

Application Number	19/0199/FUL	Agenda Item	
Date Received	13th February 2019	Officer	Lewis Tomlinson
Target Date	10th April 2019		
Ward	West Chesterton		
Site	220 Milton Road Cambridge		
Proposal	Extension and conversion of the existing building to create 6no. flats comprising 1 x 3-bedroom units, 1 x 2-bedroom units and 4 x 1-bedroom units along with car and cycle parking and provision of a communal garden following the demolition of the existing studio building.		
Applicant	Broadway Homes (Cambridge) Ltd c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The design and scale of the proposed development would not have an adverse impact on the character of the surrounding area; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; - The proposed development would provide a high quality living environment for the future occupiers;
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is at the junction of Milton Road and Union Lane and has a dual frontage on to both of these streets. The application site consists of a two storey 4 bedroom house that

has been vacant for some while. Access to the site is currently off Milton Road. There is also a mature vegetation buffer between the existing dwellinghouse, Milton Road and Union Lane.

2.0 THE PROPOSAL

- 2.1 The proposal seeks planning permission for the extension and conversion of the existing building to create 6 flats consisting of:
- 1 x 3 bedrooms
 - 1 x 2 bedrooms
 - 4 x 1 bedrooms
- 2.2 The proposal also includes one disabled car parking space and one visitor car parking space as well cycle parking.
- 2.3 The scheme has been amended since submission to:
- Reduce the amount of car parking proposed
 - Increase the amount of soft landscaping around the building

3.0 SITE HISTORY

- 3.1 16/1591/FUL - Erection of a residential development containing 9 flats comprising seven 1 x Bed units and two 2 x Bed units along with car and cycle parking and associated landscaping following the demolition of the existing buildings on site. (permitted)

4.0 PUBLICITY

- | | |
|------------------------|-----|
| 4.1 Advertisement: | No |
| Adjoining Owners: | Yes |
| Site Notice Displayed: | Yes |

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	1, 3 31, 32, 35, 36 50, 51, 52, 55, 56, 57, 59 80, 81, 82

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

Central Government Guidance	National Planning Policy Framework February 2019 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)

First comments

- 6.1 The Highway Authority requests that the application be refused on the grounds of highway safety for the following reason:
The applicant has failed to demonstrate that suitable inter vehicle visibility splays can be achieved from the proposed new access onto Union Lane. At a maximum the splays should be 2.4m x 43m in a north-westerly direction (i.e. towards Milton Road) and 2.4m x 25m in a south-easterly direction i.e. towards Pakenham Close. The Highway Authority would be prepared to consider a reduction of the Y distance of the above splays in line with the precepts of Manual for Streets if empirical data in

the from of a speed and volume count is provided by the applicant.

Comments following submission of amended visibility plan

- 6.2 Drawing number 2018.66.03 showing the required inter vehicle visibility splays overcomes the Highway Authority request that the application be refused. No objection subject to the inclusion of conditions regarding traffic management plan, pedestrian visibility splays, falls and levels, bound material and closure of existing vehicular access.

Drainage Officer

- 6.3 No objection subject to the inclusion of a surface water drainage condition.

Environmental Health

- 6.4 No objection subject to the inclusion of conditions regarding construction hours, collection during construction, dust, piling, glazing, alternative ventilation scheme.

Landscape Officer

- 6.5 No objection subject to the landscape and boundary treatment condition.

Waste Officer

- 6.6 From the plans it looks like flat 1 and 2 (the 3 bed flats) have their own set of bins. Flat one can present their bins onto Milton road. Flat 2 - its unclear of the pull distance for the resident – please supply. For the remaining flats - they look like they will be given wheelie bin sets for each flat but that would mean too many bins out on the pavement at one time, blocking the pavement - (on a recycling collection week, there could be 8 bins (4 green+4 blue) which will block the pavement. So we would prefer shared bins. For shared bins no one is responsible for putting them out on collection day, so the crew collect the bins and return them afterwards. which means the bin store would need to be near the road so the crews can access it. For the 4 flats they would need 1 x 660 black bin and 1 x 660 blue bin, and a 240 litre green bin.

6.7 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 address have made objections:

- 222 Milton Road

7.2 The objections can be summarised as follows:

- Bedroom 2 in flats 1 & 2 will overlook a reception room at 222 Milton Road
- Request that a 2m wall plus 1m trellis forms the boundary treatment between the site and No.222 Milton Road as per the previous permission
- The master bedroom in flat 2 would overlook the garden
- Inaccuracies in the application form regarding parking and hedges.

