

<b>Application Number</b>	18/0211/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	7th March 2018	<b>Officer</b>	Mairead O'Sullivan
<b>Target Date</b>	2nd May 2018		
<b>Ward</b>	Abbey		
<b>Site</b>	585 Newmarket Road Cambridge CB5 8PA		
<b>Proposal</b>	Demolition of existing dwelling and erection of 3 detached houses.		
<b>Applicant</b>	College Street Properties C/o Barker Storey Matthews 37 Priestgate Peterborough PE11JL		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><li>- The proposed buildings are considered to be acceptable in terms of design</li><li>- The proposed residential units would provide an adequate level of amenity to future occupiers</li><li>- The proposed development would not have any significant adverse impact on the amenity of surrounding occupiers.</li></ul>
RECOMMENDATION	APPROVAL

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site lies on the northern side of Newmarket Road to the east of the Brook over Coldhams Brook. The area is predominantly in residential use but has quite a mixed character; there are a range of brick and render properties, some of which are detached, others are semi-detached and terraces. There are a number of bungalows which surround the site.

- 1.2 The existing building on site is a two storey detached brick property. It is set back from the street with car parking and a small front garden. There is a low wall with some planting bounding the highway. The property has a long rear garden which is currently overgrown. The garden also encompasses land which appears to have originally belonged to no. 587.
- 1.3 Due to the unusual shape of the plot and the neighbouring plots, the site shares a boundary with a number of properties. No 583A has a short garden which runs adjacent to part of the western boundary of the site. The garden of no. 583 wraps around the northern end of the garden of no. 583A and also runs directly adjacent to the western boundary. No. 583 has an ancillary building located at the north eastern part of its garden directly adjacent to the boundary with the site, No. 587 Newmarket Road also has a short garden as part of the original garden appears to have been bought and now forms part of the application site. As a result the site also shares a boundary with the north western part of the garden of no 589 Newmarket Road. No. 589 is a single dwelling with a granny annexe attached as part of a single storey extension to the house. The north of the site is bounded by no's 351-357 Ditton Fields.
- 1.4 There are no site constraints.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks full planning permission for the demolition of the existing building and construction of 3 detached houses; one fronting onto Newmarket Road and two houses within the site. The application follows on from a previously withdrawn scheme (17/0951/FUL). The application is broadly similar but there have been some amendments to the frontage building; the height has been reduced and the building is now proposed to be a single dwelling rather than flats. Since the application has been submitted, the elevations to plot 3 have been amended in response to comments from the Urban Design Officer. The footprints for Plots 1 and 2 have also been marginally increased to ensure that the units would meet with the internal space requirements of policy 50 of the Cambridge Local Plan (2018).
- 2.2 Plot 1 is proposed as a 3 bedroom dwelling with an attached garage. This building is sited within the rear part of the site and

is west facing. Plot 2 is located at the northern end of the site. This plot has a detached garage and a garden to the rear. This building would be south facing and would accommodate 4 bedrooms. Plot 3 is located on the southern end of the site and fronts onto Newmarket Road; as noted above, this has been amended since the application was submitted. It would be set back from the street, as is the case with the existing building. It is shown to accommodate 4 bedrooms. A garden is proposed to the rear which contains bin and bike storage. Two off-street car parking spaces are proposed to the front of the property.

2.3 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Plans

### 3.0 SITE HISTORY

Ref	Description	Outcome
17/0951/FUL	Demolition of existing dwelling and erection of two detached houses and five flats.	Withdrawn
07/0506/FUL	Demolition of existing bungalow and erection of 2no apartments and 2no semi-detached houses.	Withdrawn
06/0838/OUT	Erection of a bungalow to rear of 585 Newmarket Road.	Refused

### 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 Local Plan 2018	<p>1 3</p> <p>35 36</p> <p>50 51 52</p> <p>55 56 57 59</p> <p>81 82</p>

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

Central Government Guidance	<p>National Planning Policy Framework July 2018</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 No objection: The bins should be moved out of the access as they narrow the space to prevent two cars passing in the accessway, otherwise the proposal should have no significant impact on the public highway. A number of conditions are recommended.

