



Planning Committee Date	3 rd July 2024
Report to Lead Officer	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference	24/00973/FUL
Site	Land To Rear Of 33-39 Paget Road Cambridge Cambridgeshire CB2 9JF
Ward / Parish	Trumpington
Proposal	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.
Applicant	Cambridge City Council Anywhere
Presenting Officer	Dominic Bush
Reason Reported to Committee	Application submitted by a member or officer of the Council
Member Site Visit Date	N/A
Key Issues	<ol style="list-style-type: none">1. Principle of development2. Character and appearance3. Neighbouring amenity4. Highways Impacts5. Other Matters
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks permission for the 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.
- 1.2 The existing site comprises a number of current unused council owned garages which are proposed to be demolished to make way for the proposed dwellings as well as small portions of 3 rear gardens of council owned properties along Paget Road. The site is located outside of any conservation area, the entire site is within flood zone 1 and is at low risk of surface water flooding.
- 1.3 The site is currently largely covered by hardstanding, with the exception of the rear gardens of the Paget Road properties. Whilst there are no significantly sized trees within the site, there are a number within close proximity to the sites boundaries.
- 1.4 The provision of 4 houses within the city of Cambridge would provide housing within a sustainable location that makes best use of a currently disused site. The proposal is appropriately designed and would result in a high quality of development that would add to the overall quality of the area and is visually attractive.
- 1.5 Officers recommend that the Planning Committee approve the application subject to conditions.

2.0 Site Description and Context

None-relevant	X	Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

*X indicates relevance

- 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.

3.0 The Proposal

3.1 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.

3.2 The proposed dwellings within the site would be located along a shared central pathway with two dwellings to both the east and west. Private gardens are proposed to the rear of each of the properties with car parking located away from the dwellings to the western end of the access road.

3.3 Each of the properties are of a uniform design, with two pairs of semi-detached, two storey buildings. All with dual pitched roofs with north and south facing gable ends.

3.4 Additional information has been provided throughout the lifetime of the application to overcome concerns raised through consultations. Necessary consultations have been undertaken throughout.

4.0 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

5.0 Policy

5.1 National

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.2 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: Sustainable transport and infrastructure

Policy 28: 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: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 50: Residential space standards

Policy 51: Accessible homes

Policy 52: Protecting garden land and subdivision of 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

5.3 Supplementary Planning Documents

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

6.0 Consultations

6.1 County Highways Development Management – No Objection

6.2 No objection to the proposed development subject to conditions regarding:

- Access falls and levels
- Bound materials
- Traffic management plan

6.3 Sustainable Drainage Officer – No comment received

6.4 Sustainability Officer –No Objection

6.5 No objection subject to conditions regarding:

- Carbon reduction
- Water efficiency

6.6 Ecology Officer – No Objection

6.7 Comments 30.04.2024:

6.8 Further information is required

6.9 Comments 10.07.2024:

6.10 Content with the provided BNG Metric which provides more than 10% net gain on site. Conditions are requested regarding:

- BNG
- Ecological enhancement

6.11 Tree Officer – No Objection

6.12 No objection subject to conditions regarding:

- Tree protection compliance
- Replacement planting information
- Tree planting compliance

6.13 Environmental Health –No Objection

6.14 No objection subject to conditions regarding:

- Construction/ demolition hours
- Construction/ demolition collections/ deliveries
- Construction/demolition noise/vibration & piling

- Dust
- External lighting
- Unexpected contamination
- Material management plan

7.0 Third Party Representations

7.1 8 representations have been received.

7.2 Those in objection have raised the following issues:

- Security of surrounding properties
- Impact on surrounding trees
- Visual impact of proposed gable ends
- Overbearing impact to No.40 Scotsdowne Road
- Loss of light to surrounding properties
- Impact on surrounding solar panels
- Overlooking/ loss of privacy to No.40 Scotsdowne Road
- Impact of External Lighting
- Impact on Biodiversity
- Overdevelopment of the site
- Scale of the proposed dwellings in relation to the context

7.3 Those in support raised the following points:

- Making best use of the site

8.0 Member Representations

Not applicable

9.0 Assessment

9.1 Planning Background

9.2 It should be noted that two separate pre-application responses have been provided regarding the development of this site. Only one of these responses has a planning reference that allows public viewing. In both cases, the proposed development was largely similar to that which has been put forward in this application and the responses given were broadly supportive.