7.3 An objection has been received from Camcycle:

- The applicants have drastically increased the number of car parking spaces and reduced the quality of the cycle parking since the previous application 16/1591/FUL. The remaining cycle parking sheds are small, scattered and not compliant with the cycle parking guide SPD. This represents a sharp turn against sustainable transport. In order to resolve our objection the applicant should submit a revised plan showing cycle parking solution that is convenient, suitable and compliant with the cycle parking guide SPD as well as policy 82.

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. Surface water drainage and flood risk
5. Refuse arrangements
6. Highway safety
7. Car and cycle parking
8. Third party reps

Principle of Development

- 8.2 Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should be focused 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.

Policy 52 Protecting garden land and the subdivision of existing dwelling plots

- 8.3 As the proposal is for the subdivision of an existing residential plot, policy 52 of Cambridge Local Plan (2018) is relevant in assessing the acceptability of the proposal.
- 8.4 Policy 52 of the Cambridge Local Plan (2018) states that: Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:
- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
 - b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
 - c. the amenity and privacy of neighbouring, existing and new properties is protected;
 - d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
 - e. there is no detrimental effect on the potential comprehensive development of the wider area.

- 8.5 I consider that the proposal complies with the above five criteria and the reasons for this are set out in the relevant sections of this report.

Context of site, design and external spaces

- 8.6 The proposal would retain the main part of the existing dwelling. The single storey element to the north is proposed to be replaced with a 1.5 storey extension which will accommodate two flats. This extension would appear subservient to the existing building. It would be visible from Milton Road. Given the scale of the proposed extension and the minimal works to the existing building, the proposal would not have an adverse impact upon the character of the area.
- 8.7 The existing dwelling at 220 Milton Road is surrounded by a substantial hedge with extensive soft landscaping but also a gravel area to the front facing Milton Road. The proposal would retain the hedge facing Milton Road and would increase the amount of soft landscaping at the front of the site. A landscaping condition alongside a boundary treatment condition is recommended.
- 8.8 It is my opinion that the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and would not constitute an overdevelopment of the site in accordance with Cambridge Local Plan (2018) policies 52, 55, 56 & 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.9 As the proposal would retain the main part of the existing dwelling without the addition of any further windows, it is only the proposed extension to the north of the site that must be assessed. The proposed extension would be of a similar height and form to the approved scheme 16/1591/FUL in relation to the element nearest to 222 Milton Road. However, the extension will extend a further 4m to the rear of the site. Given the 1.5 storey scale of the extension and the hipped roof, it is my opinion that it would not result in an overbearing impact upon No.222 Milton Road.

8.10 There are two windows on the side elevation of the proposed extension which serve bedroom 2 for units 1 & 2. As there may be views into 222 Milton Road from these windows, a condition is recommended to obscure glaze these windows up to 1.7m to ensure there would be no overlooking of No.222 Milton Road. There is a first floor window serving the master bedroom for unit 2. Giving it's siting, views would be directed to the rear of the garden of No.222 Milton Road and away from the main rear amenity area. Therefore it would not result in a significant overlooking impact. I have assessed above the potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing.

Wider area

8.11 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.

8.12 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, 36, 52, 55 and 56.

Amenity for future occupiers of the site

8.13 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. The proposed units would comply and exceed the standards. In this regard, the unit 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	3	4	2	84	97.3	+13.3
2	2	3	2	70	85.7	+15.7
3	1	2	1	50	58.4	+8.4
4	1	2	1	50	60.4	+10.4

5	1	2	1	50	56	+6
6	1	2	1	50	55	+5

- 8.14 Policy 50 of the Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. Within the supporting text of Policy 50 of Cambridge Local Plan (2018) it also states that new homes created through residential conversions should seek to meet or exceed the standards as far as it is practicable to do so.
- 8.15 The proposal includes private amenity space for units 1,2 & 4. These are 3 of the ground floor units and include the 2 bedroom and 3 bedroom units. The remaining 3 units which do not access to a private amenity space are all 1 bedroom units. These units are likely to be occupied by young professionals/couples and not family units. The proposal is for the conversion and extension of an existing building into flats. The introduction of balconies to the rear or side of the building would result in potential overlooking issues, and balconies to the front of the property would be out of keeping with the character of the surrounding properties. For the above reasons, it is my opinion that in this particular case it is not practical to provide private amenity space for all 6 units.
- 8.16 The proposal also includes a shared amenity area to the east of the site which all flats will be able to enjoy.
- 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.