### **Environmental Health**

- 6.2 No objection: A number of conditions are recommended regarding construction/demolition/delivery hours, piling and dust conditions and a bespoke condition regarding ventilation for windows which cannot be open due to their proximity to traffic noise from Newmarket Road.

### **Refuse and Recycling**

- 6.3 No comments received.

### **Urban Design and Conservation team**

#### *Original Plans*

- 6.4 Objection: There is a significant jump in scales between the neighbouring property at 583A Newmarket Road and the frontage dwelling on Plot 3. The scale to the front of Plot 3 has been reduced (from the previous application) by having a lower gabled section. The height increase between the existing building and the proposed building is approx. 0.5m. However, the perceived bulk is increased due to the continuous roof form at that height; this could potentially be overbearing on the neighbouring property. The scale of the Plot 3 is further compounded by the large eastern elevation. The bin drag distances for plots 1 and 2 do not comply with RECAP waste management guidelines.

#### *Amended scheme*

- 6.5 No objection: The Urban Design Team have reviewed the amendments and find the reduction in scale and massing acceptable.

## **Landscape**

6.6 No comments received.

## **Fire and Rescue**

6.7 No comments received.

6.8 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 Councillor Richard Johnson has commented on this application and requested that it be “called-in” to Committee if Officers are minded to support it. His comments can be summarised as follows:

- Objections remain unchanged as plans are similar to previous application
- Only small improvement to height on boundary with 583A Newmarket Road
- Overshadowing and loss of privacy to no 587 Newmarket Road is still unacceptable.
- I judge the proposals to still fall foul of Local Plan policies 3/4, 3/7, 3/11, and 3/12
- Confirm that revised plans do not overcome objections

7.2 The owners/occupiers of the following addresses have made representations:

- 583 Newmarket Road
- 587 Newmarket Road x2
- 589 Newmarket Road x2
- Annexe At, 589 Newmarket Road x2

7.3 The representations can be summarised as follows:

### Design and character

- Replacement building would be out of character
- Plot 3 is over 8m high; much taller than surrounding buildings
- Would change the character of the area; currently mainly family houses on large plots

### Residential amenity

- Buildings at the end of the plot would overpower the garden of 589 and result in a loss of privacy to the garden and rooms in the rear of no. 589
- Would overshadow no. 583
- Windows in side elevation would overlook 587
- Noise from comings and goings will be increased
- Would increase noise from vehicular movements

### Other

Concerned that house at front would be converted to flats once completed

- Concerned about highway safety due to proximity with junction of Newmarket Road and Whitehill Road
- A previous smaller application from 2006 was turned down as it was considered to be out of character
- All trees were removed prior to submission of the application
- Concerned about noise and traffic disruptions during construction
- The amendments to plot 3 are minor and the building remains largely the same; the changes do not overcome previous objections.

- 7.4 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. Inclusive access
5. Refuse arrangements
6. Highway safety
7. Car and cycle parking
8. Third party representations

## **Principle of Development**

- 8.2 The proposal includes development on former garden land to the rear of the property. As a result policy 52 which relates to the subdivision of plots is relevant. This policy requires consideration to be given to the impact on the character of the area (part a), sufficient garden space for new and retained dwellings and consideration of the importance of trees and biodiversity (b), impact on the character of the area (c), amenity of neighbouring properties (d), adequate amenity space, vehicular access arrangements and parking spaces for existing and proposed dwellings (e) and whether the proposal would compromise comprehensive redevelopment (f). In this case part (f), is not relevant. I have addressed the other parts of policy 52 below.

