



Cambridge City Council Planning

Date: Wednesday, 1 April 2026

Time: 10.00 am

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ [access the building via Peashill entrance]

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

1 Order of Agenda

The Planning Committee operates as a single committee meeting but is organised with a three part agenda and will be considered in the following order:

- **Part One**
Minor/Other Planning Applications
- **Part Two**
General and Enforcement Items
- **Part Three**
Member Briefings

There will be a forty-five minute lunch break some time between 12noon and 2pm. With possible short breaks between agenda items subject to the Chair's discretion.

If the meeting should last to 6.00pm, the Committee will vote whether or not the meeting will be adjourned.

2 Apologies

3 Declarations of Interest

4 Minutes

(Pages 5 - 12)

Part 1: Minor/Other Planning Applications

- | | | |
|---|------------------------------------|-----------------|
| 5 | 25/05050/FUL 80 And 82 Lovell Road | (Pages 13 - 48) |
| 6 | 25/05057/HFUL 2 Elder Close | (Pages 49 - 58) |
| 7 | 26/00094/S73 33 Paget Road | (Pages 59 - 84) |

Part 2: General and Enforcement Items

- | | | |
|---|---------------------|-----------------|
| 8 | Appeals Information | (Pages 85 - 94) |
|---|---------------------|-----------------|

Part 3: Member Briefing

- | | | |
|---|--|--|
| 9 | Hughes Hall
Hughes Hall is preparing a masterplan for college campus. The first phase involves the demolition of an unlisted part of the Margaret Wileman Building, construction of new buildings and extensions to existing buildings on site to house up to 120 ensuite rooms plus social spaces, meeting rooms and Fellows' accommodation, an innovation centre and offices with associated works and landscaping. | |
|---|--|--|

Planning Members: Smart (Chair), Thornburrow (Vice-Chair), Dryden, Griffin, Howard, Illingworth and Todd-Jones

Alternates: Ashton, Bennett, Lokhmotova and Porrer

Emergency Evacuation Procedure

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- Website: <http://democracy.cambridge.gov.uk>
- Email: democratic.services@cambridge.gov.uk
- Phone: 01223 457000

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Information for Councillors

After the publication of the agenda, if any committee members have any questions, they should be sent to officers up to 12 noon 2 days in advance of the meeting – these will be responded to as part of officer presentation (together with any queries raised by Members at the committee site visit).

The site visit protocol and public speaking scheme can be found at the below link.

[Planning Committee guidance](#)

PLANNING

4 March 2026

10.00 am - 2.35 pm

Present:

Planning Committee Members: Councillors Smart (Chair), Todd-Jones (Vice-Chair), Griffin, Howard, Illingworth and Porrer

Also present Councillors: Bick, Clough and Gardiner-Smith

Officers:

Team Leader (Delivery): Michael Hammond

Principal Planner: Amy Stocks

Principal Environmental Health Officer: Greg Kearney

Senior Planner: John McAteer

Senior Technical Officer: Adam Finch

Planning Officer: Lydia Green

Legal Adviser: Richard Pitt

Committee Manager: James Goddard

Meeting Producer: Sarah Michael

FOR THE INFORMATION OF THE COUNCIL

26/18/Plan Apologies

Apologies were received from Councillors Dryden, Thornburrow and Flaubert (Councillor Porrer attended as her Alternate).

Councillor Smart proposed and Councillor Porrer seconded Councillor Todd-Jones as Vice Chair for this committee meeting. This was **unanimously agreed**.

26/19/Plan Declarations of Interest

No declarations of interest were made.

26/20/Plan Minutes

The minutes of the meetings held on 4 February 2026 were approved as a correct record and signed by the Chair.

26/21/Plan Committee Recording

The Committee minutes list public speakers at Committee. Please view the recording of the meeting on [Cambridge City Council - YouTube](#) to see/hear more detail about statements from public speakers and Ward Councillors.

26/22/Plan 25/04801/FUL Cambridge Rugby Union Club Grantchester Road

The Committee received an application for full planning permission.

The application sought approval for construction of floodlit padel tennis facility with club hut and landscaping.

The Principal Planner updated her report by referring to the amendment sheet:

- i. Paragraph 17.8 (amendments to text to reflect condition changes).
- ii. Paragraph 17.9 – Deleted.
- iii. Condition 9 had been expanded on, consequently condition 10 had been removed.
- iv. Addition of informative 5.

A local resident and a representative of South Newnham Neighbourhood Forum addressed the Committee speaking in objection to the application.

Mark Batchelor (Applicant's Agent) addressed the Committee in support of the application.

Hugh Clough (Ward Councillor) addressed the Committee speaking in objection to the application.

The Committee:

Resolved (by 4 votes to 2) to reject the Officer recommendation to approve the application for planning permission.

The Team Leader (Delivery) outlined minded to refuse reasons:

- i. By failing to preserve the openness of the Green Belt, the proposal would constitute inappropriate development in the Green Belt and would result in harm to it by virtue of the siting, artificial lighting, times of use, height and design of the Padel courts. The harm would be both visual and spatial and would result in a visually dominant and cluttered appearance of the site. The benefits of the proposal do not outweigh the cumulative harm that would arise to the visual amenity of the Green Belt, the protected open space and character and context of this part of the City and Newnham. The proposal is contrary to Cambridge Local Plan (2018) Policy 4 and 34, Policy SNNP3 of the South Newnham Neighbourhood Plan (2025) and chapter 13 of the NPPF 2024 'Protecting Green Belt Land'.
- ii. The site is a protected open space of environmental and recreational importance. The visual impact of the proposal, by virtue of the siting and design of the padel courts, would significantly harm the character of the protected open space, contrary to policy 67 of the Cambridge local plan (2018).
- iii. The siting, scale, artificial lighting, times of use and massing of the proposed courts would introduce an intrusive built form into the middle of a valued protected open space, failing to adequately conserve or enhance existing identified views across it and harming its environmental and spatial character and qualities to the detriment of the setting of the City. The proposal therefore fails to positively respond to the surrounding context and is contrary to policies 8, 34, 55, 56, 57 and 59 of the Cambridge Local Plan (2018), policies SNNP3, SNNP11 and SNNP15 of the South Newnham Neighbourhood Plan (2025) and chapter 12 (Achieving well-designed places) of the NPPF 2024.

Resolved (by 4 votes to 1 with 1 abstention) to accept the minded to refuse reasons.

Resolved (by 4 votes to 1 with 1 abstention) not to accept the Officer recommendation and to refuse the application for the reasons listed above (with delegated authority to Officers to make minor amendments to the reasons as drafted in consultation with the Chair, Vice Chair and Spokes).

26/23/Plan 25/04322/FUL 66 Ross Street

Councillor Porrer left the Committee before this item was considered and did not return.

The Committee received an application for full planning permission.

The application sought approval for conversion of existing dwelling to 6 bedroom, 6 persons HMO including single storey rear extension.

The Planner updated her report by referring to the amendment sheet setting out details from two objections which did not alter the Officer recommendation.

A Ross Street resident addressed the Committee speaking in objection to the application.

Beth Gardiner-Smith (Ward Councillor) addressed the Committee speaking in objection to the application.

The Committee:

Resolved (by 5 votes to 0) to refuse the application for planning permission in accordance with the Officer recommendation, for the reason set out in the Officer report.

26/24/Plan 25/02831/FUL Land at Bateman Street

The Committee received an application for full planning permission.

The application sought planning permission for alterations to the existing access including improvements to the roadway by installing an impermeable surface, the introduction of an infiltration trench to provide drainage for the new impermeable surfaces, the removal of an existing hedgerow and replacement with planting, the provision of additional cycle parking for users of the Plant Growth Laboratory, and the resurfacing of St Marys Access road with a delineation of kerb line for the pedestrian route.

The Senior Planner updated his report by referring to:

- i. The amendment sheet setting out details from two objections which did not alter the Officer recommendation.
- ii. Two new ecological conditions:
 1. No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

2. Prior to the installation of any artificial lighting in any phase, an ecologically sensitive artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that phase and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:
 - a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;
 - b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;
 - c) detail all building design measures to minimise light spillage;
 - d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To fully conserve and enhance ecological interests (South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4).

A resident of Bateman Mews addressed the Committee speaking in objection to the application.

Tim Bick (Ward Councillor) addressed the Committee about the application and in objection to removing the yew hedge.

Councillor Smart proposed an amendment to the Officer's recommendation to ensure the hedge would be all yew.

This amendment was **carried by 4 votes to 0 with 1 abstention**. (Condition 5 would be amended.)

Councillor Howard proposed an amendment to the Officer's recommendation to translocate the existing established hedge as this would provide good material to replant.

This amendment was **carried nem con**. (An informative would be included about this.)

The Committee:

Resolved (by 5 votes to 0) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report (with delegated authority to Officers to make minor amendments to the conditions as drafted), subject to:

- i. the planning conditions set out in the Officer's report;
- ii. delegated authority to Officers to amend/draft and include the additional ecology conditions (as per Officer presentation);
- iii. delegated authority to Officers to amend condition 5;
- iv. include an informative on the planning permission to encourage the translocating of the existing established hedge as this would provide good material to replant.

**26/25/Plan 25/04408/CL2PD Nightingale Avenue Recreation Ground,
Nightingale Avenue**

The Committee received an application for a certificate of lawfulness under S192 for the excavation for concrete foundations to secure 6 steel posts in place.

The Committee:

Resolved (by 4 votes to 0 with 1 abstention) to grant the application for certificate of lawfulness under S192 in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer (with delegated authority to Officers to make minor amendments to the conditions as drafted).

26/26/Plan Appeals Information

The Committee noted the appeals list.

The meeting ended at 2.35 pm

CHAIR

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25/05050/FUL – 80 and 82 Lovell Road

Application details

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Kings Hedges

Proposal: Demolition of an existing commercial greenhouse, erection of a 1.5 storey, four-bedroom self-build dwelling together with 2 No. new parking spaces for the proposed dwelling (with EV charging), Repurposing of shared private drive between 80 and 82 Lovell Road, New vehicle turning head enabling forward-gear exit, Relocated entrances for 80 and 82 Lovell Road to the front of the properties, New dropped kerb for 82 Lovell Road driveway, Retention of one parking space each for 80 and 82 Lovell Road (accessed from Lovell Road) and Planting a new line of trees to improve shielding of views of the Science Park together with Enhanced landscaping including native hedgerows, addition of biodiversity enhancements, including provision for protected species.

Applicant: Mr Daniel Austin

Presenting officer: Melissa Reynolds

Reason presented to committee: Called in by Cllr Jenny Gawthrop, third party representations, Delegation Panel referral

Member site visit date: -

Key issues: 1. Pattern of development and character of the area

2. Self-build

3. Neighbouring amenity

Recommendation: Approve subject to conditions and a S106 legal agreement (to secure self-build status).

Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
4	Relevant site history
5	Policy
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7	Third party representations
8	Member representations
9	Planning background
10	Assessment
11	Principle of development
12	Housing provision
13	Design, layout, scale and landscaping
14	Trees
15	Carbon reduction and sustainable design
16	Biodiversity
17	Water management and flood risk
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19	Cycle and car parking provision
20	Amenity
21	Third party representations
22	Other matters
23	S106
24	Planning balance
25	Recommendation
26	Planning conditions

Table 1 Contents of report

1. Executive summary

- 1.1 The application seeks full planning permission for a 1.5 storey, four-bedroom, self-build dwelling. The proposal includes:
- Demolition of an existing commercial greenhouse,
 - 2 no. new parking spaces for the proposed dwelling (with EV charging),
 - Repurposing of shared private drive between 80 and 82 Lovell Road,
 - New vehicle turning head enabling forward-gear exit,
 - Relocated entrances for 80 and 82 Lovell Road to the front of the properties,
 - New dropped kerb for 82 Lovell Road driveway,

- Retention of one parking space each for 80 and 82 Lovell Road (accessed from Lovell Road),
- Planting a new line of trees to improve shielding of views of the Science Park,
- Enhanced landscaping including native hedgerows,
- Addition of biodiversity enhancements, including provision for protected species.

It is a revised scheme, following refusal by Planning Committee at its meeting on 1 October 2025, that seeks to address and overcome the issues raised in that application.

- 1.2** Officers recommend that the Planning Committee **approve** the application subject to conditions and S106 to secure the self-build status and related monitoring fee.

Consultee	Object / No objection / No comment	Paragraph Reference
County Highways Development Management	No objection	6.1
Drainage Officer	No objection	6.2
Ecology Officer	No objection	6.3
Environmental Health	No objection	6.4
Greater Cambridge Partnership	No response	6.5
Guided Busway Team	No response	6.6
Natural England	Further information required	6.7
Trees Officer	No objection	6.8

Third Party Representations (32)		6.9
Member Representations (1)		6.10

Table 2 Consultee summary

2. Site description and context

- 2.1** The site is located to the rear 80-82 Lovell Road. To the north and east of the site is a grassed area currently being used by the neighbouring KIA garage, the guided busway and Cambridge Science Park. To the south and west of the site are neighbouring properties and gardens of Lovell Road.
- 2.2** The site borders allocated site M1, which has been allocated for 95 dwellings 50 density per hectare and or 0.53 ha employment, however the application site falls outside this jurisdiction. Additionally, site M1 has not been developed for its allocated use.
- 2.3** The site/ application property is in the City's built area. The site is in Flood Zone One. Parts of the northern part of the site are at risk of surface water flooding (1 in 30 annual probability).

3. The proposal

- 3.1** Demolition of an existing commercial greenhouse, erection of a 1.5 storey, four-bedroom self-build dwelling together with 2 No. new parking spaces for the proposed dwelling (with EV charging), Repurposing of shared private drive between 80 and 82 Lovell Road, New vehicle turning head enabling forward-gear exit, Relocated entrances for 80 and 82 Lovell Road to the front of the properties, New dropped kerb for 82 Lovell Road driveway, Retention of one parking space each for 80 and 82 Lovell Road (accessed from Lovell Road) and Planting a new line of trees to improve shielding of views of the Science Park together with Enhanced landscaping including native hedgerows, addition of biodiversity enhancements, including provision for protected species.
- 3.2** A similar proposal was brought to Planning Committee on 1st October 2025. The application was refused. The application seeks to address the earlier reasons for refusal.

4. Relevant site history

Reference	Description	Outcome
25/00174/FUL	Erection of self-build dwelling, alterations to existing access and alterations to 80 and 82 Lovell Road	Refused
C/73/0835	Residential development	Refused
C/77/0647	Erection of greenhouse, Cambridge.	Permitted
C/73/0373	The erection of 6 residential units	Refused
C/77/0326	Erection of glasshouse, Cambridge.	Refused

Table 2 Relevant site history

4.1 The recent application in 2025 (ref. 25/00174/FUL) was considered by planning Committee and subsequently refused. The refusal reasons noted (summarised):

- a. It would introduce back-land development which is contrary to the existing pattern of development along Lovell Road.
- b. It raised issues with an access road between no. 80-82 Lovell Road to serve the dwelling to the rear.
 - i. The front doors of no.80 and 82 would face directly onto this access road.
 - ii. The access road is 4.1m (3.1m of road) in width, this is not enough space to accommodate an access road and footpaths for pedestrians. Therefore, the occupants of nos. 80-82 would be required to walk on the access road to enter and leave their homes.
 - iii. The proposed access road would impact ease of access to the existing driveways of no.80-82 Lovell Road.

5. Policy

5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

5.2 Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation - December 2025 to January 2026)

5.3 The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.

5.4 Following endorsement by Joint Cabinet in November, the draft JLP will proceed to a formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.

5.5 In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF but represents an earlier stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making

5.6 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 30: Energy-efficiency improvements in existing dwellings

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 35: Protection of human health from noise and vibration

Policy 36: Air quality, odour and dust

Policy 50: Residential space standards

Policy 51: Accessible Homes

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

Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.7 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016

5.8 Other guidance

Greater Cambridge Housing Strategy 2024 to 2029
Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).
Cambridge and Milton Surface Water Management Plan (2011)
Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste
Cambridgeshire Design Guide for Streets and Public Realm (2007)
Cycle Parking Guide for New Residential Developments (2010)

6. Consultations

6.1 Publicity

Neighbour letters – Y
Site Notice – Y
Press Notice – N

6.2 County Highways Development Management - No Objection

Conditions are recommended to secure:

- Driveway and relocated parking must be designed to ensure no private water drains onto the adopted highway.

- Permeable paving alone is not considered adequate—physical measures needed.
- Driveway and parking must use bound materials to prevent debris on the highway.

6.3 Ecology Officer- No Objection

Conditions are recommended to secure ecological enhancements:

6.4 Environmental Health- No Objection

Conditions are recommended to secure:

- Contamination - Phase 2 site investigation
- Contamination - Remediation implementation
- Contamination - Verification report
- Contamination - Unexpected contamination
- General - Materials management plan
- General - Construction hours
- General – Piling (foundations)
- General – Dust (management)

6.5 Natural England- Holding Objection

Further information required to assess recreational pressure on nearby SSSIs:

- The site sits within SSSI Impact Risk Zone.
- Any new residential units may contribute to recreational pressure requiring assessment and mitigation.

6.6 Drainage Officer- No Objection

Conditions are recommended to secure surface water drainage details and a foul water drainage scheme.

6.7 Tree Officer- No Objection

Four trees and one group require removal, all Category C (low quality). All other trees can be retained with protection measures. The tree protection plan and methodology submitted are considered adequate. A condition to secure adherence to tree protection scheme (as submitted) is recommended.

7. Third party representations

7.1 28 representations have been received: none in support, 28 in objection and none raising neutral comments.

7.2 Those in objection have raised the following issues:

- Character, appearance and scale
- Residential amenity impact (impacts on privacy, noise and disturbance)
- Construction impacts
- Highway safety
- Car parking and parking stress
- Cycle parking provision
- Loss of biodiversity
- Potential for use as an HMO.

7.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

8. Member Representations

8.1 Cllr Jenny Gawthrop has made a representation objecting to the application on the following grounds:

- Development of back-land
- Access and vehicles to the new development and the narrowness of entry/exit (between the existing semi-detached houses 80 and 82) combined with the narrowness and parking in Lovell Road
- Changes to the design of existing houses, removal of oriel windows, access and loss of existing amenity
- Management of any new build, parking and access and loss of existing residents' amenity.

8.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

9. Planning background

9.1 The application follows a previous refusal (ref. 25/00174/FUL). The key revisions to the proposal that seek to address the previous refusal are:

- 9.2** Site red line extended to:
- surround the entire land holding behind 80-90 Lovell Road,
 - contain potential sources of contamination and a disused commercial-scale greenhouse, proposed for removal, and
 - to allow for dropped kerb for the driveway of 82 Lovell Road.
 - Additional ecological and biodiversity enhancements proposed, including new habitats for priority species.
 - Entrances to 80 & 82 Lovell Road relocated to front elevations
 - Bike Stores increased in size to comply with policy.
 - Internal layouts of 80 & 82 Lovell Road reconfigured to enlarge size of bathrooms.
- 9.3** The report assesses the planning implications of these revisions.

10. Assessment

10.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

- Principle of development
- Housing provision
- Design, layout, scale and landscaping
- Trees
- Carbon reduction and sustainable design
- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Car and cycle parking
- Amenity
- Third party representations
- Other matters
- S106
- Planning balance
- Recommendation
- Planning conditions

11. Principle of Development

11.1 The principle of housing within the urban area is supported by Policy 3 of the Cambridge Local Plan. The proposal will contribute to the provision of housing to meet identified housing need.

- 11.2** Policy 52 of the Cambridge Local Plan addresses development of sites that are part of gardens. This report will demonstrate that the criteria set out under policy 52 are met and the proposal can be supported.
- 11.3** This requires:
- a) the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area (see section 12 of this report for detail);
 - b) sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy (see section 20 of this report for detail);
 - c) of retention due to their contribution to the character of the area and their importance for biodiversity (see section 16 of this report for detail);
 - d) the amenity and privacy of neighbouring, existing, and new properties is protected (see section 20 of this report for detail);
 - e) provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties (see section 20 of this report for detail); and
 - f) there is no detrimental effect on the potential comprehensive development of the wider area.
- 11.4** There are no known plans for a comprehensive development of the area and as such this is not a concern in relation to this proposal (point f above). Land to the northeast of the site is 379 - 381 Milton Road, which is allocated in the Cambridge Local Plan (2018) as a site-specific opportunity for housing and employment under Policy 27 (site ref. 48). The proposal does not affect the ability to develop the area comprehensively as it is adjacent to this and of a modest scale.
- 11.5** Paragraph 63 of the 'National Planning Policy Framework' (2024) highlights the need for different groups in the community to be assessed and reflected in planning policies, including 'people wishing to commission or build their own homes'. The application proposal is for a self-build dwelling and meets the requirements of paragraph 63 of the NPPF. There is currently a shortfall in the provision of sites for custom/ self-build dwellings in the Greater Cambridge area. The proposal will contribute to meeting this shortfall.
- 11.6** Representations have been received raising concerns that the dwelling could be changed to a house of multiple off occupation (HMO). The house proposed is a four-bedroom dwelling capable of accommodating seven people. The application needs to be determined in accordance with what is proposed.

11.7 The principle of the development is, therefore, acceptable and in accordance with Policies 3 and 52 of the Local Plan and Paragraph 63 of the NPPF (2024).

12. Housing provision

12.1 Self-Build

12.2 The application proposes the erection of a single self-build dwelling. Paragraph 63 of the ‘National Planning Policy Framework’ (2024) highlights the need for different groups in the community to be assessed and reflected in planning policies, including “people wishing to commission or build their own homes”.

12.3 Paragraph 73 (b) of the NPPF 2024 states that local planning authorities should seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing.

