



25/05050/FUL – 80 and 82 Lovell Road

Application details

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Kings Hedges

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

Applicant: Mr Daniel Austin

Presenting officer: Melissa Reynolds

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

Member site visit date: -

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

2. Self-build

3. Neighbouring amenity

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

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1. Executive summary

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

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

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

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

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

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

Table 2 Consultee summary

2. Site description and context

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

3. The proposal

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

4. Relevant site history

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

Table 2 Relevant site history

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

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

5. Policy

5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

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

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

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

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

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

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

5.6 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

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

Policy 29: Renewable and low carbon energy generation

Policy 30: Energy-efficiency improvements in existing dwellings

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 35: Protection of human health from noise and vibration

Policy 36: Air quality, odour and dust

Policy 50: Residential space standards

Policy 51: Accessible Homes

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

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

5.7 Supplementary Planning Documents (SPD)

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

5.8 Other guidance

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

6. Consultations

6.1 Publicity

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

6.2 County Highways Development Management - No Objection

Conditions are recommended to secure:

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

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

6.3 Ecology Officer- No Objection

Conditions are recommended to secure ecological enhancements:

6.4 Environmental Health- No Objection

Conditions are recommended to secure:

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

6.5 Natural England- Holding Objection

Further information required to assess recreational pressure on nearby SSSIs:

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

6.6 Drainage Officer- No Objection

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

6.7 Tree Officer- No Objection

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

7. Third party representations

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

7.2 Those in objection have raised the following issues:

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

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

8. Member Representations

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

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

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

9. Planning background

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

9.2 Site red line extended to:

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

9.3 The report assesses the planning implications of these revisions.

10. Assessment

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

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

11. Principle of Development

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

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

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

12. Housing provision

12.1 Self-Build

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

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

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

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

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

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

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

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

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

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

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

14. Trees

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

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

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

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

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

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

15. Carbon reduction and sustainable design

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

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

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

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

16. Biodiversity

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

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

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

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

17. Water management and flood risk

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

18. Highway safety and transport impacts

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

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

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

19. Car and cycle provision

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

Cycle parking

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

Car parking

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

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

20. Amenity

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

Impact on no. 80 Lovell Road

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

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

Impact on no. 82 Lovell Road

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

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

- 20.12** The gardens of nos. 84-90 adjoin the site along the rear boundaries to gardens to these properties. No. 92 adjoins the site to the southeastern side boundary to the latter part of its rear garden. The proposed dwelling would be between approximately 33-51m from these neighbouring dwellings. The distance between the front wall of the proposed dwelling and neighbouring rear gardens is between 11.5m and 30m (approx.). Although first floor windows will face towards the rear gardens, the relationship is typical of urban locations. The proposed dwelling is one-and-a-half storeys and will not be visually overbearing or result in overshadowing due to the distances and siting to the northeast of these. Much of the land abutting is to be garden land to serve the proposed dwelling, which will have a similar visual impact to existing.
- 20.13** A site visit has been undertaken. Given the adjacent context, location, size, and design of the proposal it is unlikely to give rise to any significant amenity impacts in terms of overlooking, loss of daylight, enclosure or other environmental impacts. The proposal is compliant with policies 35, 50, 52, 53 and 58 of the Local Plan (subject to condition(s) as appropriate).

Future occupants

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m²)	Proposed size of unit	Difference in size
1	4	7	2	115	162	+47

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

Garden size

- 20.15** The proposed garden utilises the remaining land to the rear of nos. 82-90 Lovell Road. It measures approximately 1000sqm (0.1hectares).
- 20.16** The property would benefit from a private garden area which would exceed the recommendations of the Local Plan, which requires sufficient space for sitting out, clothes drying, bin and bike storage, circulation and for children to play.

Accessible design

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

Construction and environmental health impacts

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

Summary

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

21. Planning obligations (S106)

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

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

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

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

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

Heads of terms

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

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

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

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

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

22. Other matters

Bins

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

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

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

Natural England

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

23. Planning balance

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

Summary of harm

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

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

Summary of benefits

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

Overall

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

24. Recommendation

24.1 Approve subject to:

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

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

25. Planning conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

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

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

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

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

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

5. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority.

The development shall be implemented in accordance with the approved scheme.

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

6. No development shall take place above ground level, other than demolition, until details of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The scheme shall include where appropriate:

- a. Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b. Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control

and disposal elements and including an allowance for urban creep, together with an assessment of system performance;

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

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

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

17. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

Development shall be carried out in accordance with the approved statement.

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

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

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

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

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

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

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

20. No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

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

21. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

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

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

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

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

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

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

24. Notwithstanding the approved plans, the building hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51)

25. The development, hereby permitted, shall not be occupied or brought into use, until visibility splays have been provided each side of the vehicular access in full accordance with the details indicated on the submitted plan No SLP 01 Rev. A. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

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

26. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway and uses a bound material for the first 6 metres to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

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

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

Reason: To protect the amenity of adjoining occupiers (Cambridge Local Plan 2018 policies 52, 55, and 57) OR To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions)).

Background papers:

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

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