Accessible homes

- 8.18 The development has been assessed for compliance with Policy 51. Units 1 & 2 are solely contained within the proposed extension. It has been stated that both these units would comply with the requirements of Part M4 (2) of the Building Regulations. I have recommended a condition to secure this requirement. Part M4 (2) of the Building Regulations generally does not apply to dwellings resulting from a conversion or a change of use. Therefore units 3 to 6 are not required to comply with Policy 51 given that they would be created as a result of a conversion.

Surface water drainage and flood risk

- 8.19 The Drainage Officer has not raised any objections subject to a surface water drainage condition. In my opinion, subject to this condition, the proposal is compliant with the National Planning Policy Framework (2019) and policy 31 of the Cambridge Local Plan (2018).

Refuse Arrangements

- 8.20 A bin store is proposed within the site which would provide adequate waste storage for units 3 to 6. It is located in the nearest possible place for easy access to Union Lane. A condition is recommended requesting further details of this store. Units 1 & 2 have adequate space within their private amenity space to store their bins and are within an acceptable drag distance to either Milton Road for Unit 1 and Union Lane for Unit 2. In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.21 Following the submission of a visibility plan the Highway Authority is satisfied there would not be any adverse impact upon highway safety subject to various conditions. In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car Parking

- 8.22 The proposal includes 1 disabled car parking space and 1 visitor car parking space. This complies with the maximum standards in the Cambridge Local Plan (2018). The site is located in a sustainable location on Milton Road. There is a cycle lane on Milton Road immediately outside the site and double yellow lines along the immediate part of Union Lane. Given the sustainable location of the proposal and the need to retain the existing soft landscaping and green buffer, I do not consider this amount of car parking would warrant a refusal of the application.

Cycle Parking

- 8.23 The proposal has been amended to address comments received from Camcycle, and the proposal now includes a shared cycle parking store within a store in the shared garden. Units 1 & 2 which have reasonable sized amenity areas have adequate space to have private cycle storage sheds contained within the amenity areas. A condition is recommended requesting further details of these stores.
- 8.24 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third party representations

- 8.25 The majority of the third-party concerns have been addressed in the preceding paragraphs. A concern has been made about the mistakes in the application form regarding parking and hedges. While I acknowledge this, I have based my assessment on a site visit where it has been clear about the amount of hedges on the site and the existing parking situation.

9.0 CONCLUSION

- 9.1 In my opinion, the proposed development would not amount to overdevelopment of the site nor would it have an adverse impact upon the area, the neighbouring properties or the future occupants of the development.

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 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 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)

4. 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)

5. 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)

6. Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms on the Milton Road and Union Lane façade to negate / 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 source air from the rear of the development. The ventilation scheme shall achieve at least 2 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: To protect the amenity of the future occupiers. (Cambridge Local Plan 2018 policy 35)

7. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic / noise insulation performance specification of the glazing within the Milton Road and Union Lane façade shall be submitted to and approved in writing by the local planning authority. The scheme shall have regard to the internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings".

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

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

8. Notwithstanding the approved plans, the extension which contains units 1 and 2, 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)

9. 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 amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 52, 55 and 56)

10. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of the proposed attenuation;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Site Investigation and test results to confirm infiltration rates;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2018 policies 31 and 32)

11. 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)

12. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than small privately owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall thereafter be managed in accordance with the approved details.

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

13. 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 between the site and No.222 Milton Road shall be a 2m brick wall with 1m of trellis above. 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)

14. 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)

15. 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).

16. 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)

17. Prior to the first occupation or bringing into use of the development, hereby permitted, two pedestrian visibility splays of 2m x 2m shall be provided each side of the vehicular access measured from and along the highway boundary. Such splays shall be within the red line of the site and shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

Reason: 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, that the existing vehicular access onto Milton Road, located at the boundary of 222 Milton Road be removed and the full face kerb and grass verge reinstated at no cost to the Highway Authority.

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

19. The dwellings hereby approved shall not be occupied until details of facilities for the covered, secured parking of bicycles and the storage of bins 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. (Cambridge Local Plan 2018 policies 55, 56, and 82)

20. The development shall be carried out in accordance with the information submitted and approved for the archaeology condition on the previous consent on the site. For avoidance of doubt, the reference is 16/1591/COND27.

To ensure that an appropriate archaeological investigation of the site has been implemented before development commences (Cambridge Local Plan 2018 policy 61 and 62)

21. Notwithstanding the approved plans, the first floor windows serving bedroom 2 of units 1 and 2 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. The development shall be retained as such thereafter.

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

22. Unless otherwise agreed in writing by the Local Planning Authority, the extension(s) hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

Reason: To ensure that the extension(s) is(are) in keeping with the existing building. (Cambridge Local Plan 2018 policies 55 and 58)

23. 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.

24. 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)

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.