot 1 is also very narrow, it would need to be at least 2 metres wide to pull one bin along it comfortably. Every other week two bins would need to be put out, necessitating 2 journeys. It is also unclear whether there are any drop kerbs on the pavements within the development.

- 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:
- Camcycle (Objection)
 - 16 Bridewell Road (Neutral)

7.2 The representations can be summarised as follows:

Objection

- The cycle parking is improperly designed and accessways are too narrow. These render the cycle parking sheds to be inaccessible and severely inconvenient.
- The applicants have provided six car parking spaces, which exceeds the maximum levels permitted in Appendix L of the new Local Plan
- The access driveway narrows to 3.5m for a significant length, which is insufficient to have a separate footway

Neutral

- Supportive of the building of affordable housing
- Positive use of disused land and garages
- Would like to know the criteria used in future award to tenants
- Expect finished work will have limited impact on us given height and window positioning
- Request a 2 metre fence at western border of 16 Bridewell 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

Principle of Development

- 8.2 Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should be focussed in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. Additional residential units on this site are entirely consistent with this strategy; the site is previously developed land (it is not garden land).
- 8.3 In my opinion, as the proposal would be using land previously used as garages the proposal is in accordance with Policy 3 of the Cambridge Local Plan (2018) and the principle of the development is acceptable subject to material considerations discussed below.

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

- 8.4 The site is located within an area that is characterised by two storey housing. The houses that surround the site in Keates Road, Colville Road and Bridewell Road are set back from the road with gardens and driveways in front and deep rear gardens (circa 20 metres) many of which contain ancillary structures/outbuildings.
- 8.5 The proposed development of 3 no. two storey dwellings, 2 within a semi-detached arrangement would respond to the surrounding context in terms of built form and provide reasonably sized rear gardens. The dwellings are of simple design which in my view would be in keeping with the prevailing character of the area. Therefore, in terms of design and scale I consider the proposed development is an acceptable response to the site context. The layout of the dwellings ensures that the site is legible and provides adequate car parking and turning space.
- 8.6 The proposed boundary treatment would be a 1.8m close boarded fence which would provide adequate privacy for the future occupants and neighbouring properties. The Landscape Officer has recommended a hard landscaping condition to ensure that permeable paving is used wherever possible and to ensure the shared surface materials are adequate. A condition

is also recommended to ensure the tree protection measures outlined in the Arboricultural impact assessment is carried.

- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56 & 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 Given that the minimum distance between the neighbouring properties and any of the proposed dwellings is 20m, and the proposed houses are of an appropriate scale, the proposal would not in my opinion have a significant overbearing/overshadowing impact upon occupiers of the neighbouring properties. While the rear first floor windows on the dwellings would face towards the neighbouring properties, the windows are considered to be an acceptable size and would not give a significant sense of being overlooked. Plot 1 & 3's east facing elevations are close to the boundaries of the No's.16 – 22 Bridewell Road. The first floor windows proposed on the east facing elevations would serve bathrooms. Therefore I have recommended a condition to ensure these bathroom windows are obscure glazed and are vertically hung with 45 degree restrictors to minimize any potential overlooking impact.
- 8.9 I have assessed below the potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing. I am satisfied that the proposed dwellings due to their orientation, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the residential amenity of the neighbouring occupiers such that it would warrant refusal.

Wider area

- 8.10 The Environmental Health Team has recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. I accept this advice and have recommended the conditions accordingly. I have considered the impact of additional demand for car parking spaces on residential amenity in the 'car parking' section below.

8.11 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 (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

8.12 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units comply and exceed the standards. In this regard, the units would provide a high quality internal living environment for the future occupants in my opinion. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	2	4	2	79	81	+2
2	2	3	2	70	81	+11
3	2	3	2	70	81	+11

8.13 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. All the proposed units would have a private garden area that is considered to be of an acceptable size to accommodate the number of occupants. Notwithstanding that, plots 1 & 3 would have smaller gardens than plot 2. To ensure that adequate private amenity space is retained for plots 1 & 3, I recommended that permitted developments rights are removed for extensions and outbuildings.

8.14 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 (2018) policy 50.

8.15 The development has been assessed for compliance with Policy 51 and, subject to a minor revision to the internal layout, complies with the requirements of Part M4 (2) of the Building Regulations. I have recommended a condition to secure this requirement.

Refuse Arrangements

- 8.16 The proposed refuse storage arrangement consists of a dedicated bin storage point in the rear gardens of each plot close to the access for ease of movement to the collection point. The drag distance for the bins to the collection point (pavement on Collville Way) would be circa 75 metres. This is over the recommended travel distance of 25 metres as set out in the RECAP Waste Design Guide (2012). As the County Highway Authority will not adopt the access road, the refuse vehicles are unlikely to use the access road to collect the bins. Therefore the onus will be on the future occupiers to ensure the bins are taken to the collection point and returned. As there is no alternative solution and the proposal is for three affordable dwellings, I do not consider the issue with the drag distance is significant enough to warrant refusal of this application.
- 8.17 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.18 The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety but has raised the issue that the proposal could impose additional parking demands upon the on-street parking on the surrounding streets, this is addressed in the below section regarding car parking. The Highway Authority has recommended various conditions which are considered necessary.
- 8.19 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car Parking

- 8.20 The proposal includes four car parking spaces; 2 for each dwelling. This is above the maximum standards in the Local Plan (2006) which would seek 1 car parking space for dwellings with up to 2 bedrooms. However, this level of car parking would ensure that there is adequate visitor parking within the site. The car parking spaces have been laid out to ensure they are

accessible and enable a parked car to leave the site in forward gear.