## **Context of site, design and external spaces**

- 8.3 Plots 1 and 2 are proposed to be located within the site and would not be prominent in the streetscene. Both of these buildings are two storeys with shallow pitched roofs finished in brick with some rendered elements. Both have a height of 7.1m (with a parapet at either side of the roof which goes up to 7.3m) and eaves height of 5.5m. Both buildings have front porches and flat roofed garages. Both buildings are well proportioned and have a simple architectural form. The footprints of both plots 1 and 2 have been amended since submission as the original plans did not provide adequate internal space to meet with the requirement of policy 50 of the Cambridge Local Plan. The increase is minimal and I am satisfied that it does not compromise the design of either building. In my view, the buildings proposed in plots 1 and 2 are acceptable in terms of design.
- 8.4 The Urban Design Officer raised concerns regarding the design of plot 3 and its impact on the streetscene. The current building is a detached two storey property. The original proposal was for a two and a half storey building with an elongated form. The replacement building was substantially taller than the existing building and has a much longer profile. The length of the originally proposed building was further emphasized by the continuous roof form and lack of detailing to the side elevation. This was considered to appear dominant in the street scene.

- 8.5 The plans have been amended and the mass has been broken down. The roof form has been broken up so it steps down to the front and rear. The overall height of the building has also been reduced from 8.4m to 7.8m and the second floor of the building has been removed. The east elevation, which is the most prominent due to its visibility between the gap between plot 3 and no 587, is broken down with the building stepping out and then back in towards the rear. The detailing around the window further helps to reduce the mass. The lower gable adjacent to the street helps the relationship with Newmarket Road and I am satisfied that the revised proposal would no longer appear dominant. I have included a condition removing permitted development rights for loft extensions (Class B) for Plot 3 to ensure that additional bulk could not be added to the roof without planning consent.
- 8.6 As it stands there is a low wall with mature hedge adjacent to Newmarket Road. These are shown to be retained as part of the proposed plans. I have not received comments from the Landscape Officer and very little information is provided about landscaping. As a result I have recommended a condition requiring details.
- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57 and 59.

## **Residential Amenity**

### **Impact on amenity of neighbouring occupiers**

- 8.8 The proposals within the site (plots 1 and 2) are located adjacent to the residential gardens of no. 583 to the west, 587 to the south and 589 to the east and the long rear gardens of the houses to the north on Ditton Fields. Both 589 and 583 have substantial long gardens. The buildings would result in some enclosure but only the ends of these gardens would be impacted. The footprint of both buildings has been marginally increased since the application was submitted to ensure the internal space proposed would comply with the Nationally Described Space Standards.
- 8.9 Plot 1 is significantly set away from the boundary with 589 and the annexe at 589 by over 6m. No. 587 has a shorter garden than the other properties; although it is still substantial being

over 15m in length. Plot 1 is located in close proximity to the end of the garden. This will result in some enclosure but again only the end of the garden would be impacted. No 587 is located to the south of the site so there would be no overshadowing impact.

- 8.10 Plot 2 is in close proximity to the garden at 583. No. 583 also has a small single storey building located adjacent to where the building of plot 2 is proposed. I cannot find any planning history for this building. I have been on site and it appeared to be an incidental building which was predominantly used as storage space and was likely constructed under permitted development. As a result I am satisfied that any enclosure to this building would be acceptable as it is an incidental space rather than a habitable annexe. Due to the orientation of the plots, there may be some overshadowing of the end of the garden of 583 but this would not be significantly harmful given that only the very end of the garden would be impacted. Plot 2 is set off the boundary with the properties to the north by 5.5m. These properties have long gardens of approx. 30m so I am satisfied that there would be no significant impact in terms of enclosure, overshadowing or overlooking given the great distance between the buildings.
- 8.11 Plot 3 has been reduced in length since the previous application. The proposal no longer extends beyond the rear building line of no 583A which is sited adjacent to the building. The building is set away from the boundary with no. 587 by over 3m. No. 587 does have a number of windows, some of which serve habitable rooms which look towards the site. All of these windows are obscure glazed and the habitable room windows are secondary with further windows to the front and rear. The building would result in some enclosure to this space but given the nature of the windows I do not consider this impact significantly harmful to warrant a refusal of permission.
- 8.12 There are a number of first floor side windows on both elevations. These are all shown to be obscure glazed. All of these windows are either secondary windows or windows to non-habitable rooms. As a result, I am satisfied that subject to a condition requiring these windows to be installed and retained as obscure glazed and on restrictors they would not result in any overlooking.