9.3 Principle of Development

9.4 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.

- 9.5 Policy 52 requires proposals for the subdivision of existing residential curtilages to be of a form, height and layout appropriate to the surrounding pattern of development and character of the area whilst retaining sufficient garden space and balancing protecting the amenity and privacy of neighbours with creating high quality functional environments for future occupiers.
- 9.6 This application is proposing the development of a currently underused parcel of land within a sustainable location in Cambridge to provide 4No. market homes. Given the current use of the site, the development to provide housing is considered to be supported by Policy 3 of the Local Plan.
- 9.7 It is acknowledged that the development includes the subdivision of 3 separate gardens, or council owned properties along Paget Road. No's 37 and 39 Paget Road would each have approx. 7 metres of depth taken from the rear of their gardens, whilst No.33 would have approx. 8.8 metres removed. It is considered by officers that this subdivision of these gardens would retain sufficient private amenity space for these neighbouring properties and that the proposed development would comply with the Policy 52 of the Local Plan as will be assessed within the following sections of this report.
- 9.8 The principle of the development is acceptable and in accordance with policies 3 and 52.

9.9 Design, Layout, Scale and Landscaping

- 9.10 Policies 55, 56, 57 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 9.11 The application site, whilst accessed from Paget Road is surrounded essentially by three predominant residential areas. Firstly, the houses that front Paget Road which are located to the east of the site and are distinctly uniform, two storey terraced properties. To the south and west of the site are the properties along Anstey Way and Lingrey Court, these are detached or semi-detached dwellings that are less uniform in their form and layout although also all a full two storey in height. Finally, to the north of the site is the southern end of Scotsdowne Road where there is a pair of link detached dwellings either side of the road. The long access to the main area of the is such that it appears enclosed almost entirely by the surrounding residential properties, which it is acknowledged vary in form and layout.

- 9.12 The proposed layout of the site within this application was previously supported within both preapplication responses for the site and follows extensive consultation with local residents. The four dwellings are split into two pairs of semi-detached properties to the east and west of a central, communal walkway. At its closest point, each of the pairs of dwellings are approximately 6.3 metres apart either side of the central area, this therefore contributes to a close relationship between all of the proposed dwellings with the private amenity areas to the eastern and western boundaries of the wider site. Officers note that this relatively close knit, pair of semi-detached dwellings is not entirely in keeping with the surrounding form of development. However, given the variety in the built form of the surrounding areas detailed above, it is considered that this layout of the dwellings, as proposed makes best use of the site whilst ensuring that it would not appear significantly out of keeping with the surrounding context.
- 9.13 Concerns regarding four dwellings within the site constituting overdevelopment of the site are noted. However, in line with previous pre-application advice given, four dwellings within the site results in an overall density of approximately 30 dwellings per hectare. Considering the relatively urban location and the density of the surrounding context, this number of dwellings within a site of this size is considered to be acceptable.
- 9.14 The proposed car parking and bin storage areas for the proposed dwellings is somewhat separated from the properties themselves, to the south of the site at the end of the access. Whilst the car parking area feels somewhat disconnected from the dwellings, it is noted that a similar layout can be found at the dwellings at the northwestern corner of Paget Road, where the car parking for the dwellings is located on the opposite side of the road to the dwellings themselves. Additionally, in this case, the separation of the car parking from the properties, allows the communal walkway area to retain a more verdant, less urban feel.
- 9.15 Each of the separate units are identical in their footprint, measuring approximately 1.1 metres in depth and 6.3 metres in width. Meanwhile there are all approximately 8.5 metres in height to the ridge and 5.9 metres in height to the eaves. As such the scale of the dwellings, individually and as pairs of semi-detached are considered to be in keeping with the scale of the surrounding neighbouring properties along Paget Road, Anstey Way, Lingrey Court and Scotsdowne Road. Concerns were raised within previous preapplication responses regarding the height and scale of the proposed dwellings, however since this stage, the height of the properties has been reduced by 900mm. As such, it is considered that the development would not be overly dominant when viewed from along Paget Road or Anstey Way behind the frontage properties.
- 9.16 One concern raised previously within the pre-applications at the site was regarding the visual impact of the north facing gable end of the western properties on the views from Scotsdowne Road. This massing of this

gable end has been reduced following the reduction in height of the dwellings, whilst detailing of the flank wall has been introduced that breaks up the visual bulk of the wall. This detailing, in addition to the existing boundary treatment along the north of the site is such that this visual impact upon Scotsdowne Road is considered to be acceptable.

