



Planning Committee Date	7 August 2024
Report to	Cambridge City Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	24/01783/FUL
Site	2 Scotland Close
Ward / Parish	East Chesterton
Proposal	Change of use from a small scale 6 person HMO (Use Class C4) to Sui Generis 8 bedroom 8 person HMO.
Applicant	Mr Edmund Sturdy
Presenting Officer	Phoebe Carter
Reason Reported to Committee	Third party representations
Member Site Visit Date	N/A
Key Issues	1. Parking Stress 2. Noise
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks the change of use from a small scale 6 person HMO (Use Class C4) to Sui Generis 8 bedroom 8 person HMO.
- 1.2 The current permission is for the increase the maximum occupancy from six individuals in six bedrooms to eight individuals in eight bedrooms. The proposed extensions to the dwelling have previously been approved under planning permission 21/00381/FUL on the 19th May 2021 for a roof extension (including raising of ridge line) hip to gable enlargement and front and rear dormers at 1, 1a and 2 Scotland Close were approved under planning permission. The permission has been implemented as the proposed extensions are currently under construction.
- 1.3 Officers conclude that the development would provide a good quality living environment for future occupiers without causing harm to the character of the area or surrounding residential occupiers. The site is located in a highly sustainable location with good access to bus and cycle links, alongside local shops and facilities located in the Chesterton High Street Neighbourhood Centre within walking distance (approx. 200m away). Therefore, officers consider that the site is in a location conducive to HMOs. Cycle parking is proportionate to the number of occupiers of the HMO and is safe, secure and conveniently located. With these factors in mind, officers therefore consider that the proposed development would be acceptable.
- 1.4 Officers recommend that the Planning Committee approve the application.

2.0 Site Description and Context

None-relevant	X		
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*X indicates relevance

- 2.1 The site is situated on a residential cul-de-sac accessed off Scotland Road. The cul-de-sac has dwellings on the west side of the highway and the eastern side of the road, separated by a low fence, adjoins Scotland Road Recreation Ground and a public footpath connecting Scotland Road to High Street, Chesterton. 2 Scotland Close was originally a pair of semi-detached properties, however 1A Scotland Close was added adjoining no. 1 Scotland Road following application 10/0280/FUL which was allowed at appeal in 2010.
- 2.2 To the west of the site, adjacent to the rear boundary are residential properties on Wilding Walk, a cul-de-sac. The dwellings on Wilding Walk front the highway and given the road layout the side elevation of the dwellings front the rear boundary of the site.
- 2.3 There are no site constraints.

3.0 The Proposal

- 3.1 The application seeks planning permission for the change of use from a small scale 6 person HMO (Use Class C4) to Sui Generis 8 bedroom 8 person HMO.
- 3.2 Subject to minor internal alterations, the proposed change of use would not require any additional extensions to increase the occupancy of the HMO from six persons to eight persons, changing the use to a large scale HMO (Use Class Sui Generis). The extensions to the dwelling, currently being undertaken, were permitted under application reference 21/00381/FUL.
- 3.3 An amendment to the description was undertaken as the dwelling was a small scale HMO and not a dwelling house. A revised block plan was also submitted showing that a cycle store is proposed to the rear of the property.

4.0 Relevant Site History

1, 1A And 2 Scotland Close

21/00381/FUL – Roof extension, including raising of ridge line, hip to gable enlargement, front and rear dormers. – Permitted

16/1129/FUL – Roof extension, including raising of ridge line at 1, 1A and 2 Scotland Close, hip to gable enlargement and rear dormers. – Permitted

2 Scotland Close

C/91/1053 – EXTENSION TO DWELLING (TWO STOREY SIDE EXTENSION TO FORM NEW GARAGE AND BEDROOM). – Permitted

C/91/0376 - EXTENSION TO DWELLING (ERECTION OF TWO STOREY SIDE EXTENSION). (AMENDED BY LETTER DATED 01.07.91 AND ACCOMPANYING DRAWINGS). – Permitted

1 Scotland Close

10/0280/FUL - Erection of 1 two-bed dwelling. – Refused and Allowed at Appeal.