12.4 The provision of a self-build dwelling is a material consideration to be considered in the determination of the application and weight needs to be given to the delivery of self-build dwellings, should the Council have a shortfall in delivery. The figures of the self-build register for the district are:

Assessment Period	Number of people added to register (within base period)	Permissions Granted at the end of the base period (3 years following base period)
Base Period 1: 1 April 2016 to 30 October 2016	69	69
Base Period 2: 31 October 2016 to 30 October 2017	89	89
Base Period 3: 31 October 2017 to 30 October 2018	135	14
Base Period 4: 31 October 2018 to 30 October 2019	204	64

Base Period 5: 31 October 2019 to 30 October 2020	157	48
Base Period 6: 31 October 2020 to 30 October 2021	189	103
Base Period 7: 31 October 2021 to 30 October 2022	130	146
Base Period 8: 31 October 2022 to 30 October 2023	82	to be published in November 2026
Base Period 9: 31 October 2023 to 30 October 2024	32	to be published in November 2027
Base Period 10: 31 October 2024 to 30 October 2025	23	to be published in November 2028

- 12.5** The demand for self-build dwellings is measured by the number of new applicants entered on the self-build register in each base period; and that number must be matched by new suitable permissions granted within 3 years of the end of each relevant base period. The above table shows that the number of applicants on the register from 2016 up to the end of base period 6 on 30 October 2021 was 843. To comply with the Act, suitable permissions should have been granted for 843 self-build dwellings by 30 October 2024.
- 12.6** The figures show that 387 self-build dwellings were granted permission. This would result in a shortage of 456 plots. As there is a shortfall, there is an identified need for self builds. As the proposal seeks the inclusion of a self-build the development would contribute towards an identified unmet need to self/custom build properties. In the event of approval, this would be secured by way of a Section 106 Agreement.
- 12.7** As there is a clear need for self builds within the City, officers would give the provision of this tenure moderate weight, subject to the suitability of other policies within the local plan and National guidance.
- 13. Design, layout, scale and landscaping**
- 13.1** Policy 52 point (a) requires the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area. The design of the proposed dwelling is unaltered

from the previous application, which was not refused on design grounds. Materials can be controlled through a planning condition.

- 13.2** The current proposal includes alterations to the existing semi-detached houses at 80 and 82 Lovell Road. These alterations would remove side oriel windows to make space for the access. To overcome the concern previously of residents of these dwellings having to step into the access from the main entrances, which are currently to the side, these are to be moved to the front elevations. The new front entrances would replace a small ground floor window (no. 82) and a mid-floor window (no. 80). The alterations would mean that both dwellings are no longer a mirror half to the other dwelling in the pairs.
- 13.3** There are various versions of the designs within the street and it would be unreasonable to suggest that these modest alterations were significantly harmful to the character and appearance of the area. The proposal's details are appropriate to the 1930s style, have brick arches above, and introduce a symmetry between the two neighbouring dwellings.
- 13.4** The proposed layout includes the new access, as enabled by the alterations discussed above. The proposed dwelling would be to the rear of the existing dwellings. The previous application was refused on the basis that it would introduce back-land development where there is currently none.
- 13.5** This application has sought to overcome the specific concerns raised through that refusal relating to the proposed access, including:
- Introduction of an access road between no. 80-82 Lovell Road.
 - Access width - The access road is 4.1m (3.1m of road) in width, this is not enough space to accommodate an access road and footpaths for pedestrians.
 - Occupants of nos.80-82 would have to walk on the access road to enter and leave their homes, harming amenity and safety).
 - The proposed access road would impact ease of access to the existing driveways of nos.80-82 Lovell Road - while no.80 benefits from a drop kerb across the entirety of the driveway, no.82 does not. The access road would remove part of the access to this driveway, encouraging occupants to drive over the grass verge on the highway.
- 13.6** The previous application considered the proposals in terms of the pattern of development, noting:

‘Although neighbouring properties have one-storey buildings in their gardens, the proposed dwelling **does not follow the same scale, pattern of building type or same intended use (neighbouring buildings appear to be summer houses or external recreational rooms rather than residential homes)**. Therefore, the proposed development is not in keeping with the surrounding pattern of development or landscape.

It is necessary, therefore, to consider the harm caused as result of not following the pattern of development.

- 13.7** Dwellings are regularly spaced, following a linear pattern with a consistent building line, and set back from the street by small gardens with driveways to the side. Therefore, there is uniformity in the layout and form of development. Street trees and vegetated front and rear gardens contribute to the street’s suburban character. Long, regular-shaped plots provide a spacious layout of development, particularly to the rear.
- 13.8** The proposal is for a 1.5 storey dwelling set well back from the street. At present an existing outbuilding at the rear of no. 82 and gate (approx. 1.8m high) at no. 80 block views from the street towards the site. The proposed dwelling would sit between the two dwellings at the rear. Views from the street will be possible but only glimpsed from the brief period a person is passing. The impact visually would be similar to that of the existing intervening structures due to the distance it would be from the street.
- 13.9** The proposed dwelling is of a high-quality design and, when glimpsed, would not present a view that detracts from the character of the street.
- 13.10** Views of the proposed development from the Cambridge Guided Busway, are softened by an intervening treed hedgerow that runs alongside the southern edge of the route and is within land owned and controlled by Cambridgeshire County Council as part of this route. The proposed dwelling may be glimpsed from this public viewpoint on the busway.
- 13.11** Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policies 55, 56, 57, 58, 59 of the Local Plan and the NPPF.

14. Trees

14.1 The application is accompanied by a Tree Survey and Tree Protection Scheme.

14.2 The survey identifies mitigation measures necessary to ensure that demolition and construction impacts on trees. Tree works required include:

- Removal of two hawthorns (T1 and T2) – category C;
- Removal of an English Walnut (T6) – category C;
- Removal of a Mixed Group (G1) – category C; and
- Reduction to the crown by circa 2m of a European Hornbeam (T5) – category C.

The Council's Tree Officer has advised that these are all of limited quality and categorised as category C. All other trees can be retained utilising mitigation such as protective fencing, ground protection, soil amelioration and careful removal of surfaces/ foundations.

14.3 A condition that the recommendations within the Tree Protection Scheme are followed throughout the course of the development is necessary.

14.4 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan and the NPPF.

15. Carbon reduction and sustainable design

15.1 The application is supported by a Design and Access Statement. This includes some details in relation to the sustainable construction of the proposals. Measures incorporated are to include:

- the new dwelling be all electric
- low-carbon heating and hot water provided via means of air source heat pump
- water efficient fixtures and fittings to reduce potable water use, in line with the new national technical standards and Local Policy 28
- water butts to collect and reuse rainwater for non-potable uses
- constructed using materials with proven longevity and low maintenance, such as brickwork, blockwork, and timber
- measures to prevent overheating including:
 - Orientation of the dwelling to benefit from shading of mature trees set in garden of 78 Lovell Road
 - Windows strategically placed to balance natural light while avoiding excessive solar gain.

- An open plan ground floor, with an open connection between the front and rear elevation, facilitating cross ventilation.
- Operable windows on opposing facades of the first floor to enhance natural airflow through the dwelling.
- High-Performance Insulation for the walls, roofs, and floors to reduce heat transfer, ensuring that internal spaces remain cool in summer.
- Separation of heat-generating spaces (e.g. kitchen) from sleeping and living areas, prioritizing cooler zones for rest and relaxation.
- Brick and block construction, along with concrete beam and block ground floors, giving the buildings a high thermal mass, helping to regulate temperature.

15.2 The applicant has suitably addressed the issue of sustainability and renewable energy and subject to conditions the proposal is compliant with policies 28 and 29 of the Local Plan/ policies CC/1, CC/3 and CC/4 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

16. Biodiversity

16.1 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a preliminary ecological appraisal (PEA) which establishes that there are negligible / low impacts on ecology. Although the proposal is exempt from providing statutory BNG as a self-build, the PEA sets out opportunities to enhance ecology including:

- Installation of bat boxes on the proposed building;
- Installation of bird boxes on the proposed building including boxes for swifts; and
- Native species planting including hedgerows and trees where possible.

16.2 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends conditions to ensure the protection of species and ecological enhancement is delivered.

16.3 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development complies with policy 70 of the Local Plan, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

17. Water management and flood risk

- 17.1** The site is in Flood Zone 1 and is therefore considered at very low risk of flooding.
- 17.2** The applicant has submitted a Flood Risk Assessment which concludes that there are no flood risk or drainage issues.
- 17.3** The Council's Drainage Officer has advised the site lies in flood zone 1 and is identified as in an area of very low (over 1 in 1000) to high (1 in 30) surface water flood risk. However, the development sits entirely in very low surface water flood risk.
- 17.4** The site proposes infiltration systems if infiltration rates are found to be suitable and attenuation discharging to an existing surface water sewer if not. Foul water will connect to the existing foul water mains. Conditions are recommended to secure foul and surface water drainage details.
- 17.5** The applicant has suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with policies CC/7, CC/8 and CC/9 of the Local Plan/ policies 31 and 32 of the Local Plan and NPPF advice.

18. Highway safety and transport impacts

- 18.1** Access to the site would be via Lovell Road, which is a residential road connecting to Milton Road to the east and Kings Hedges to the west. Lovell Road is a busy side street, where there is a mix of on-street and frontage car parking. This includes a mix of driveways and paved over front gardens.
- 18.2** The application is supported by a Transport Appraisal. This notes there is good access to local services and amenities, the wider highway network (via the A14), a low rate of collisions within street (three in five years are recorded – each was a minor collision involving two vehicles).
- 18.3** The application proposes alterations to the existing accesses to 80 and 82 Lovell Road. The existing accesses would become a shared private drive with a width of 3.1m. Pedestrian visibility splays are provided either side of the access. Each existing dwelling would be provided with a car parking space at the front.
- 18.4** The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority. They raise no objection to the

proposal subject to conditions. These include falls and levels such that no private water from the site drains across or onto the adopted public highway.

- 18.5** Subject to conditions as applicable, the proposal accords with the objectives of Policies 80 and 81 of the Local Plan and is compliant with NPPF advice.

19. Car and cycle provision

- 19.1** Policy requirements in relation to car and cycle parking are set out in Policy 81 and Appendix L of the Cambridge Local Plan. Further guidance on cycle parking can be found in the Council's guidance document 'Cycle Parking Guide for New Residential Developments' (2010).

Cycle parking

- 19.2** The application proposes bike stores in the rear gardens to serve the existing properties. The new dwelling would have a bike store to the front. No other details of these stores have been provided.
- 19.3** The submitted Transport Appraisal does not address cycle parking for the existing dwellings. The proposed site plan indicates that bike stores to serve the existing dwellings are to be provided. These are shown to be at the furthest point possible to the proposed front entrances. The location is not considered to be convenient for its occupiers.
- 19.4** A cycle store to the front of the new dwelling is proposed. No details are provided other than that these will be covered and secure. The location is acceptable for the proposed dwelling. Planning conditions will be required to secure details of the proposed cycle parking and to ensure that it is compliant with policy 81 of the Local Plan. The provision proposed for the proposed house is acceptable but not the arrangement for the existing two dwellings which will make cycle parking harder and further away from the house and its main entrance.

Car parking

- 19.5** The Transport Appraisal and proposed site layout plan submitted confirm that each existing dwelling will be provided with a single car parking space to the front of each. The plan does not show the bay windows on the front of the existing dwellings, raising concern that these cannot be achieved without parking at an angle across the path to the new front entrances. Plans for a recent extension at a neighbouring property (no. 84 Lovell Road – ref. 25/03780/HFUL) suggests that the maximum depth of the front gardens is circa 5.4m, as the bay window projects approximately 0.5m.