9.17 It is noted that some third-party comments have raised concerns regarding the loss of boundary treatments following the removal of the existing garages. Details regarding the proposed landscaping of the site have been provided which includes the specification of the proposed boundary treatments. For the majority of the boundary of the site, this comprises a 1.8-metre-high close boarded timber fence, officers consider that the proposed boundary treatments are therefore acceptable to replace the existing screening provided by the garages. The approved Landscaping plans also show planting focussed within the communal areas of the site with a combination of wildflower grassland areas and shrubs and hedgerow. Within this urban context, these landscaping details are considered to be acceptable. A condition will be recommended to ensure that all of the flat roof elements of the proposed development are constructed as biodiverse green or brown roofs, in accordance with Policy 31 of the Local Plan.

9.18 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 Cambridge Local Plan (2018) policies 55, 56, 57 and 59 and the NPPF.

9.19 Amenity

9.20 Policy 35, 50 and 52 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

9.21 Neighbouring Properties

9.22 Impact on No. 40 Scotsdowne Road.

9.23 No.40 Scotsdowne Road is located to the northwestern corner of the application site and is therefore within relatively close proximity to the northwestern most unit (W1). Indeed, at the closest point, the proposed building is approximately 3 metres set away from this neighbouring property. It is noted that concerns have been raised by third parties regarding the impact of the proposed development upon this neighbouring property. Following extensions to No.40, there is a single ground floor window within the front elevation that serves the large living room area that opens out into the dining room to the rear. Given the height of the proposed dwellings, unit W1 would break a vertical 45-degree splay from this window.

- 9.24 However, the siting of the proposed unit is such that it would not be within a direct, immediate line of site from this window, the views from the window would rather be towards the neighbouring property of No.37 Scotsdowne Road immediately to the east. additionally, it is noted that the living room at the ground floor of No.40 Scotsdowne Road is also likely to receive a significant amount of light from the windows within the rear elevation of the kitchen dining room. Therefore, whilst the proposed dwelling, would break both a vertical and horizontal 45-degree splay from this window. As a result of both the window arrangement to this property and the outlook from the front window, it is not considered that the proposed development would result in an unacceptable loss of light or overbearing impact.
- 9.25 Officers also note that there are first floor windows within both the northern and western elevation of W1 that may potentially offer views to the front windows of No.40 Scotsdowne Road. However, given the angle of these windows they would only result in extremely acute views between the two properties, which practically is not considered to result in any significant overlooking harm.
- 9.26 Comments have been received concerning the impact of the proposal on solar panels located on the south facing roof slope of No.40 Scotsdowne Road. Any potential impacts on existing neighbouring solar generation is a consideration for planning approval. In this instance, with the solar panels on the southern roof slope of No.40, the closest built form of the development would be the north facing gable end of W1. The proposed dwelling due to its siting is not due south of No.40 Scotsdowne Road, rather it is off set to the east such that the rear elevation of the proposed dwelling is forward of the front elevation of the neighbouring property. Therefore, whilst it is acknowledged that there would be a minimal impact on the solar panels at No.40 Scotsdowne Road, it is not considered that they will result in any significant impact on the efficiency of the solar panels.
- 9.27 Impact on No.37 Scotsdowne Road
- 9.28 The proposed development and the dwellings are situated a further distance from this neighbouring property. Unit E1 is approximately 5 metres to the south and unit W1 is approximately 8 metres to the southwest. Considering that there are no windows within the southern elevation of this neighbouring property, any impact is likely to be affecting the front windows.
- 9.29 Given the distance between the windows within the front elevation of this neighbouring property and the proposed dwellings, it is not considered that the development would break a vertical 45-degree splay. Therefore, the impact as a result of the proposed development with regards to loss of light and overbearing is considered to be acceptable.