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 30: Energy-efficiency improvements in existing dwellings

Policy 31: Integrated water management and the water cycle

Policy 32: Flood Risk

Policy 35: Human health and quality of life

Policy 48: Housing in multiple occupation

Policy 50: Residential space standards

Policy 55: Responding to context

Policy 58: Altering and extending existing buildings

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

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

6.0 Consultations

6.1 County Highways Development Management – No Objection

6.2 No significant adverse effect upon the Public Highway should result from this proposal.

6.3 Whilst the Local Highways Authority have no objections to the proposals it is worth noting that as the streets in the vicinity of the application site provide uncontrolled parking, and as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, this demand is likely to appear on-street in competition with existing residential uses. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.

6.4 Environmental Health – No Objection

6.5 The development is acceptable subject to the imposition of conditions regarding construction hours.

6.6 Informatives are recommended to ensure the applicant is aware that they follow the requirements for an eight person HMO and will be required to apply for a HMO licence variation to vary the license.

7.0 Third Party Representations

7.1 6 representations have been received.

7.2 Those in objection have raised the following issues:

- Character, appearance and scale
- Overdevelopment of Scotland Close (number of bedrooms)
- Residential amenity impact (noise and disturbance, odour, private amenity space)
- Anti-social behaviour from Air B&b's/short term rentals
- Loss of a family dwelling house
- Construction impacts
- Highway safety
- Car parking and parking stress
- Emergency services access to the street
- Cars blocking other drives on the Close
- Not in a sustainable location
- Noise Impact
- What is the noise management plan?
- Number of occupants
- Can the Cycle store be built under Permitted Development?
- Raised objections regarding noise, parking, odour, emergency service vehicles, loss of light and potential large scale HMO on previous application (21/00381/FUL)
- Change of use not part of previous application
- Previous application approved inappropriate
- Incorrect consultation on previous application
- When did the property change to Use Class C4 (small scale 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.

8.0 Assessment

8.1 Principle of Development

8.2 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.

8.3 Policy 48 states that proposals for large houses of multiple occupation will be supported where the proposal: does not create an over-concentration of such a use in the local area, or cause harm to residential amenity or the surrounding area; the building or site (including any outbuildings) is suitable for use as housing in multiple occupation, with provision made, for example, for appropriate refuse and recycling storage, cycle and car parking and drying areas; and will be accessible to sustainable modes of transport, shops and other local services.

8.4 A review of the Council's evidence and site visit by the case officer indicates that there are a limited number of large HMOs within the vicinity. Therefore, the proposal would not create an overconcentration of large HMOs in the area.

8.5 The proposal for a large HMO would not significantly harm the residential amenity of neighbours; this is discussed in paragraphs regarding Amenity below.

8.6 Officers consider that adequate provision has been made for cycles, car parking and refuse which will also be discussed further in the relevant sections of the report.

8.7 The site is located in a highly sustainable location, situated within a short walking distance of local amenities and transport links which provides access to the rest of the city and surrounding area. As such the location is appropriate for HMO development.

8.8 Taking the above into account, the principle of the development is acceptable and in accordance with policies 3 and 48 of the Cambridge Local Plan (2018).

8.9 Design, Layout, Scale and Landscaping

8.10 Policies 55 and 58 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.

8.11 Scotland Close is a narrow cul-de-sac accessed off Scotland Road with a mix of two storey dwellings most of which have been previously extended. No. 2 Scotland Close, originally a semi-detached dwelling, now forms an end of terrace property with car parking to the front and a private amenity space to the rear. The property has been previously extended including a roof extension, at the same time as 1 and 1A Scotland Road, and to the side and rear.

8.12 The application proposes no external alterations to the dwelling and therefore would not alter the appearance of the dwelling on the streetscene and is in accordance with Policy 55 and 56 of the Local Plan 2018.

8.13 Biodiversity

8.14 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.

8.15 Given that the proposal is for a change of use application the proposal is not required to provide Biodiversity Net Gain. Taking the above into account, the proposal is compliant with 69 and 70 of the Cambridge Local Plan (2018).

8.16 Water Management and Flood Risk

8.17 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.

8.18 The proposed extensions will utilise the existing drainage connections to the host dwelling and the scheme will allow for minor changes to the existing garden. Therefore, it is considered unnecessary to request surface or foul water drainage schemes in this case.