- 19.6** A standard car parking space should measure a minimum of 2.4m wide by 4.8m deep. Typically, 6m depth is expected to ensure no overhang of the public highway by parked cars. Although the plans submitted do not correctly depict the front gardens, it is reasonable to conclude that there is adequate space to park a car to the front of the bay window to each house and this is evident for many properties along Lovell Road.
- 19.7** The provision of parking spaces to the front necessitates the provision of a dropped kerb for no. 82. This will require the removal a small section of grassed street verge and will bring the crossover closer to an existing street tree. The tree officer has not commented on the impact of this and these works would ordinarily be permitted development.
- 19.8** The proposed dwelling will have two car parking spaces to the front of it. The removal of an on-street parking space will aid the flow of traffic along the road is provided for property within the site.
- 19.9** The proposed car parking arrangement is compliant with policy 81 of the Local Plan.
- 19.10** EV charging is required by Policy 36 of the Cambridge Local Plan to ensure that emissions from traffic do not increase, as sought by Theme 5 of the Cambridge Air Quality Action Plan (Maintaining Low Emissions). A planning condition can be used to ensure this is provided to the new dwelling.
- 19.11** Subject to conditions, the proposal is considered to accord with policies 36 and 81 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

20. Amenity

- 20.1** Objections have been received from neighbouring residents within Lovell Road raising concerns about harm to residential amenity.

Impact on no. 80 Lovell Road

- 20.2** 80 Lovell Road is the property to the southeast of the proposed access. It has rear facing windows serving habitable rooms and a rear conservatory with windows facing the proposed access which appear to currently serve a habitable room, store, and hall. First floor side windows serve a bedroom and bathroom – the latter being partly within the oriel window.

- 20.3** No overshadowing or loss of light impact will result due to the distance of the building to the dwelling and its position northeast of the garden to no. 80.
- 20.4** The built form of the proposed house would be approximately 34m from the main rear wall of the house and 29m from the rear of the conservatory. The front of the proposed house would be set approx. 18.6m from the front wall of the house to the rear boundary of its retained garden area. It would not have an overbearing impact from the house or its garden due to the distances between.
- 20.5** Similarly, no significant harm by way of overlooking impact would result due to the separation distance between the front of the new dwelling and the rear of the existing house and its garden. The impact on habitable rooms from comings and goings via the access road due to proximity to two side windows serving these will be limited to the comings and goings of a single dwelling's occupiers. This is not sufficient to cause significant harm through noise and disturbance to its occupiers.
- 20.6** The house at no. 80 will retain adequate amenity space 10.6m (approx. by 5.9m wide (approx.) providing an area of approx. 62.5sqm.

Impact on no. 82 Lovell Road

- 20.7** 82 Lovell Road is the property to the southwest of the proposed access.
- 20.8** No overshadowing or loss of light impact will result due to the distance of the building to the dwelling and its position northeast of the garden to no. 82.
- 20.9** The built form of the proposed house would be approximately 34.5m from the main rear wall of the house and 32.5m from the rear of its single-storey rear extension. The front of the proposed house would be set approx. 18.6m from the front wall of the house to the rear boundary of its retained garden area. It would not have an overbearing impact from the house or its garden due to the distances between.
- 20.10** Similarly, no significant harm by way of overlooking impact would result due to the separation distance between the front of the new dwelling and the rear of the existing house and its garden.
- 20.11** The house at no. 80 will retain adequate amenity space 14m (approx. by 5.9m wide (approx.) providing an area of approx. 80.5sqm.

Impact on the gardens of nos. 84-92 Lovell Road

20.12 The gardens of nos. 84-90 adjoin the site along the rear boundaries to gardens to these properties. No. 92 adjoins the site to the southeastern side boundary to the latter part of its rear garden. The proposed dwelling would be between approximately 33-51m from these neighbouring dwellings. The distance between the front wall of the proposed dwelling and neighbouring rear gardens is between 11.5m and 30m (approx.). Although first floor windows will face towards the rear gardens, the relationship is typical of urban locations. The proposed dwelling is one-and-a-half storeys and will not be visually overbearing or result in overshadowing due to the distances and siting to the northeast of these. Much of the land abutting is to be garden land to serve the proposed dwelling, which will have a similar visual impact to existing.

20.13 A site visit has been undertaken. Given the adjacent context, location, size, and design of the proposal it is unlikely to give rise to any significant amenity impacts in terms of overlooking, loss of daylight, enclosure or other environmental impacts. The proposal is compliant with policies 35, 50, 52, 53 and 58 of the Local Plan (subject to condition(s) as appropriate).

Future occupants

20.14 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	4	7	2	115	162	+47

Table 3 Table showing size of the residential unit in comparison with the policy requirement

Garden size

20.15 The proposed garden utilises the remaining land to the rear of nos. 82-90 Lovell Road. It measures approximately 1000sqm (0.1hectares).

20.16 The property would benefit from a private garden area which would exceed the recommendations of the Local Plan, which requires sufficient space for sitting out, clothes drying, bin and bike storage, circulation and for children to play.

Accessible design

- 20.17** The Design and Access Statement submitted states the proposal would comply Building Regulations requirement part M4(2)/ M4(3) and therefore, Officers consider that the layout and configuration enables inclusive access and future proofing.
- 20.18** The development would comply with the requirements of Part M4(2) of the Building Regulations and would, therefore, comply with policy 51 of the Local Plan. A condition shall be added to ensure that the proposal is built to the Part M4(2) requirements.

Construction and environmental health impacts

- 20.19** The application proposals will result in construction works being undertaken in close proximity to residential dwellings and their private amenity spaces. Several representations have flagged concerns about the management of the construction process in relation to construction traffic.
- 20.20** The Council's Environmental Health Team has assessed the application and recommended it be approved subject to several conditions. These include controls needed for construction noise, vibration, and dust, including piling methodology. In addition, it is recommended that a construction traffic management plan be submitted for approval. These measures, if secured by condition, will be capable of ensuring reasonable impacts on neighbouring occupiers and the amenity of the area during construction.

Summary

- 20.21** The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policies 52, 55, 56, 57, 58, 59 of the Local Plan. The associated construction and environmental impacts would be acceptable in accordance with policies 33, 34, 35 and 36 of the Local Plan.

21. Planning obligations (S106)

- 21.1** The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

(a) necessary to make the development acceptable in planning terms;

- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

21.2 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council’s Local Plan and the NPPF.

21.3 Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

Heads of terms

21.4 The Heads of Terms (HoT’s) as identified are to be secured within the S106 and are set out in the summary table below:

Obligation Contribution	Term Trigger
Custom and Self-Build	Prior to commencement
Monitoring	Within 6 weeks of first occupation

21.5 Following recent appeal decisions, it is considered necessary to secure the self-build status of the proposal to ensure deliverability and enforceability of the self-build tie and to allow weight to be given to this part of the proposal.

21.6 The Council seeks to recoup its costs for monitoring S106 agreements. A monitoring fee in line with the draft S106 SPD is recommended.

21.7 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with policy 85 of the Local Plan / policy TI/8 of the Local Plan

22. Other matters

Bins

22.1 Policy 57 requires refuse and recycling to be successfully integrated into proposals. Each property will benefit from an individual bin store. The bin store for the proposed dwelling will be located on the access road, circa 30m from the dwelling and 20m from the roadside collection point. This is in accordance with the Council’s guidance. The new bin stores for the existing

dwellings are also in accordance with the Council's guidance for drag distances.

- 22.2** Officers consider the proposal has successfully integrated refuse and recycling into the proposal and is in accordance with policy 57 of the Local Plan.

Natural England

- 22.3** Natural England has advised that the proposed development has the potential to have a harmful effect on terrestrial Sites of Special Scientific Interest (SSSIs) and those Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites that they underpin. The consultation response does not identify which SSSI is potentially affected by the proposal and, at the time of writing this report, officers have not been able to ascertain which SSSI the scheme could affect because of deficiencies in the mapping information provided by Natural England.
- 22.4** Officers are not aware that there is any SSSI or other protected site within any reasonable distance to the application site which would suggest that residents of the new dwelling would harmfully impact its special characteristics. This notwithstanding, any such impacts for a single dwelling would be negligible and any further assessment to support the proposal in the absence of specific harm or assessment of risk of harm from Natural England would be disproportionate to the nature and location of the development, being within the City of Cambridge, which itself is abundant with open spaces which residents of the house would be likely to enjoy and which are far more accessible and closer than any SSSI or protected site.

23. Planning balance

- 23.1** Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

Summary of harm

- 23.2** The proposal would see the introduction of back-land development into Lovell Road. This is against the prevailing pattern of development. Officers have assessed that the harm is limited due to being in distant, glimpsed views from Lovell Road, and views of it front the Guided Busway being softened by hedge and trees planting. Although the proposal is contrary to the pattern of development the level of harm is limited. Consequently, the

proposal would be contrary to policy 52 of the Cambridge City Local Plan 2018; however, the development is not sufficiently harmful to its objectives to warrant a refusal.

Summary of benefits

The proposal would provide a self-build dwelling which will moderately contribute to addressing the need for this type of build for which there is currently a shortfall.

Overall

- 23.3** This is a finely balanced recommendation, and officers are cognisant of the significant level of objection raised by third parties in opposition to the proposal. Whilst the merits of the scheme as a whole have been improved upon from the previous refusal, character issues remain. However and despite of this, officers are not minded to conclude that the issue of character alone is significantly harmful to warrant a recommendation of refusal. What is before members is a new four-bedroom family house on a spacious plot which would result in little amenity or character harm, and which would make the best of the land within an established residential area.
- 23.4** Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

24. Recommendation

24.1 Approve subject to:

-S106 legal agreement to secure self-build status and monitoring costs.

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

25. Planning 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 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.

The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

4. No development (or phase of) shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:
 - a. A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.
 - b. A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

5. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, 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).

6. No development shall take place above ground level, other than demolition, until details 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 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 and 57 (for new buildings)).

7. Works to block up and move the main entrances, and re-provide car parking to nos. 80 and 82 shall be fully undertaken in accordance with the approved plans prior to the commencement of development on the new dwelling hereby approved.

Reason: To protect the amenity of existing occupiers and nearby properties (Cambridge Local Plan 2018 policy 36).

8. No dwelling shall be occupied until a Carbon Reduction and Water Efficiency Statement, setting out how the proposals meet the requirement for all new dwelling units to achieve reductions as required by the 2021 edition of Part L of the Building Regulations has been submitted to and approved in writing by the local planning authority. The Statement shall demonstrate how this requirement will be met following the energy hierarchy of Be Lean, Be Clean and Be Green. Where on-site renewable, low carbon technologies and water efficiency measures are proposed, the Statement shall include:

- a) A schedule of proposed on-site renewable energy or low carbon technologies, their location and design;
- b) Details of any mitigation measures required to maintain amenity and prevent nuisance;

c) Details of water efficiency measures to achieve a design standard of water use of no more than 110 litres/person/day.

The approved measures shall be fully implemented prior to the occupation of any approved dwelling(s) or in accordance with a phasing plan otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions does not give rise to unacceptable pollution and to make efficient use of water (Cambridge Local Plan 2018, Policies 28, 35 and 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

9. The development (or each phase of the development where phased) shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full.