- 8.21 The Highway Authority has commented that the loss of the garages could impose additional parking demands upon the on-street parking on the surrounding streets. Housing colleagues have supplied information regarding the occupancy of the garages. 2/3 of these garages are occupied, and 1/4 of the garage occupants do not live within close proximity to the site. The council does not hold any information on whether the garages are being used for car parking or for storage. The surrounding streets are adopted highway with uncontrolled on-street parking. However, many of the surrounding dwellings benefit from on plot parking. In these terms, therefore, I do not consider the loss of the garages would result in any significant displacement of cars onto surrounding streets such that it would put increased pressure on existing on street car parking capacity.

Cycle Parking

- 8.22 The proposal includes detached cycle storage sheds in the rear gardens of each of the three plots. Camcycle has raised concerns regarding the size of these. I have recommended a condition requesting further details of cycle storage to be submitted. Both Camcycle and the Landscape Officer requested that the accessway to plot 3 was widened, the applicant amended the plan to show 1.5m rear access to plot 3.
- 8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Integrated water management and flood risk

- 8.24 The Drainage comments shall follow on the amendment sheet.

Third Party Representations

- 8.25 I have dealt with the third party representations in the preceding paragraphs.

9.0 CONCLUSION

- 9.1 The proposed demolition of the existing garages and development of 3 no. two storey 2bed dwellings including cycle and bin storage and car parking would make efficient use of brownfield land to provide new affordable housing. The proposal would not result in an adverse impact upon neighbouring properties and would provide an acceptable level of 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. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Site investigation strategy based on the information identified in the desk study.

(b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33)

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33)

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33)

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33)

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33)

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33)

9. No development above ground level, other than demolition, shall commence until full details of both hard landscape works have been submitted to and approved in writing by the Local Planning Authority. The 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); retained historic landscape features and proposals for restoration, where relevant. All hard landscape works shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard landscape is provided as part of the development. (Cambridge Local Plan 2018 policies 55, 57 and 59)

10. The dwellings hereby approved shall not be occupied until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before dwellings are occupied.

Reason: To ensure appropriate provision for the secure storage of bicycles and appropriate storage of bins. (Cambridge Local Plan 2018 policies 55, 56, and 82)

11. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800hours 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 2018 policy 35)

12. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 35)

13. In the event of the foundations for the proposed development requiring piling, no such piling shall take place until a report / method statement detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration has been submitted to, and approved in writing by, the local planning authority. 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 2018 policy 35)

14. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2018 policy 35)

15. The tree protection measures detailed in the approved tree protection strategy, Arboricultural Impact Assessment by Landscape Planning Limited dated 19th February 2018, shall be implemented prior to the commencement of any works on site. The tree protection measures shall remain in place throughout the construction process and may not be removed until completion of all site works.

Reason: To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area (Cambridge Local Plan 2018 policy 71)

16. For plots 1 and 3, notwithstanding the provisions of Schedule 2, Part 1, Classes A and 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 enlargement, improvement or other alteration of the dwellinghouses; and the provision within the curtilage of the dwellinghouses of any building or enclosure, swimming or other pool, shall not be allowed without the granting of specific planning permission.

Reason: To ensure sufficient amenity space is retained for future occupiers of the dwellings, to protect the character of the area and to protect the amenity of neighbouring occupiers (Cambridge Local Plan 2018 policies 52 and 57)

17. Notwithstanding the approved plans, the dwellings, hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51)

18. The following windows shall be fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 in obscurity) and shall be non-opening unless the part of the window, door or opening is more than 1.7m above the finished floor level of the room in which it is installed. For the avoidance of doubt, these windows are:

- The first floor window on the east facing elevation serving plot 1
- The first floor window on the east facing elevation serving plot 3

The development shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55 and 58)

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

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81)

20. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved 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 2018 policy 81)

21. Prior to the first occupation or bringing into use of the development, hereby permitted, the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the approved plans and shall be retained as such thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site (Cambridge Local Plan 2018 policy 81)

22. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: To prevent surface water discharging to the highway, in the interests of highway safety (Cambridge Local Plan 2018 policy 81).

23. Prior to the first occupation or bringing into use of the development, hereby permitted, the manoeuvring area shall be provided in accordance with the approved drawings. The manoeuvring area shall be retained free of obstruction thereafter.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81)

24. Prior to the first occupation or bringing into use of the development, hereby permitted, the access shall be provided in accordance with the approved drawings. The access shall be retained free of obstruction thereafter.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81)

INFORMATIVE: Dust condition informative

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

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

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

-Guidance on the assessment of dust from demolition and construction

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

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

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

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

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

INFORMATIVE:

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.

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.

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.