8.19 The proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

8.20 Highway Safety and Transport Impacts

- 8.21 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.
- 8.22 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.
- 8.23 The Local Highways Authority have no objections to the proposal. Access to the site would remain the same as the existing arrangements and therefore no concerns on highway safety stem from the proposed access arrangements. The applicant has submitted additional information regarding parking and highway safety however this has not been consulted as this does not overcome any concerns from the Local Highway regarding Parking Stress set out below.
- 8.24 Third parties have raised concerns regarding the narrowness of the highway, junction onto Scotland Road and emergency vehicle access. The proposal is not seeking to narrow or alter the existing highway or access to the dwelling. The drop kerb is existing and the off-street parking arrangement is not being altered as part of this application. The proposal would accommodate an additional two occupants above what is currently being achieved. It is not considered that the movements of two people, given the parking arrangements, predominately by sustainable transport means, would give rise to a harmful level of movements or impact the safety of the public highway.
- 8.25 Whilst officers acknowledge the concerns regarding emergency services access, the City Council could not now or in the future control where people choose to park and if blockage of the highway results, this is a matter for residents to manage between themselves informally or failing that an issue for the police or the highway authority.
- 8.26 The proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

8.27 Cycle and Car Parking Provision

8.28 Cycle Parking

- 8.29 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. While there is no specific standard for HMOs, officers consider that the need for provision is greater than the standard outlined for residential dwellings given

the nature of the use. These cycle spaces should be located in a purpose-built area, preferably to 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.

- 8.30 The current arrangement appears to be that there are secure cycle rings to the side of the dwelling. A block plan has been submitted indicating the proposed cycle store to the rear of the dwelling, accessed via the side passageway. This would provide sufficient cycle parking for all occupants. Additionally secure cycle rings have been recommended to the front for visitors.
- 8.31 Whilst it is noted that secure covered cycle parking is preferred to the front of the dwellings this would remove a car parking space. Officers have noted that parking stress has been raised by many local residents given the layout of the Scotland Close. Officers therefore consider that, in this instance, have cycle parking to the rear of the property would be acceptable. It is also noted that the communal area is accessible from the rear of the property.
- 8.32 Officers recommend a condition to provide details of the store and ensure a cycle store is provided prior to the occupation of the large HMO providing eight covered and secure cycle parking spaces. This equates to one cycle parking space per bedroom and occupant, which is considered acceptable.
- 8.33 Car parking
- 8.34 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 2 spaces per dwelling for 3 or more bedrooms.
- 8.35 The proposal to retain the two car parking spaces to the front of the dwelling. The Highway Authority, and local residents, expresses concerns regarding the additional car parking pressure on surrounding residential streets arising from the increase in the number of occupants at the address. Officers are satisfied that the proposal is situated in a sustainable location as it is sited within walking distance of a neighbourhood centre (approx. 200m), cycling distance of the city centre and close proximity to public transport. Car dependency is therefore considered to be limited. In addition, a condition is recommended to ensure adequate number of cycle parking spaces are provided. Therefore, the lack of car parking access is not considered, in this instant, to warrant a reason for refusal, and the proposal would not result in a significant increase in parking stress locally.
- 8.36 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. As the development is not creating a new dwelling, there is not a policy requirement to deliver EV charging on site. Officers consider that a condition to secure this would not be reasonable to impose.

8.37 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan.

8.38 Amenity

8.39 Policy 35, 48 and 58 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.

8.40 Neighbouring Properties

8.41 The application is not proposing any external alterations to accommodate the increase in occupancy. Officers therefore do not consider that the proposal would give rise to any harm to the adjacent neighbours in terms of overlooking, loss of light or overbearing impact.

8.42 Future Occupants

8.43 While the National Space Standards as detailed under policy 50 are not a requirement for HMOs, the below table shows the size of the bedrooms in comparison to the space standards:

Bedroom	Policy Size requirement (m²)	Proposed bedroom size (m²)	Difference in size (m²)
1	7.5	16.5	+9
2	7.5	11.75	+4.25
3	7.5	8.7	+1.2
4	7.5	9.3	+1.8
5	7.5	11.6	+4.1
6	7.5	11.8	+4.3
7	7.5	16	+8.5
8	7.5	21	+13.5

8.44 Predominately HMO occupiers, given the nature and pattern of use, are more dependent on their respective bedrooms for amenity than communal rooms. With this in mind, officers consider that the bedrooms provide a good level of amenity for future occupiers. The communal spaces comprise a combined kitchen/dining/living room, which total 31m². This is considered sufficient to accommodate the proposed number of occupiers (8) without occupants spilling out into the rear garden and creating a harmful impact to adjacent residential occupiers. The garden is moderate in size (approx. 55sq metres) and would be sufficient size to cater for the needs of the future occupants.