Reason: To ensure that any contamination of the site is effectively remediated in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

10. No development above ground level, other than demolition, shall commence until all details of hard and soft landscape works have been submitted to and approved in writing by the local planning authority. The works shall be fully carried out in accordance with the approved details prior to the occupation of the development, unless an alternative phasing scheme for implementation has otherwise been agreed in writing by the Local Planning Authority.

If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design (Cambridge Local Plan 2018; Policies 55, 57 and 59).

11. The development (or each phase of the development where phased) shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

12. No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

13. The development, hereby permitted, shall not be occupied or brought into use until car parking has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented and retained as such.

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

14. The development shall not be occupied until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include frontage cycle parking provisions for nos. 80 and 82 Lovell Road and the new dwelling and the means of enclosure, materials, type and layout of the cycle stores. A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick. The cycle store and green roof as appropriate shall be provided and planted in full in

accordance with the approved details prior to occupation of its related residential unit.

Reason: To ensure appropriate provision for the secure storage of bicycles, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

15. No development, except demolition or site clearance, shall commence until a scheme for the on-site storage facilities for waste, including waste for recycling, has been submitted to and approved in writing by the local planning authority. The scheme shall identify:

- a) the specific positions of where wheeled bins will be stationed for use by the resident.
- b) The quantity and capacity of the bins per property
- c) The walk distances for residents to the kerbside including the specific arrangements to enable collection from the kerbside or within 5m of the adopted highway/ refuse collection vehicle access point.
- d) Any designated Bin Collection Points, if practically needed.
- e) Details of the management arrangements if bins need to be moved to one designated collection points

No residential unit shall be occupied until the approved arrangements for that particular unit have been provided and shall be retained as such unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To ensure that the need for refuse and recycling is successfully integrated into the development. (Cambridge Local Plan 2018 policy 57).

16. No development, other than demolition, shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include where appropriate:

- a. Full calculations detailing the existing surface water 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 an assessment of system performance;

- c. Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d. Details of the proposed attenuation and flow control measures;
- e. Site Investigation and test results to confirm infiltration rates;
- f. Temporary storage facilities if the development is to be phased;
- g. A timetable for implementation if the development is to be phased;
- h. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- i. Details of the maintenance/adoption of the surface water drainage system;
- j. Measures taken to prevent pollution of the receiving groundwater and/or surface water

The scheme shall subsequently be implemented in full in accordance with the approved details prior to the occupation of any part of the development or in accordance with the implementation program agreed in writing with the Local Planning Authority.

Reason: To ensure appropriate surface water drainage and prevent the increased risk of flooding (Cambridge Local Plan 2018, policies 31 and 32)

17. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from 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 assessed 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 statement.

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

18. If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease

immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

19. The parking bays and other paved areas hereby approved which are forward of nos. 80 and 82 Lovell Road that abut the highway shall be constructed so that the falls and levels are such that no private water from the site drains across or onto the adopted public highway and uses a bound material to prevent debris spreading onto the adopted public highway. Once constructed these areas shall be retained as such.

Reason: For the safe and effective operation of the highway (Cambridge Local Plan 2018 policy 81).

20. No construction or demolition work shall be carried out and no plant or power operated machinery 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, unless otherwise previously agreed in writing with the Local Planning Authority.

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

21. There should 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 unless otherwise previously agreed in writing with the Local Planning Authority.

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

22. Notwithstanding the approved plans, the flat roof(s) of the development hereby approved shall be a green biodiverse roof(s). The green biodiverse roof(s) shall be constructed and used in accordance with the details outlined below:

- a) Planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 mm thick.
- b) Provided with suitable access for maintenance.
- c) Not used as an amenity or sitting out space and only used for essential maintenance, repair or escape in case of emergency.

The green biodiverse roof(s) shall be implemented in full prior to the use of the approved development and shall be maintained in accordance with the Green Roof Organisation's (GRO) Green Roof Code (2021) or successor documents, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity (Cambridge Local Plan 2018, policy 31). The Green Roof Code is available online via: green-roofs.co.uk

23. The approved tree protection methodology shall be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

24. Notwithstanding the approved plans, the building 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)

25. The development, hereby permitted, shall not be occupied or brought into use, until visibility splays have been provided each side of the vehicular access in full accordance with the details indicated on the submitted plan No SLP 01 Rev. A. 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).

26. 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 and uses a bound material for the first 6 metres to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

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

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

Reason: To protect the amenity of adjoining occupiers (Cambridge Local Plan 2018 policies 52, 55, and 57) OR 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)).

Background papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge City Local Plan 2018
- Cambridge City Local Development Framework SPDs

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25/05057/HFUL – 2 Elder Close Cambridge Cambridgeshire CB4 1XY

Application details

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Kings Hedges

Proposal: Erection of a car port to the front of the dwelling.

Applicant: Mr Mark Taylor

Presenting officer: Laise Facada

Reason presented to committee: The applicant is related to a member of staff

Member site visit date: N/A

Key issues: 1. Character and appearance of the area

2. Impact upon the public highway

Recommendation: Approve subject to conditions

Report contents

Document section	Document heading
1	Executive summary
2	Site description and context

3	The proposal
4	Relevant site history
5	Policy
6	Consultations
7	Third party representations
8	Assessment
9	Design, layout, scale and landscaping
10	Trees
11	Water management and flood risk
12	Highway safety and transport
12	Amenity
14	Planning balance
15	Recommendation
15	Planning conditions

Table 1 Contents of report

1. Executive summary

1.1 The application is being reported to Planning Committee because the applicant is related to a member of staff. The application seeks planning permission for a car port to the front of No. 2 Elder Close, a two-storey dwelling in a residential cul-de-sac in Kings Hedges Ward. The car port would be an open-frame, L-shaped structure with a mono-pitched roof, modest in height and scale, and positioned within the existing frontage. The design is subordinate to the host dwelling and would not materially harm the character or appearance of the property or the surrounding area. The proposal would not impact neighbouring amenity, parking provision, or flood risk, and relevant highway matters can be addressed via conditions and informatives. The boundary hedges and trees to the east side of the site are unprotected, and the development would not result in harm to vegetation. Overall, the proposal is considered acceptable and compliant with the relevant Local Plan policies and NPPF guidance.

1.2 Officers recommend that the Planning Committee approve the application.

Consultee	Object / No objection / No comment	Paragraph Reference
County Highways Development Management	Objection	6

Third Party Representations (2)	Objection	7.1
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Table 2 Consultee summary

2. Site description and context

- 2.1 The application site is located within a residential area in Kings Hedges Ward, positioned within a cul-de-sac characterised by link-detached, and detached two-storey red brick dwellings. The site is bounded to the north by a green field associated with North Cambridge Academy, with residential properties to the south, east and west. The site is currently occupied by a two-storey dwelling with a rear garden. An attached garage is situated to the eastern side of the property. The frontage comprises gravel and tarmac surfacing, providing off-street parking and the site is accessed via Elder Close.
- 2.2 The site is not located within, nor adjacent to, a Conservation Area, and the existing property is not listed. It lies within a Controlled Parking Zone and is not subject to any other known planning constraints.

3. The proposal

- 3.1 Erection of a car port to the front of the dwelling.

4. Relevant site history

- 4.1 The existing planning history is not relevant to the current application.

5. Policy

5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

5.2 Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation - December 2025 to January 2026)

- 5.2.1 The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.
- 5.2.2 Following endorsement by Joint Cabinet in November, the draft JLP will proceed to a formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.
- 5.2.3 In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF, but represents an earlier stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making

5.3 Cambridge Local Plan (2018)

Policy 55: Responding to context
Policy 56: Creating successful places
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 82: Parking management
Appendix L: Car and cycle parking

5.4 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

- 5.5 **Supplementary Planning Documents** (prepared in parallel with the Local Plan preparation and shortly to be adopted by the Executive Councillor by an out of cycle decision)

Cambridge Neighbourhoods Design Code for Arbury, King's Hedges and parts of West Chesterton

6. Consultations

Publicity

Neighbour letters – Y

Site Notice – Y

Press Notice – N

Local Highways Authority – Objection

The applicant has not demonstrated that the proposed parking area adjacent to the existing vehicular access is of sufficient size to accommodate a vehicle clear of the public highway. The Highway Authority also requires that the design of the paved area prevents surface water from draining onto the highway.

7. Third party representations

7.1 Two representations in objection have been received, raising the following issues:

- Character, appearance and scale
- Negative impact upon the green space and its maintenance
- Drainage

7.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

8. Assessment

8.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

- Design, layout, scale and landscaping
- Trees
- Water management and flood risk
- Highway safety and transport impacts
- Amenity
- Planning balance
- Recommendation
- Planning conditions

9. Design, layout, scale and landscaping

- 9.1 The application seeks planning permission for the erection of a car port to the front of No. 2. The proposed structure would comprise a coated steel frame with clear glazed roof panels. The roof would be mono pitched, with a maximum height of approximately 2.7 metres where it adjoins the host dwelling, reducing to an eaves height of approximately 2.2 metres. The car port would be L-shaped in form, with a maximum length of approximately 5 metres and a width of approximately 5.4 metres. It would be positioned within the front curtilage of the property, utilising the existing frontage area.
- 9.2 The proposed development would appear as a subordinate and subservient addition, maintaining an open visual aspect to the frontage. Whilst such front structures are not a prevailing feature within Elder Close, the proposed car port, by virtue of its open design, scale and height, would not result in material harm to the character and appearance of the host dwelling or the surrounding area.
- 9.3 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policies 55, 56, 58, 59 of the Local Plan.

10. Trees

- 10.1 The eastern side of the plot adjoins the rear boundary of No. 121 Woodhead Drive, which is lined with green hedges. None of the trees or hedges along this boundary are subject to Tree Preservation Orders. The proposed car port is a simple open-frame structure with a mono-pitched roof positioned above the existing hedges. Given the minimal nature of the development, it is not considered likely to result in any significant impact on the neighbouring vegetation. Overall, the proposal would accord with Policies 59 and 71 of the Local Plan and the NPPF.

11. Water management and flood risk

- 11.1 The site is located within Flood Zone 1 and is not subject to any other known flooding risks. Concerns have been raised regarding potential impacts on drainage; however, the proposal represents a modest residential addition to an established dwelling and does not increase the built footprint, as the car port is an open-frame structure. Consequently, it is not expected to increase flood risk. The development is therefore considered to be in accordance with Policy 31 of the Local Plan and the guidance set out in the NPPF.

12. Highway safety and transport impacts

- 12.1 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highway Authority and Transport Assessment Team. An objection was raised on the basis that the applicant has not demonstrated that the proposed parking area adjacent to the existing vehicular access is of sufficient size to accommodate a vehicle clear of the public highway. The Highway Authority also requires that the paved area be designed to prevent surface water from discharging onto the highway. A condition securing this requirement is considered reasonable and necessary and will be imposed, in accordance with paragraph 116 of the NPPF and Policy 81 of the Local Plan.
- 12.2 The proposal would not result in a reduction of the existing parking provision, which would remain unaltered. Accordingly, the development is compliant with the requirements of Policy 58(g), Policy 82, and Appendix L of the Local Plan.
- 12.3 The proposed site plans include an extended dropped kerb and an area of resin-bound gravel paving to the front of No. 2. As Elder Close is not a classified road, the extended dropped kerb can be implemented under Permitted Development Rights and does not require express planning permission. Similarly, the resin-bound gravel paving falls within permitted development allowances, and Officers raise no objection to these elements of the proposal. An informative will be added advising the applicant that they will still need to contact the Local Highway Authority to obtain the necessary licence to carry out the proposed works.
- 12.4 Subject to conditions, the proposal accords with the objectives of policy Policies 58,82 and 81 of the Local Plan and is compliant with NPPF advice.