- 8.13 A number of the representations raise concerns regarding disturbance from comings and goings. The site provides 3 dwellings in place of a single dwelling. There will be some vehicular movement within the site but I do not consider that it would be significant enough to result in any significant noise disturbance to neighbouring properties subject to adequate boundary treatment and the driveway being finished in a suitable material i.e. not gravel which could be quite loud. The vehicular access and driveway is sited near the boundary with the neighbour at 587 Newmarket Road. As I have previously noted, this neighbour has windows which face towards the plot but these are all obscure glazed and secondary windows. As a result, subject to a suitable boundary condition, I consider that there would be no significant harm to the amenity of no. 587.
- 8.14 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, 52, 55, 56 and 57.

*Amenity for future occupiers of the site*

- 8.15 Plots 1 and 2 have substantial rear gardens. Plot 1 would provide 3 bedrooms with 5 bed spaces (one room is shown as a single bedroom) and provides 93sqm of internal space. Plot 2 accommodates 4 bedrooms with 8 bed spaces and provides the minimum internal space required by policy 50. Both properties would include substantial gardens.
- 8.16 Plot 3 is shown as a 4 bedroom house. Initially a second floor was proposed which contained a large loft space but the building height and massing has been reduced which has resulted in the loft space being removed. The unit would provide 176sqm of internal space which is well above the minimum standard required by policy 50. This building also has a good sized garden to the rear. I am satisfied that plot 3 would provide a good standard of living accommodation for future occupiers.

The gross internal floor space measurements for units in this application are shown in the table below:

Plot	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size
1	3	5	2	93	94	+1
2	4	8	2	124	124	0
3	4	8	2	124	176	+52

#### Size of external amenity space

Plot	External space
1	65sqm
2	111sqm
3	105sqm

8.17 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) policies 50 and 52

#### Inclusive access

8.18 Policy 51 of the Cambridge Local Plan (2018) requires that all new residential units are a size and configurations which can allow them to meet part M4(2) of Building Regulations. All units have downstairs bathrooms and off street car parking spaces. I am satisfied that subject to minor internal changes the buildings could meet with M4(2). I have queried whether level access will be provided for all dwellings and will update this matter on the amendment sheet. I have recommended a condition requiring the dwellings meet with Part M4(2) of Building Regulations to ensure compliance with policy 51.

8.19 In my opinion, subject to condition and confirmation that level access will be provided to all units, the proposal is compliant with Cambridge Local Plan (2018) policy 51.

#### Refuse Arrangements

8.20 Bin drag distances for plots 2 and 3 are significantly in excess of the 30m required by the RECAP design guide and as a result a management company may be required to deal with bins. Adequate storage is shown for Plot 3 with stores being shown in

the garden for bins and bikes. Bins and bikes for the plots 1 and 2 would be provided within their garages.

- 8.21 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 52 and 57 in relation to refuse provision.

### **Highway Safety**

- 8.22 The Highway Authority has requested that the bin collection point is relocated to allow two cars to pass within the site. The applicant has not provided a plan with a revised location but I am satisfied that this could be accommodated within the site and details could be dealt with by condition. I have recommended a condition requiring revised details.

- 8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81 in relation to highway safety impact subject to amendments to the bin collection point.

### **Car and Cycle Parking**

- 8.24 Plot 3 has bike and bin stores in the rear garden. Bikes and bins for plots 1 and 2 are to be within the proposed garages. I am satisfied that the garage provision would be adequate. I have recommended a condition requiring details of the stores for plot 3 prior to occupation. Off street car parking is provided for all of the units.

- 8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 52, 57 and 81 in relation to car and cycle parking provision.

### **Third Party Representations**

- 8.26 I have addressed the majority of the third party representations within my report but will respond to any outstanding matters in the below table.