- 9.30 There are no first-floor windows proposed within the northern elevation of E1 that would face onto the neighbouring property of No.37 Scotsdowne Road, whilst any front and rear windows within E1 would only offer extremely acute views to the neighbouring property. It is noted that there are two front facing windows within the first floor of the proposed W1 that would face in the direction of the southern side of No.37 Scotsdowne Road. These windows are a minimum of approximately 8.5 metres from the front elevation of the neighbouring property and the views from the windows would only offer indirect views to the windows within the front elevation of No.37. The views from the front windows of W1 would offer more direct views to the amenity area to the side of No.37, however this is not the primary amenity area for the neighbouring property and therefore any harm from overlooking to this area is considered to not be significant. Considering the above, officers determine that the proposed development would not result in any loss of privacy to this neighbouring property.
- 9.31 Impact on 35, 37 and 39 Paget Road
- 9.32 The proposed development includes the use of parts of the residential gardens of all three of these neighbouring, council owned properties to form the application site. Therefore, consideration must be given to the impact of this on the resulting amenity for these properties. The largest area of garden land is to be taken from No.35, which as a result of the application would retain a private garden space of approx. 7 metres in width and 17 metres in depth. Given that the other two properties would retain larger gardens than this, it is considered that all three properties would still have an acceptable sized area of external amenity space for their size.
- 9.33 The proposed eastern two dwellings are situated approximately 25 metres from the rear elevations of the properties along Paget Road. They would, therefore, not be considered to break a vertical 25 degree splay from any windows within the rear elevations of these neighbouring properties. It is noted that there are first floor windows within the rear elevation that would face towards to the properties fronting Paget Road. However, given the distance between the elevations of the neighbouring properties and the primary amenity spaces which are patio areas, immediately to the rear of the properties. It is considered that the proposed development would not result in any loss of privacy to these neighbouring properties.
- 9.34 Impact on No.30 Lingrey Court
- 9.35 The proposed dwellings within this application are not considered to cause any undue harm to the amenity of this neighbouring property. Despite this, it is noted that the area for car parking is located within very close proximity to this neighbouring dwelling, and its rear garden. The noise impacts resulting from the car use for the site, is likely to have a certain level of impact on the amenity of this neighbouring property. However, given the level of car parking proposed, and the relatively low level of comings and goings expected of a scheme of this size, it is not considered

that this would result in significant levels of disturbance through noise created.

9.36 Impact on 31 and 32 Lingrey Court

9.37 The proposed southwestern unit of W2 is situated such that there would be moderate level of amenity impact between this and the neighbouring residential property of No.31 Lingrey Court. This neighbouring property has a number of rear facing windows that look onto the application site, including a conservatory at ground floor and a dormer window within the roof slope.

9.38 Within the provided daylight sunlight report, it is shown that the proposed development, and the closest unit would not break a vertical 25-degree splay from the conservatory at ground floor. Therefore, the impact of the development on this and the first and second floor windows is considered to be acceptable with regards to loss of light and overbearing. Officers note that there is a single south facing window within the first floor of unit W2 that would face towards No.31 Lingrey Court. As highlighted within the proposed site plan, this window is approximately 19 metres from first floor windows within the rear elevation of the neighbouring property. The conservatory windows would be slightly closer to the proposed dwelling, however given the difference in height the overlooking impact would be less significant. Given the distance between the two dwellings, officers consider that the development would be acceptable with regards to loss of privacy to No.31 Lingrey Court.

9.39 The impact of the proposed development on No.32 Lingrey Court is considered to be minimal compared to No.31. No.32 is located a further distance from the boundary of the site and the siting of unit W2 is such that there would not be direct views between it and this neighbouring property. Therefore, the impact of the development on No.32 Lingrey Court is considered to be acceptable.

9.40 Impact on 34 Lingrey Court

9.41 The adjacent neighbouring property of No.34 Lingrey Court immediately adjoins the western boundary of the application site. Indeed, the eastern elevation of the neighbouring property is set approximately 1 metre from the shared boundary on the other side of which is the rear garden of unit W1. There are two first floor windows within the eastern elevation of 34 Lingrey Close that are both believed to serve habitable rooms these windows are set away from the rear elevation of W2 by approximately 12.4 metres.

9.42 Whilst there are no ground floor windows within the eastern elevation of No.34 Lingrey Court, the proposed western semi-detached properties would be visible from the first-floor windows of the neighbouring property. However, by virtue of their height, in addition to the height of the proposed units, they would not break a vertical 25-degree splay from the windows of

No.34. As such the impact of the development in terms of loss of light and overbearing is considered to be acceptable.