13. Amenity

- 13.1 No.2 Elder Close shares its east boundary with Nos. 125, 123 and 121 Woodhead Drive, while its western boundary is shared with No.4 Elder Close. The front elevation of the house faces Elder Close, and the rear boundary of the site adjoins a school green field.

Neighbouring properties

- 13.2 Impact on Nos. 123 and 125
- 13.3 Given the position of the proposed car port to the front of the property and the separation distance from the rear boundaries of Nos. 123 and 125, the

development is not expected to result in any overbearing, overshadowing, or overlooking impacts.

13.4 Impact on No. 121

13.5 The proposed car port would be positioned close to the rear boundary of No. 121, at an approximate distance of 1.2 metres. Given the open-frame design, modest height, and limited scale of the structure, it is not anticipated to have any adverse impact on the amenity of the neighbouring property.

13.6 Impact on No.4

13.7 The proposed car port would be sited approximately 2.5 metres from the boundary with No. 4 and would be well contained within the application site. Consequently, no adverse impact on the amenity of the neighbouring property is anticipated.

13.8 A site visit has been undertaken. Given the adjacent context, location, size, and design of the proposal it is unlikely to give rise to any significant amenity impacts in terms of overlooking, loss of daylight, enclosure or other environmental impacts. The proposal is compliant with Policy 58 of the Local Plan (subject to condition(s) as appropriate).

Summary

13.9 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policies 55, 56, 58, 59 of the Local plan.

14. Planning balance

14.1 The proposed development seeks to erect a car port to the front of an existing two-storey dwelling in Elder Close. The scheme is modest in scale, open in design, and subordinate to the host dwelling. The development would not materially harm the character or appearance of the property or surrounding area, and it respects the amenities of neighbouring occupiers, with no overbearing, overshadowing, or overlooking impacts identified.

14.2 The site is located within Flood Zone 1 and is not subject to any known flooding risks. The proposal would not increase flood risk or reduce existing parking provision. The Local Highway Authority noted that the proposed parking area adjacent to the vehicular access was not

demonstrated to fully accommodate a vehicle clear of the highway. However, as the proposal does not reduce existing parking provision, complies with Local Plan policy, and the proposed driveway falls within permitted development limits, this is not a reason for refusal. The comments relating to surface water drainage and impacts upon the public highway can be addressed through planning conditions.

- 14.3 Overall, the proposal provides a functional and visually appropriate addition to the front of No.2 with no material harm identified.
- 14.4 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 14.5 Summary of harm
- 14.6 Overall, no significant harm has been identified as a result of the proposal.
- 14.7 Summary of benefits
- 14.8 The proposal provides a functional and visually appropriate addition to the front of the property.
- 14.9 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

15. Recommendation

- 15.1 **Approve** subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

16. Planning 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. The materials to be used in the external construction of the development, hereby permitted, shall follow the specifications in accordance with the details specified within the Application Form unless otherwise agreed in writing by the Local Planning Authority.

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 and/or 58 (for extensions)).

4. 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 and uses a bound material to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

Reason: In the interests of highway safety, in accordance with paragraph 116 of the NPPF.

Informatives:

1. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway. A separate permission must be sought from the Highway Authority for such works.



26/00094/S73 – 33 Paget Road, Cambridge

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Trumpington

Proposal: S73 to vary condition 2 (approved drawings) of ref: 24/00973/FUL (Construction of 4 No. dwellings (comprising 4 x 3-bed units) including demolition of existing garages, widening of existing access from Paget Road and associated landscaping) showing changes to car and cycle parking layout, relocated bin store and H bar marking across the entrance.

Applicant: Oluwaseun Obafaiye - Cambridge City Council

Presenting officer: Dominic Bush

Reason presented to committee: Application submitted by a member or officer of the Council

Member site visit date: N/a

Key issues: 1. Car/ cycle parking

2. Refuse arrangements

Recommendation: Approve subject to conditions

Report contents

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7	Third party representations
8	Member representations
9	Local groups / petition
10	Planning background
11	Assessment
12	Principle of development
13	Design, layout, scale and landscaping
14	Trees
15	Carbon reduction and sustainable design
16	Biodiversity
17	Water management and flood risk
18	Highway safety and transport
19	Cycle and car parking provision
20	Amenity
21	Other matters
22	Planning balance
23	Recommendation
24	Planning conditions

Table 1 Contents of report

1. Executive summary

- 1.1 The application seeks permission to vary condition 2 (approved drawings) of ref: 24/00973/FUL (Construction of 4 No. dwellings (comprising 4 x 3-bed units) including demolition of existing garages, widening of existing access from Paget Road and associated landscaping) showing changes to car and cycle parking layout, relocated bin store and H bar marking across the entrance.

- 1.2 Officers recommend that the Planning Committee approve the application subject to conditions.

Table 2 Consultee summary

Consultee	Object / No objection / No comment	Paragraph Reference
County Highways Development Management	No objection	6.1
Ecology Officer	No objection	6.3
Environmental Health	No objection	6.4
Sustainability Officer	No objection	6.5
Sustainable Drainage Officer	No objection	6.6
Tree Officer	No objection	6.7
Waste officer	No objection	6.8
Third Party Representations (0)		7.1
Member Representations (0)		8.1
Local Interest Groups and Organisations / Petition (0)		9.1

2. Site description and context

- 2.1 The site comprises a total of 34 underused domestic garages that are accessed from the western side of Paget Road. The boundary of the site also includes small areas of the rear, residential gardens of 33, 37 and 39 Paget Road that are council owned properties. Each of the proposed dwellings would have associated private garden space and a single car parking space.
- 2.2 The site is located to the southern end of Scotsdowne Road, whilst the western boundary abuts the properties accessed from Lingrey Court. The

surrounding context is almost entirely residential in use with the protected open space of Byron Square located opposite the access from Paget Road to the east.

- 2.3 There are no listed buildings or buildings of local importance within the immediate surrounding area, nor is the site located within a conservation area. The site is located in Flood Zone 1 (lowest fluvial flood risk) and at low risk of surface water flood risk.

3. The proposal

- 3.1 S73 to vary condition 2 (approved drawings) of ref: 24/00973/FUL (Construction of 4 No. dwellings (comprising 4 x 3-bed units) including demolition of existing garages, widening of existing access from Paget Road and associated landscaping) showing changes to car and cycle parking layout, relocated bin store and H bar marking across the entrance.
- 3.2 The initial application was brought to, and approved by planning committee on the 7th August 2024. This application is submitted following discussions with the Council’s waste team which highlighted changes that were required in order to facilitate a suitable refuse storage and collection arrangement.
- 3.3 This application therefore alters the layout of the previously approved scheme resulting in the loss of a visitor car parking space and re-locating the bin collection area so that it is closer to the public highway.

4. Relevant site history

Reference	Description	Outcome
22/50055/PREAPP	Erection of 4 new dwellings on garage land located between Paget Road, Scotsdowne Road and Anstey Way	Closed
24/00973/FUL	Construction of 4 No. dwellings (comprising 4 x 3-bed units) including demolition of existing garages, widening of existing access from Paget Road and associated landscaping.	Permitted

Table 2 Relevant site history

- 4.1 The application site was subject to pre-application advice regarding its residential development, with the full planning permission granted in 2024.

5. Policy

5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation - December 2025 to January 2026)

- 5.2.1 The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.
- 5.2.2 Following endorsement by Joint Cabinet in November, the draft JLP will proceed to a formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.
- 5.2.3 In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF, but represents an earlier stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making

5.3 Cambridge Local Plan (2018)

- Policy 1: The presumption in favour of sustainable development
- Policy 3: Spatial strategy for the location of residential development
- Policy 5: Strategic transport infrastructure
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk
- Policy 34: Light pollution control
- Policy 35: Protection of human health from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 50: Residential space standards
- Policy 51: Accessible Homes
- Policy 52: Protecting garden land and the subdivision of existing dwelling plots
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and the public realm
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

5.4 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

Landscape in New Developments SPD – Adopted March 2010

Trees and Development Sites SPD – Adopted January 2009

5.5 Other guidance

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

6. Consultations

Publicity

Neighbour letters – Y

Site Notice – Y

Press Notice – N

County Highways Development Management - No Objection

- 6.1 No objection to the proposed development subject to the same conditions recommended on the previous permission granted.
- 6.2 The applicant should be aware that H-bar marking is not suitable to restrict parking, outside of the extents of a dropped kerb. A TRO would therefore be required to prohibit parking.

Ecology Officer- No Objection

- 6.3 It is requested that an updated BNG metric is provided given that the site plan shows changes to the size of gardens and tree planting.

Environmental Health- No Objection

- 6.4 No objection to the proposed development.

Sustainability Officer- No Objection

- 6.5 The proposed changes under this application do not raise any material, sustainable design and construction issues.

Sustainable Drainage Officer- No Objection

- 6.6 No objection to the proposed development.

Tree Officer- No Objection

- 6.7 No objection to the proposed development.

Waste Officer - No Objection

- 6.8 Following the updated plans, there is no objection to the proposed refuse arrangement. It should be ensured that the access road is constructed to withstanding the loading of 32 tonne refuse vehicles.

7. Third party representations

- 7.1 No representations have been received.

8. Member Representations

- 8.1 None received.

9. Local Groups / Petition

- 9.1 None received

10. Planning background

- 10.1 As a section 73 application, this proposal can only be assessed in terms of the changes that are proposed to the previously approved full application. Unchanged elements of the previous permission are not a consideration within this application.

11. Assessment

- 11.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Car and cycle parking
 - Other matters

12. Principle of Development

- 12.1 Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing development that will contribute towards an identified housing need. The proposal would contribute to housing supply and thus would be compliant with policy 3.
- 12.2 The principle of this development, for four residential units within the site was approved within the previous full application and therefore is not a matter for determination within this application.
- 12.3 The applicant has sought to amend the conditions attached to the planning permission by seeking to make a minor material amendment. Paragraph 13 of Planning Practice Guidance advises that there is no statutory limit on the degree of change permissible to conditions under S73, but the change must only relate to conditions and not to the operative part of the permission [Paragraph: 013 Reference ID: 17a-013-20140306] Case law has established the test which governs section 73 cases is to be found in *R v Coventry City Council, ex p. Arrowcroft Group plc* [2001] PLCR 7, in which Sullivan J held that, under that section, a local planning authority: "is able to impose different conditions upon a new planning permission, but only if they are conditions which the council could lawfully have imposed on the original planning permission in the sense that they do not amount to a fundamental alteration of the proposal put forward in the original application." (para. 33).
- 12.4 Where an application under section 73 is granted, the effect is the issue of new planning permission, sitting alongside the original permission, which remains intact and unamended [Paragraph: 015 Reference ID: 17a-015-20140306].
- 12.5 The principle of the development has been established through the extant planning permission for replacement dwelling to which the amendments are sought. The development is therefore acceptable in principle and is in accordance with policy 3 of the Cambridge Local Plan 2018.