8.45 A condition is recommended to ensure that the occupancy of the HMO is restricted to eight persons.

- 8.46 Construction and Environmental Impacts
- 8.47 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. No external alterations are proposed as part of this application. Whilst Environmental Health Officers have recommended a construction hours condition, it is noted that no external alterations are proposed as part of this planning permission. Officers therefore do not consider it necessary in this instance to restrict construction hours.
- 8.48 The General Permitted Development Order permits a dwelling (in C3 use) to change to a six person HMO (C4 Use) without the need for planning permission. Therefore, the noise impact arising from the development is assessed on the additional two people beyond what you can do without planning permission. The design enables sufficient space for occupiers internally, minimising the use of outside spaces. However, Officers acknowledge that the noise impact may be greater than a C3 or C4 use given the nature of the use and number of occupiers and therefore a condition is recommended to seek a management plan for the property. Given the local concerns it is considered justified for the number of people residing at the property. Cumulatively, officers consider that the noise impact would not be significant to warrant a refusal of the application.
- 8.49 Third party comments have been received regarding the noise impacts of the existing construction works. This is not something that can be considered as part of this planning permission for the change of use as there is limited construction work. The noise impacts would relate to the permission for the build and any noise complaints would be a civil matter.
- 8.50 Furthermore, comments have been received regarding the noise impacts by short-term rentals and Air B&B's. The proposed application is for neither of these uses and therefore these impacts cannot be assessed as part of this application as they appear to be in relation to other properties in the vicinity. These concerns are a civil matter and would need to be dealt with outside of this planning permission.
- 8.51 The Council's Environmental Health team have assessed the application and have raised no objections to the proposals. Informatives regarding the change to the HMO license, health and safety and management requirements for an eight person HMO which Officers considered reasonable and necessary to add to the proposal.
- 8.52 Comments have been raised concerns regarding odour. Whilst no details have been provided as part of the application Officers consider that there is sufficient external space for the storage of bins, in accordance with the RECAP Guidance. Details of a bin store will therefore be subject to condition.
- 8.53 In regards to odour caused by cooking, it is not considered that an HMO would require any extraction units over and above what would be required

by a dwelling house. An informative is proposed to ensure that the property would meet the requirements for an HMO for eight persons which would require the kitchen to be fitted to meet the required standards. It is therefore not considered that the proposal would give rise to any odour

8.54 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, 48 and 58.

8.55 Other Matters

8.56 Bins

8.57 Policy 58 requires refuse and recycling to be successfully integrated into proposals. The bins are currently stored to the side of the dwelling. No details have been provided regarding a bin store for the proposed occupants in accordance with the RECAP Guidance. Therefore, given that there is sufficient external space, officers recommend a condition to provide these details and ensure a refuse store is provided prior to the occupation of the large HMO.

8.58 Summary

8.59 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, 48 and 58.

8.60 Third Party Representations

8.61 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third Party Comment	Officer Response
Overdevelopment	The proposal does not include any external development, other than bin and bike stores which have been conditioned. Whilst the internal configuration has been altered it is considered that the internal, and external space, is sufficient for the number of occupants. Previous extensions to the properties will have been assessed by Officers as part of the prior to determination against the relevant legislations.
Character / Loss of a family dwelling house	Officers acknowledge that the proposal would lead to the loss of a dwelling house. However, as set out within the Local Plan it is important to increase the support of all types of housing to meet a wide range of needs. The supporting text of Policy 48 it sets out that HMO's have an important role to play within the local housing market. They provide a range of shared