9.43 There are three windows within the western elevation of units W1 and W2 at first floor level. Two of these windows serve bathrooms and one serves a bedroom of W1. A condition is suggested to ensure that the bathroom windows within this elevation are obscure glazed to ensure there would be no inter-overlooking. However, given that the window to the bedroom is the primary window this could not reasonably be obscure glazed. The siting of W1 and the location of the window are such that it is slightly north of the northern most window within No.34 Lingrey Court. As such, a combination of the distance between the windows and the off-set nature which would ensure that there are no direct views between the windows. Therefore, the proposed development is considered to be acceptable with regards to any overlooking impact on No.34 Lingrey Court.

9.44 Future Occupants

9.45 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government’s Technical Housing Standards – Nationally Described Space Standards (2015).

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	3	5	2	93	93.4	+0.4
2	3	5	2	93	93.4	+0.4
3	3	5	2	93	93.4	+0.4
4	3	5	2	93	93.4	+0.4

9.47 Garden Size(s)

9.48 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space which should be of a shape, size and location to allow effective and practical use of the intended occupiers.

9.49 The proposed development provides a private residential garden for each of the four proposed dwellings. For the eastern pair of units, E1 has a private garden that is approximately 80sqm in size, whilst E2 has a private amenity area approximately 63sqm in size. For the western dwellings, the private amenity area for W1 is approximately 94sqm whilst W2 is approximately 182sqm. Therefore, with regards to their size, the private amenity areas for each of the dwellings are considered to be acceptable.

- 9.50 The location of the private amenity areas for the eastern units is such that there would be a minimal impact in terms of overlooking from the properties that front Paget Road. These neighbouring properties are significantly set away however, the closest rear elevation to the eastern boundary is at No.37 Paget Road which is approximately 15.5 metres away. As such it is not considered that the private amenity spaces for the eastern properties would be significantly overlooked by any neighbouring properties.
- 9.51 The amenity areas for the western properties are more constrained in terms of the surrounding neighbouring properties. No.34 Lingrey Court is located immediately to the east, No.40 Scotsdowne Road is immediately to the north and No. 31 and 32 Lingrey Court are further to the south. No.40 Scotsdowne Road does not have any south facing windows that would look onto the rear garden of W1, whilst the neighbouring properties of 31 and 32 Lingrey Court at approximately 10 metres from the boundary would not be considered to significantly overlook the private garden area of W2. The eastern first floor windows within No.34 Lingrey Court would be approximately 1 metres from the western boundary of the gardens of W1 and W2. However, with W1 the views from the window of the neighbouring properties would not be direct onto the garden, rather at an oblique angle, whilst regarding W2, it is considered that an area to the south of the garden would remain outside of the direct views from the neighbouring property. As such officers consider that the private amenity areas of the Western units would also have acceptable levels of privacy from neighbouring properties.
- 9.52 Policy 51 requires all new residential units to be of a size, configuration and internal layout to enable Building Regulations requirement part M4(2) accessible and adaptable dwellings to be met. The Design and Access Statement submitted states the proposal would comply with these standards a condition will be attached to any permission to ensure compliance with these standards.
- 9.53 Construction and Environmental Impacts
- 9.54 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 9.55 The Council's Environmental Health team have assessed the application and have raised no objection to the proposed development subject to a number of conditions regarding construction/ demolition hours, construction delivery hours, noise attenuation dust, external lighting and a material management plan. Given the scale of the proposed development and the proximity of the site to surrounding neighbouring properties, these conditions are considered acceptable and reasonable.

- 9.56 Given that the site is brownfield in nature, there is a potential risk for contaminated land. Information has been provided to assist in determining this risk. This information is considered to be acceptable, a condition relating to unexpected contamination is however requested due to the nature of the site.
- 9.57 Officers note that the provided documents state that air source heat pumps are proposed for each of the units within the rear gardens. The Councils Environmental Health officer has commented on the addition of these in this location and the location of the proposed units is considered to be a sufficient distance from neighbouring properties, that they are acceptable subject to a condition requiring a noise impact assessment for their impact. This condition is both reasonable and necessary to ensure that the amenity of neighbouring properties is protected from any noise emitted from the units.
- 9.58 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 50, 51, 52 and 57.