13. Design, layout, scale and landscaping

- 13.1 As part of this S73 application, minor changes to the overall layout of the site are proposed to accommodate the revised refuse and car parking arrangement.
- 13.2 Beyond the northern end of the proposed car park, the only change sought is the re-location of the proposed bike sheds which requires a

reduction in the grassed area to the front of plot W2. This is considered to be a minor change that would not significantly alter the character and appearance of the proposed development.

- 13.3 To the southern end of the application site, more significant changes are proposed, primarily, the removal of a previously proposed visitor car parking space and waste collection space that was located to the north western corner of the access road.
- 13.4 This change requires the movement of 1 residents car parking space to the western side of the access, squaring off the corner which currently forms part of the garden of No.33 Paget Road.
- 13.5 The waste collection area is then re-located further to the east, halfway along the access from Paget Road. These changes would materially alter the layout of the site, however they are not considered to be harmful to the character of the area, especially when considering the current nature of the site which is almost entirely paved with hardstanding.
- 13.6 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policies 55,56,57,58 and 59 of the Local Plan and the NPPF.

14. Trees

- 14.1 The previously approved development included the removal of 3No. trees from within the site, all of which were either category C or U trees. There was no objection from the Council's tree officer on the previous application, with this S73 not seeking any notable changes with regards to trees within or surrounding the site.
- 14.2 As such, there is no objection to this application, conditions relating to replacement planting attached to the previous permission will be re-attached if this application is approved.
- 14.3 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan and the NPPF.

15. Carbon reduction and sustainable design

- 15.1 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal. The changes sought to the previous permission are not considered to raise

any notable sustainability concerns. Conditions attached to the previous permission are recommended to be re-attached in the case of approval.

- 15.2 The applicants have suitably addressed the issue of sustainability and renewable energy and subject to conditions the proposal is compliant with policies 28 and 29 of the Local Plan of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

16. Biodiversity

- 16.1 The application has been subject to formal consultation with the Council's Ecology Officer who noted that changes in the provided site plan may have an impact upon BNG delivery within the site. As such, they have requested that an updated BNG metric is provided to take this into account.
- 16.2 Officers note however, that the previous permission was granted subject to the statutory BNG condition which requires additional information to be submitted, demonstrating how the required 10% net gain would be provided. It is therefore considered reasonable that by re-applying this condition, any necessary changes to the BNG provision can be secured at condition stage and an updated metric is not required prior to determination.
- 16.3 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development complies with policy 70 of the Local Plan, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

17. Water management and flood risk

- 17.1 The proposed development within this application is not considered to result in any significant change to the drainage arrangement of the site, or any increase in potential flood risk. Conditions attached previously shall be re-attached to any permission granted.
- 17.2 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with policies 31 and 32 of the Local Plan and NPPF advice.

18. Highway safety and transport impacts

- 18.1 Access to the site is from an existing access to Paget Road that currently serves the garages within the site. This S73 application does not seek any

changes to this access arrangement that was approved under the previous permission.

- 18.2 The plans provided show an extended H-bar road marking, beyond the extent of the dropped kerb serving the site. The Local Highways Authority have advised that this would not be approved, and that a Traffic Regulation Order (TRO) would be required in order to prohibit parking at any time, beyond the dropped kerb.
- 18.3 There is no objection to the proposed development, subject to the previous conditions being re-attached. The applicant should be aware however, that the H-bar marking shown would not be sufficient or appropriate to restrict car parking.
- 18.4 Subject to conditions, the proposal accords with the objectives of Policies 80/81 of the Local Plan and is compliant with NPPF advice.

19. Car and cycle provision

- 19.1 This application is not proposing any alterations to the cycle parking provision approved within the previous application, however there is a notable change to the car parking provision.

Car parking

- 19.2 The previous permission within the site included the provision of a total of 5 car parking spaces, 1 per residential unit with an additional visitor space. All of the spaces were located to the end of the access, between it and the dwellings themselves.
- 19.3 This application seeks to remove the previously approved visitor space, with a minor alteration to the layout of the other 4 spaces. Local Plan policy 82 and Appendix L do not set any requirement for visitor car parking spaces for residential development of this size. It is also considered that potential on-street parking along Paget Road is available for any visitors to the application site. As such, officers have no objection to the removal of the visitor car parking space proposed.
- 19.4 The proposed car parking arrangement is compliant with policy 81 of the Local Plan.

- 19.5 EV charging provision is shown within each of the car parking spaces proposed within the site. The provision of EV charging is considered to comply with the Greater Cambridge Sustainable Design and Construction SPD
- 19.6 Subject to conditions, the proposal is considered to accord with policies 36 and 81 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

20. Amenity

- 20.1 This application is not considered to result in any notable change to the impact upon neighbouring properties from that approved under the previous application.

Neighbouring properties

- 20.2 No objections have been received from neighbouring occupiers. A site visit has been undertaken. Given the adjacent context, location, size, and design of the proposal it is unlikely to give rise to any significant amenity impacts in terms of overlooking, loss of daylight, enclosure or other environmental impacts. The proposal is compliant with policies 35, 50, 52, 53 and 58 of the Local Plan.

Future occupants

- 20.3 The gross internal floor space measurements for units in this application are unchanged from the previous permission and all comply with the relevant national space standard requirements.

Garden size

- 20.4 Each property would benefit from a private garden area or communal amenity space which would meet or exceed the recommendations of the Council's District Design Guide.

Accessible design

- 20.5 The development would comply with the requirements of Part M4(2) of the Building Regulations and would therefore comply with policy 51 of the Local Plan/policy H/9 of the Local Plan. A condition shall be added to ensure that the proposal is built to the Part M4(2) requirements.

Construction and environmental health impacts

- 20.6 It is acknowledged that the proposed changes within this application would, among other things, move the proposed bin collection area closer to the dwelling of No.33 Paget Road. Officers consider however, that as this is only to be used for collections, and not day-to-day storage, any environmental impacts arising from this would be limited in their nature.
- 20.7 The Council's Environmental Health officer has commented on the proposed development and has not raised any objections to the changes sought.

Summary

- 20.8 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policies 55, 56, 57, 58, 59 of the Local plan. The associated construction and environmental impacts would be acceptable in accordance with policies 33, 34, 35 and 36 of the Local Plan.

21. Other matters

- 21.1 This application is necessary in order to provide a suitable refuse arrangement with the waste department only operating a kerbside collection. Waste teams are able to reverse up to 11 metres meaning that the new bin collection point would be within close proximity to any refuse vehicle.
- 21.2 Whilst the proposal would increase the drag distance for residents from their bin storage to the collection point, there is not considered to be a more preferable alternative given the constrained nature of the access to the site. The Council's shared waste service have provided comments on this application and have confirmed that the arrangement proposed is acceptable, with the request that the access road is built to be able to withstand a 32 tonne refuse vehicle.

22. Planning balance

- 22.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 22.2 Summary of harm

- 22.3 The changes proposed to the previous permission within this S73 application would result in the loss of a visitor car parking space within the site. This has potential to result in very minor harm through increased parking pressures on surrounding streets.
- 22.4 Summary of benefits
- 22.5 The proposed development would improve the refuse arrangement for the application site, avoiding residents having to present their bins to the highway for collection.
- 22.6 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

23. Recommendation

23.1 Approve subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

24. Planning conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of the original permission 24/00973/FUL.

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.
 - 2435 PL B 001 P1 - LOCATION PLAN - 14.03.2024
 - 2435 PL B 006 P1 - NORTH SOUTH SITE ELEVATIONS PLAN - 14.03.2024
 - 2435 PL B 101 P1 - PROPOSED FIRST FLOOR PLAN - 14.03.2024
 - 2435 PL B 102 P1 - PROPOSED ROOF PLAN - 14.03.2024

- 2435 PL B 200 P1 - PROPOSED NORTH ELEVATION - 14.03.2024
- 2435 PL B 201 P1 - PROPOSED EAST ELEVATION - 14.03.2024
- 2435 PL B 202 P1 - PROPOSED SOUTH ELEVATION - 14.03.2024
- 2435 PL B 204 P1 - WEST SEMI PROPOSED NORTH ELEVATION - 14.03.2024
- 2435 PL B 205 P1 - WEST SEMI PROPOSED EAST ELEVATION - 14.03.2024
- 2435 PL B 207 P1 - WEST SEMI PROPOSED WEST ELEVATION - 14.03.2024
- 2435 PL B 007 P1 - EAST WEST SITE ELEVATION - 14.03.2024
- 2435 PL B 100 P1 - PROPOSED GROUND FLOOR PLAN - 14.03.2024
- 2435 PL B 203 P1 - EAST SEMI PROPOSED WEST ELEVATION - 14.03.2024
- 2435 PL B 003 P3 - PAGET: PROPOSED SITE PLAN – 13.01.2026
- 2435 PL B 004 P2 - PAGET: PROPOSED SITE PLAN – 13.01.2026

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 demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority. The Highway Authority requests that the TMP be a stand-alone document separate from any Environment Construction Management Plan or the like, as the risks and hazards associated with construction traffic using the adopted public highway are quite different from those associated with the internal site arrangements. The principal areas of concern that should be addressed are:
 - i. Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway)
 - ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
 - iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)

- iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

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

- 4. No development (including demolition, enabling works or piling shall commence until a demolition/construction noise and vibration impact assessment associated with the development, has been submitted to and approved in writing by the local planning authority. The assessment shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration on construction and open sites and include details of any piling and mitigation/monitoring measures to be taken to protect local residents from noise or vibration. The development shall be carried out in accordance with the approved measures.

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

- 5. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, 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).

- 6. No dwelling shall be occupied until a Carbon Reduction and Water Efficiency Statement, setting out how the proposals meet the requirement for all new dwelling units to achieve reductions as required by the 2021 edition of Part L of the Building Regulations has been submitted to and approved in writing by the local planning authority. The Statement shall demonstrate how this requirement will be met following the energy hierarchy of Be Lean, Be Clean and Be Green. Where on-site renewable, low carbon technologies and water efficiency measures are proposed, the Statement shall include:

- a) A schedule of proposed on-site renewable energy or low carbon technologies, their location and design;
- b) Details of any mitigation measures required to maintain amenity and prevent nuisance;

- c) Details of water efficiency measures to achieve a design standard of water use of no more than 110 litres/person/day.

The approved measures shall be fully implemented prior to the occupation of any approved dwelling(s) or in accordance with a phasing plan otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions does not give rise to unacceptable pollution and to make efficient use of water (Cambridge Local Plan 2018, Policies 28, 35 and 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

- 7. No material for the development (or phase of) shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:
 - a) details of the volumes and types of material proposed to be imported or reused on site
 - b) details of the proposed source(s) of the imported or reused material
 - c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
 - d) results of the chemical testing which must show the material is suitable for use on the development
 - e) 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 MMP.

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 2018 Policy 33).

- 8. Prior to the installation of any Air Source Heat Pumps (ASHPs) a noise impact assessment and any noise insulation/mitigation scheme as required for the ASHPs shall be submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

9. No works to any trees shall be carried out until the Local Planning Authority has received and approved in writing the full details of replacement planting. Details are to include number the of replacements, species, size, location and approximate date of planting. The planting shall be carried out in accordance with the approved details.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interest of visual amenity. (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990)

10. No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

11. The development, hereby permitted, shall not be occupied until the two proposed first floor windows in the western elevations of W1 and W2 shown to serve the bathrooms have, apart from any top hung vent, been fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity and shall be fixed shut or 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: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 55, 57/58).