	accommodation, predominantly occupied by students and young professionals subject to meeting other criteria assessed within the report above.
Noise/Odour/Amenity Space	Assessed within Sections 8.52 – 8.53
Anti-Social Behaviour from Air B&B's/Short Term Rental	Assessed within Sections 8.50
Construction Impacts	Assessed within Sections 8.47 – 8.48
Highway Safety	Assessed within Sections 8.20 – 8.26 Officers note concerns regarding highway safety and proximity to a play area. The proposal does not increase the number of car parking spaces provided or alter the existing access to the parking spaces. The Local Highways Authority therefore do not consider that the proposal would impact highway safety
Emergency Services access to the street	No alterations are proposed to the public highway or existing parking arrangement to the front of the site.
Parking Stress	Assessed within section 8.33 – 8.37 The existing two off street parking spaces are to be retained, which is in accordance with the Local Plan. The site is also considered to be in a sustainable location. It is therefore considered that the additional two occupants would not give rise to a harmful level of parking stress locally.
Blocking other driveways	On-street parking is a civil issue and cannot be assessed as part of the planning application.
Not within a sustainable location	The application is considered to be within a sustainable location, situated within 200m of a Neighbourhood Centre and in close proximity to public transport.
Number of occupants	A condition has been added limiting occupants.
Cycle Store under permitted development	From reviewing the application a cycle store, subject to details, could be achieved under Schedule 2, Part 1, Class E of the General Permitted Development Legislation 2015. Officers have taken into account the previous extensions and consider that a bike store could be achieved under permitted development. A condition has been added to secure details.
Neighbour Notification on application 21/00381/FUL	Officers cannot comment on the neighbour notification for a previous application. The notification would have been carried out in accordance with the Development Management Procedure Order and the Statement of Community Involvement.
When did the property change use to Use Class C4	The Local Planning Authority are unsure when the property changed use from a dwelling house (Use Class C3) to a small scale HMO (Use Class C4). The change of use between use class C3 and C4 falls under the Town and Country Planning (General Permitted Development) Order 2015. Therefore, express planning permission is not required. The Environmental

	Health Team would be required to be notified in regards to HMO licensing.
Previous approval inappropriate and objections raised.	Officers note the comments regarding the previous approval. This application was assessed by Officers and set out within the Officer Report. These comments cannot be taken into account for the current permission.
Change of Use not part of the previous application	Officers can only assess the application submitted. As application 21/00381/FUL did not apply for a change of use this subsequent application has been submitted for Officers to assess on its own merits.

8.62 Planning Balance

- 8.63 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).
- 8.64 Third party representations have raised concern regarding the proposal impact on noise and disturbance to neighbouring occupiers due to the increase in occupancy. Officers consider that the proposed internal amenity space is sufficient in size to accommodate the requirements of licencing for large HMOs. Furthermore, all the bedrooms exceed space standards which reduces the reliance on shared spaces. Overall, it is considered that the increase in two persons will not exacerbate the use of the garden by future occupiers.
- 8.65 Third party representations have also raised concern regarding the proposals impact on the highway with the increase in occupants. The Local Highways Authority have not raised any concerns regarding the proposal and given the siting within a sustainable location Officers consider that the proposal would give rise to a significant level of parking stress. Furthermore, a condition has been added to provide comfort to local residents regarding a Management Plan.
- 8.66 The proposed development is not considered to adversely affect the amenity of neighbouring occupiers.
- 8.67 The proposed development is appropriate for its location and is in keeping with the character of the immediate context while creating a good quality living environment for future occupiers. The development will positively contribute to the supply of residential accommodation available to the public within Cambridge.
- 8.68 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.

9.0 Recommendation

9.1 **Approve** subject to:

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

10.0 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.

(100 – 10.5.24
OS-02 REV A – 09.07.24)

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 development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of a minimum of eight cycles and bin storage 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 stores. A 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 in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

4. The development, hereby permitted, shall not be occupied, or the use commenced, until a management plan has been submitted to and approved

in writing by the Local Planning Authority. The management plan shall include provisions relating to:

- a) management of the property and how any management issues will be addressed
- b) external display of contact information for on-site management issues and emergencies for members of the public
- c) provision for refuse, cycle and car parking and drying areas etc.
- d) details of guidance for tenants re acceptable standards of behaviour/use of the premises.

The development shall thereafter be managed in accordance with the approved plan.

Reason: In order to ensure the occupation of the site is well managed and does not give rise to significant amenity issues for nearby residents (Cambridge Local Plan 2018 policies 35 and 47).

5. The application site shall have no more than eight [8] people residing within it at any one time.

Reason: A more intensive use would need to be reassessed in interests of the amenity of neighbouring properties. (Cambridge Local Plan 2018 policies 56 and 48).

6. The internal communal areas as shown on the approved drawings shall be provided prior to occupation of the building for the proposed use and retained for communal uses and used for no other purpose(s).

Reason: To ensure adequate internal communal space is provided for future occupants (Cambridge Local Plan 2018 policies 48 and 50).