9.59 Trees

- 9.60 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 9.61 The application is accompanied by an Arboricultural Impact Assessment that includes suggested tree protection measures.
- 9.62 Whilst the application site itself only includes a small number of trees, there are a number that surround the site boundary, some of which are considered to hold public amenity value. It is noted that a number of third-party representations have been received with regards to the impact of the proposed development on these surrounding trees.
- 9.63 The proposed development includes the proposed removal of three trees from within the application site. These are classified within the provided arboricultural impact assessment as two category U trees and one category C. The councils tree officer has been consulted on the application and has raised no objection to the proposed development subject to conditions regarding compliance with the provided tree protection measures, details of proposed tree planting and compliance with these details when provided. Given the nature of the proposed development, the loss of trees within the site and the trees surrounding the site, these conditions are considered to be reasonable and necessary to ensure that the development is acceptable with regards to its arboricultural impact.

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

9.65 Carbon Reduction and Sustainable Design

9.66 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.

9.67 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

9.68 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

9.69 The application is supported by a sustainability statement which sets out an aspiration to meet the Passivhaus low energy building strategy. The statement provided highlights the use of air source heat pumps which contribute to a carbon reduction between 64.2% and 66.3%.

9.70 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions relating to carbon reduction technologies and water efficiency. A joint condition regarding both of these aspects is recommended.

9.71 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

9.72 Biodiversity

9.73 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or

compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

- 9.74 The application has been subject to formal consultation with the Council's Ecology Officer, who initially objected to the proposal due to the lack of DEFRA metric being provided, as well as further information required regarding bat survey validity, bat roost potential of trees and confirmation of ownership of trees within the site.
- 9.75 Further information has been provided through the process of the application in the form of an updated DEFRA metric to take into account those trees that are within private gardens and those which are within public space. Confirmation of the validity of the ecology survey and bat roost potential of the existing trees has also been received.
- 9.76 Following this, the ecology officer, in more recent comments has raised no objection to the proposed development subject to conditions regarding Biodiversity Net gain and ecological enhancement. With the provision of a 31% increase in habitat units and 12% hedgerow units, the proposed development is considered to be acceptable subject to these conditions.
- 9.77 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57 and 70 of the Cambridge Local Plan (2018).

9.78 Water Management and Flood Risk

- 9.79 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 9.80 The application site is located within flood zone 1 (Low risk) and includes a small area within the middle of the site that is within 1 in a 1000 year surface water flood risk.
- 9.81 Surface water drainage calculations have been provided with the application, which, given the level of development and the low flood risk of the site is considered to be acceptable subject to conditions regarding water efficiency and foul water drainage.
- 9.82 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

9.83 Highway Safety and Transport Impacts

- 9.84 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 9.85 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 9.86 The application is supported by a Highway and access technical note as well as vehicle tracking plans.
- 9.87 Access to the site would be through the existing access for the garages within the site, which at its narrowest point is only approximately 2.3 metres in width. The proposed development utilises this same access but proposes to widen the access road to a minimum of 4.8 metres in width. It should be noted that for a scheme of multiple dwellings, access width of at least 5 metres is usually a requirement. However, in this case, given that the existing use for car garages is likely to result in a greater number of vehicle movements, in comparison to the proposed development. The proposed widening to 4.8 metres width is considered acceptable.
- 9.88 The Local Highways Authority have raised no objection to the proposed development and the use of the existing access for residential use. This is subject to a number of conditions regarding, falls and levels of the access, bound materials of the access and a traffic management plan. These conditions are considered reasonable and necessary to ensure that the proposed widened access is of sufficient standard and that the proposed development would not harm highway safety.
- 9.89 Subject to conditions, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

9.90 Cycle and Car Parking Provision

9.91 Cycle Parking

- 9.92 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

- 9.93 The provided plans show that cycle parking for each of the proposed dwellings would be located within a shared store to the south of the communal area of the site. Full details of this storage area have not been provided, however it is stated within the design and access statement that there is provision of 3 cycle parking spaces for each dwelling which would comply with the requirements of Appendix L and policy 82. This location for cycle parking is considered to be more convenient for future occupiers of the site than the car parking which is a greater distance from the properties. A condition requiring details of the cycle store will be attached to any permission granted.
- 9.94 Car parking
- 9.95 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.
- 9.96 The application site is located outside of a controlled parking zone and the proposed development includes the provision of 4No. car parking spaces, one for each dwelling, with a single additional visitor car parking space. The car parking is provided in an area away from the dwellings themselves at the western end of the access road. The quantity of car parking spaces proposed is considered to comply with the maximum standards as set out in Policy 82 and Appendix L, whilst the location of the car parking is considered to be acceptable in this context.
- 9.97 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point for each dwelling with allocated parking, one slow charge point for every two dwellings with communal parking (at least half of all non-allocated parking spaces) and passive provision for all the remaining car parking spaces to provide capability for increasing provision in the future.
- 9.98 The provided site plan shows that each of the allocated car parking spaces is provided with electric vehicle charging facilities. Whilst the single visitor space does not have this EV charging, the provision of EV charging is considered to comply with the Greater Cambridge Sustainable Design and Construction SPD. The requirement for EV charging points is covered by building regulations under approved document S. Given this

requirement within building regulations is for a minimum of 1 space per dwelling, it is not considered reasonable to also require this within a planning condition.