12. No development, other than demolition, shall commence until a scheme for the provision and implementation of foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation program agreed in writing with the Local Planning Authority.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage (Cambridge Local Plan 2018, policies 32 and 33).

13. The development shall not be occupied or the permitted use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store. A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick. The cycle store and green roof as appropriate shall be provided and planted in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

14. The proposed widened access 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. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway, in accordance with Policy 81 of the Cambridge Local Plan (2018).

15. The proposed widened access shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

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

16. No construction or demolition work shall be carried out and no plant or power operated machinery 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, , unless otherwise previously agreed in writing with the Local Planning Authority.

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

17. There should 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 unless otherwise previously agreed in writing with the Local Planning Authority.

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

18. No external lighting shall be provided or installed other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried as approved and shall be retained as such.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34).

19. If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination. The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

20. The approved tree protection methodology shall be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any

excavation be made without the prior written approval of the local planning authority.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990)

21. If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interests of visual amenity (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990)

22. Notwithstanding the approved plans, the flat roof(s) of the development hereby approved shall be a green biodiverse roof(s). The green biodiverse roof(s) shall be constructed and used in accordance with the details outlined below:

- a) Planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 mm thick.
- b) Provided with suitable access for maintenance.
- c) Not used as an amenity or sitting out space and only used for essential maintenance, repair or escape in case of emergency.

The green biodiverse roof(s) shall be implemented in full prior to the use of the approved development and shall be maintained in accordance with the Green Roof Organisation's (GRO) Green Roof Code (2021) or successor documents, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity (Cambridge Local Plan 2018, policy 31). The Green Roof Code is available online via: green-roofs.co.uk

23. 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)

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

Reason: To protect the amenity of adjoining occupiers (Cambridge Local Plan 2018 policies 52, 55, and 57).

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

Reason: To protect the amenity of adjoining occupiers (Cambridge Local Plan 2018 policies 52, 55, and 57)

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

Reason: To protect the amenity of adjoining occupiers (Cambridge Local Plan 2018 policies 52, 55, and 57)

27. Development may not be begun unless: (a) a biodiversity gain plan has been submitted to the planning authority, and (b) the planning authority has approved the plan.

Reason: To ensure compliance with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

28. The development, hereby permitted, shall not be occupied until the proposed first floor windows in the norther elevation of unit W1 have, apart from any top hung vent, been fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity and shall be fixed shut or 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: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 55, 57/58).

29. Conditions 3 - 28 of planning permission 24/00973/FUL shall continue to apply to this permission, and where they have been discharged, the development of 26/00094/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

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Appendix 1: Decisions Notified By The Secretary of State

REFERENCE	SITE ADDRESS	DETAILS	DECISION	DECISION DATE	PLANNING DECISION
25/01683/FUL (6001322)	33 Coleridge Road Cambridge Cambridgeshire CB1 3PH	Erection of detached self-build dwelling together with access, cycle parking and associated infrastructure following demolition of existing dwelling.	Appeal Dismissed	24/02/2026	Refusal of planning permission (Delegated Decision)

25/02502/FUL (APP/Q0505/W/25/3372896)	Pavement Outside Burleigh Street Cambridge Cambridgeshire CB1 1DG	Installation of 1no. BT Street Hub and removal of associated BT payphones.	Appeal Dismissed	09/03/2026	Refusal of planning permission (Delegated Decision)
25/02499/ADV (APP/Q0505/Z/25/3372766)	Pavement Outside 18 - 19 The Broadway Mill Road Cambridge Cambridgeshire CB1 3AH	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit	Appeal Dismissed	09/03/2026	Refusal of planning permission (Delegated Decision)
25/02498/FUL (APP/Q0505/W/25/3372765)	Pavement Outside 18 - 19 The Broadway Mill Road Cambridge Cambridgeshire CB1 3AH	Installation of 1no. BT Street Hub and removal of associated BT payphones.	Appeal Dismissed	09/03/2026	Refusal of planning permission (Delegated Decision)

25/02500/FUL (APP/Q0505/W/25/3372838)	Pavement Outside Unit 1, 11 - 13 Rectory Terrace High Street Cherry Hinton Cambridge Cambridgeshire CB1 9HU	Installation of 1no. BT Street Hub and removal of associated BT payphones.	Appeal Dismissed	09/03/2026	Refusal of planning permission (Delegated Decision)
25/02503/ADV (APP/Q0505/Z/25/3372897)	Pavement Outside Burleigh Street Cambridge Cambridgeshire CB1 1DG	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit	Appeal Dismissed	09/03/2026	Refusal of planning permission (Delegated Decision)
25/02496/FUL (APP/Q0505/W/25/3372767)	Pavement O/S 90 Hills Road Cambridge Cambridgeshire CB2 1LN	Installation of 1no. BT Street Hub and removal of associated BT payphones.	Appeal Dismissed	09/03/2026	Refusal of planning permission (Delegated Decision)

25/02497/ADV (APP/Q0505/Z/25/3372768)	Pavement O/S 90 Hills Road Cambridge Cambridgeshire CB2 1LN	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit	Appeal Dismissed	09/03/2026	Refusal of planning permission (Delegated Decision)
25/03660/HFUL (6003036)	54 Devonshire Road Cambridge Cambridgeshire CB1 2BL	Part two storey and part single storey rear extension. Roof extension with rear dormer and 2 skylights to the front elevation.	Appeal Allowed	10/03/2026	Refusal of planning permission (Delegated Decision)

Appendix 2: Appeals received

REFERENCE	SITE ADDRESS	DETAILS	DATE LODGED
(APP/Q0505/C/26/3378100)	66 Teversham Drift Cherry Hinton Cambridge Cambridgeshire CB1 3JZ	Appeal against	04/03/2026
EN/00032/25 (APP/Q0505/C/26/3378061)	21 Earl Street Cambridge Cambridgeshire CB1 1JR	Appeal against	04/03/2026

25/04022/HFUL (6006465)	2 Skylark Road Trumpington Cambridge Cambridgeshire CB2 9AQ	Rear roof extension including solar panels and an air source heat pump.	15/03/2026
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Appendix 3a: Local Inquiry dates scheduled

NO RESULTS

Appendix 3b: Informal Hearing dates scheduled

NO RESULTS

Appendix 4: Appeals Awaiting Decision from Inspectorate

REFERENCE	SITE ADDRESS	DETAILS	REASON
23/00566/FUL (APP/Q0505/W/23/3324785)	Pavement Outside Y59 Grafton Centre Cambridge CB1 1PS	Installation of a modern, multifunction Hub unit featuring an integral advertisement display and defibrillator	Refusal of planning permission (Delegated Decision)

<p>23/00567/ADV (APP/Q0505/Z/23/3324786)</p>	<p>Pavement Outside Y59 Grafton Centre Cambridge CB1 1PS</p>	<p>Installation of 1no 86 inch LCD screen capable of showing illuminated static displays in sequence.</p>	<p>Refusal of planning permission (Delegated Decision)</p>
<p>EN/00096/25 (APP/Q0505/C/25/3364436)</p>	<p>179 Coleridge Road Cambridge Cambridgeshire CB1 3PW</p>	<p>Without Planning Permission the construction of a detached one bed studio apartment</p>	<p>Appeal against enforcement notice</p>
<p>EN/00044/24 BOC (APP/Q0505/C/25/3370670)</p>	<p>139 Arbury Road Cambridge Cambridgeshire CB4 2JD</p>	<p>The authorised use of the property is as a single dwelling (4 beds) with a self- contained annexe (1 living/bed). I visited the site for a pre-application enquiry for the change of use of the dwelling to a guesthouse (6 beds some studios) and a separate holiday unit (2 beds) on 18 Jan 2024. The internal works had already been carried out and I then found them both on Booking.com. Related Planning Reference: Date breach occurred: 18/01/2024</p>	<p>Appeal against enforcement notice</p>

<p>25/02501/ADV (APP/Q0505/Z/25/3372839)</p>	<p>Pavement Outside Unit 1, 11 - 13 Rectory Terrace High Street Cherry Hinton Cambridge Cambridgeshire CB1 9HU</p>	<p>Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit</p>	<p>Refusal of planning permission (Delegated Decision)</p>
<p>24/04266/FUL (APP/Q0505/W/25/3373568)</p>	<p>122 Malvern Road Cambridge CB1 9LH</p>	<p>Change of use from a 6 person house in multiple occupation (C4 use) to a 9 person house in multiple occupation (sui generis)</p>	<p>Refusal of planning permission (Delegated Decision)</p>
<p>25/01431/FUL (6001460)</p>	<p>28 Carlyle Road Cambridge Cambridgeshire CB4 3DN</p>	<p>Retention of use as a self-contained 1 bed flat in basement (use class C3) and a large 8 bed 8 person House in Multiple Occupation at ground, first and second floors (sui generis use) (retrospective application) and erection of cycle stores.</p>	<p>Refusal of planning permission (Delegated Decision)</p>

25/02695/HFUL (6002662)	1 Stanesfield Close Cambridge Cambridgeshire CB5 8NJ	Single storey rear extension.	Conditions imposed on planning permission (Delegated Decision)
25/03820/FUL (6004406)	CMB-11B Pavement O/s Specsavers 13 Fitzroy Street Cambridge Cambridgeshire CB1 1ER	Installation of 1no. new BT Street Hub, incorporating 2no. digital 75" LCD advert screens, and associated BT Phone Kiosk removals.	Refusal of planning permission (Delegated Decision)
25/03821/ADV (6004408)	CMB-11B Pavement O/s Specsavers 13 Fitzroy Street Cambridge Cambridgeshire CB1 1ER	Installation of 2no. digital 75" LCD display screens, one on each side of the Street Hub unit.	Refusal of planning permission (Delegated Decision)

25/04550/S73 (6004511)	13 Highfield Avenue Cambridge Cambridgeshire CB4 2AJ	S73 to vary condition 2 (approved drawings) for ref: 25/00141/HFUL (Erection of a detached garden room adjacent to the rear boundary, ancillary to the main dwelling) to show retrospective alterations to the design, height, footprint and fenestration on the detached garden room and the installation of solar photovoltaic panels.	Refusal of planning permission (Delegated Decision)
23/04380/FUL (6003093)	Land At Ditton Walk Cambridge Cambridgeshire	Erection of 12 dwellings, including 3 affordable dwellings, and associated works including alterations to access to the site and creation of second access.	Refusal of planning permission (Committee Decision (Area/Main))

Appendix 5: Appeals Pending Statement from the Local Planning Authority

REFERENCE	SITE ADDRESS	DETAILS	STATEMENT DUE
25/03026/FUL (6005302)	36 Peverel Road Cambridge Cambridgeshire CB5 8RH	Erection of single storey detached dwelling and associated works.	27/03/2026
(APP/Q0505/C/26/3378100)	66 Teversham Drift Cherry Hinton Cambridge Cambridgeshire CB1 3JZ	Appeal against	28/04/2026

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