<b>Representation</b>	<b>Response</b>
Replacement building would be out of character	See paragraph 8.4 and 8.5
Concerned that house at front would be converted to flats once completed	This would require a further planning application.

Buildings at the end of the plot would overpower the garden of 589 and result in a loss of privacy to the garden and rooms in the rear of no. 589	See paragraph 8.8 and 8.10
Would overshadow no. 583	See paragraph 8.10
Windows in side elevation would overlook 587	See paragraph 8.12
Noise from comings and goings will be increased	See paragraph 8.13
Plot 3 is over 8m high; much taller than surrounding buildings	The height has been reduced to 7.8m. See paragraph 8.4 and 8.5
Would change the character of the area; currently mainly family houses on large plots	The area is predominantly in residential use. There are other backland developments nearby on Newmarket Road. Therefore the proposal is not considered out of character in principle.
Would increase noise from vehicular movements	See paragraph 8.13
Concerned about highway safety due to proximity with junction of Newmarket Road and Whitehill Road	See paragraph 8.22
A previous smaller application from 2006 was turned down as it was considered to be out of character	Each application is assessed on its own merits
All trees were removed prior to submission of the application	Noted but these trees were not protected so there was no restrictions to prevent these being removed
Concerned about noise and traffic disruptions during construction	A construction traffic management condition has been recommended
The amendments to plot 3 are minor and the building remains largely the same; the changes do not overcome previous objections.	I note the concerns but consider the revisions to plot 3 have overcome objections and the revised building is considered to be acceptable in terms of design

## 9.0 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 91 of the Town and Country Planning Act 1990 (as amended by 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 above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions))

4. No development above ground level, other than demolition, shall commence until full details of both hard and soft 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. 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.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: 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 2018 policies 55, 57 and 59)

5. 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 2018 policy 35)

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

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

7. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, 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 2018 policy 35)

8. 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 36.

9. Prior to the commencement of above ground works, details of an alternative ventilation scheme for bedroom 1 of plot 3 on the Newmarket Road facade to negate or replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall achieve at least two air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system. The scheme shall be installed before the use hereby permitted is commenced and shall be fully retained thereafter.

Reason: In the interest of the amenity of future occupiers of the dwelling on plot 3 (Cambridge Local Plan 2018 policy 35)

10. Prior to the occupation of plot 3, details of the cycle and bin store shall be submitted to and approved in writing by the Local Planning Authority. The stores shall be provided prior to the occupation of plot 3 and shall be retained thereafter.

Reason: To ensure adequate bike and bin storage for future occupiers (Cambridge Local Plan 2018 policies 52 and 56)

11. Prior to the occupation of the development, hereby permitted, the curtilage(s) of the approved dwelling(s) shall be fully laid out and finished in accordance with the approved plans. The curtilage(s) shall remain as such thereafter.

Reason: To ensure an appropriate level of external amenity space for future occupiers of the dwellings (Cambridge Local Plan 2018 policies 50, 52, 55 and 56)

12. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2018 Policy 81)

13. Notwithstanding the approved plans, details of a revised bin collection point shall be submitted to and approved in writing prior to the occupation of the dwellings hereby approved. The approved details shall be implemented prior to occupation of the dwellings and shall be thereafter retained.

Reason: To ensure there is adequate space for two cars to pass in the access and in the interest of highway safety (Cambridge Local Plan 2018 policy 81)

14. 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)

15. 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)

16. 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)

17. The access 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).

18. Prior to the first occupation or bringing into use of the development, hereby permitted, visibility splays shall be provided each side of the vehicular access in full accordance with the details indicated on the approved drawings. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

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

19. 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)

20. No development above ground level, other than demolition, shall commence 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 in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59)

21. 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)

22. Prior to the occupation of plot 3, hereby permitted, the windows identified as having obscured glass on the approved plans (drawing 07 Rev E) shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The glazing shall thereafter be retained in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55 and 57).

23. 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 to the dwelling on Plot 3 without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 55, 56, and 57).

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

**INFORMATIVE:** The principle areas of concern that should be addressed by the traffic management plan are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

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.