- 9.99 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

9.100 Other Matters

9.101 Bins

- 9.102 Policy 57 requires refuse and recycling to be successfully integrated into proposals.

- 9.103 The proposal includes individual refuse storage areas to the rear and side of the proposed dwellings, with a collection area located behind a 1.8m high curved fence within proximity to the proposed car parking. The provided information and tracking diagrams show that access for refuse vehicles to this point is achievable and therefore the drag distance between the storage and collection points is considered to be acceptable. Given that details of the bin storage areas have not been provided, a condition regarding this is recommended.

9.104 Permitted development rights

- 9.105 The proposed development has been found acceptable in terms of its impact on the character of the area and residential amenity, as set out above. However, given the constrained nature of the site, officers consider it reasonable and necessary to remove permitted development rights under Schedule 2, Part 1, Classes A, B and E of the GDPO. For example under Class E the dwellings would have the potential for the construction of an outbuilding covering up to 50% of the amenity space for each of the plots under permitted development. Which for each of the units would likely result in an unacceptable level of external amenity space. The same applies for Class A, whilst Class B would potentially allow for the construction of rear facing dormers which could evidently directly overlook neighbouring properties.

- 9.106 Without such restrictions, extensions, dormer windows and outbuildings could be added to the Plot without formal planning consent, which may give rise to greater impacts on the character of the area and amenities of neighbouring properties considered as part of the current application (Local Plan policies 52, 55, and 57).

9.107 Planning Balance

- 9.108 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).

- 9.109 The proposal would not cause harm to the character and appearance of the area. The proposal would also not have any highways safety implications and would comply with the parking and cycle parking guidance set out within Appendix L of the Local Plan
- 9.110 Minor harm to the amenity of neighbouring and future occupiers is acknowledged however, it is not considered that the proposal would result in a significant level of harm that is unacceptable in this instance.
- 9.111 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 #

10.0 Recommendation

10.1 Approve subject to:

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

- 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.

- Location Plan - (2435 PL B 001 P1)
- REVISED PROPOSED SITE PLAN - (2435 PL B 003 P2)
- NORTH SOUTH SITE ELEVATIONS PLAN - (2435 PL B 006 P1)
- PROPOSED GROUND FLOOR PLAN - (2435 PL B 100 P1)
- PROPOSED FIRST FLOOR PLAN - (2435 PL B 101 P1)
- PROPOSED ROOF PLAN - (2435 PL B 102 P1)
- PROPOSED NORTH ELEVATION - (2435 PL B 200 P1)
- PROPOSED EAST ELEVATION - (2435 PL B 201 P1)
- PROPOSED SOUTH ELEVATION - (2435 PL B 202 P1)
- EAST SEMI PROPOSED WEST ELEVATION - (2435 PL B 203 P1)
- WEST SEMI PROPOSED NORTH ELEVATION - (2435 PL B 204 P1)
- WEST SEMI PROPOSED EAST ELEVATION - (2435 PL B 205 P1)
- WEST SEMI PROPOSED WEST ELEVATION - (2435 PL B 207 P1)

- EAST WEST SITE ELEVATION - (2435 PL B 007 P1)
- LANDSCAPE GENERAL ARRANGEMENT SITE PLAN - (LP2363 FIR XX XX DR L 0001)
- LANDSCAPE PLANTING PLAN PART SITE - (LP2363 FIR XX XX DR L 5001)

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 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 and 57).

- 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 the bin and bike stores associated with the proposed development, including any planting associated with a green roof, shall be provided prior to first occupation in accordance with the approved plans and shall be retained thereafter. Any store with a flat or mono-pitch roof shall incorporate, unless otherwise agreed in writing by the local planning authority, a green roof 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.

Reason: To ensure appropriate provision for the secure storage of bicycles and refuse, 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)

Statutory BNG condition

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).