

<b>Application Number</b>	19/1375/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	4th October 2019	<b>Officer</b>	Lewis Tomlinson
<b>Target Date</b>	29th November 2019		
<b>Ward</b>	Cherry Hinton		
<b>Site</b>	1 Rectory Terrace, High Street Cherry Hinton		
<b>Proposal</b>	Rebuild existing convenience store (including part demolition, external works, and refurbishment) - Use Class A1 (Shop), and the provision of 8no. one bed residential apartments above to create a two storey development, reconfiguration of the existing car park, cycle parking provision, landscaping and associated infrastructure works.		
<b>Applicant</b>	c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><li>- The proposed development is of a high quality design</li><li>- The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers;</li><li>- The proposed development would provide a high quality living environment for the future occupiers;</li><li>- The proposed development provides an acceptable level of car parking and would not result in parking pressures on nearby streets.</li></ul>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is located to the west of the High Street in Cherry Hinton. It consists of 1 convenience store, a terrace of small retail units and a car park to the rear of the site. The site is surrounded by a mix of commercial, civic and residential uses. The site sits within a District Centre and is not located within a Controlled Parking Zone.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is for the rebuild of the existing Tesco convenience store building (including part demolition, external works, and refurbishment) to provide the following:
- Retail unit (use class A1)
  - 8 x 1 bed residential units
  - Reconfiguration of the car park and associated areas.

## **3.0 SITE HISTORY**

- 3.1 None relevant

## **4.0 PUBLICITY**

- |                             |     |
|-----------------------------|-----|
| 4.1 Advertisement:          | Yes |
| Adjoining Owners/Occupiers: | Yes |
| Site Notice Displayed:      | Yes |

## **5.0 POLICY**

- 5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

- 5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge	Local	1, 3, 28, 29, 31, 32, 34, 35, 36, 41, 45, 50, 51, 55, 56, 57, 59, 61, 70, 71, 80, 81, 82, 85
Plan 2018		

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (Jan 2020)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)  Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u>  Cycle Parking Guide for New Residential Developments (2010)

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 The Technical Note dated 23rd March 2020, provides sufficient data to demonstrate that the unloading bay should be able to meet the demands of the proposed development without undue impact on the operation of the adopted public highway. No objection subject to a traffic management plan condition and construction delivery condition.

### **Environmental Health Officer**

- 6.2 Following the submission of additional information, no objection subject to the conditions regarding: construction hours, collections during construction, construction demolition noise vibration piling, dust, acoustic assessment compliance for residential units and internal plant room, A1 use opening hours, A1 use operational collection/delivery hours, odour control, external lighting, unexpected contamination, electric vehicle charging points.

- 6.3 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made objections:

- 26 Orchard Estate
- 4 Chalfont Close
- 6 Chalfont Close
- No's 41, 43,45, 47, 49 to 51, 43, 55 High Street (Same land owners)

- 7.2 The representations can be summarised as follows:

- Temporary closure of the retail shop (Tesco) would have a significant harmful effect on the village as it would reduce the amount of footfall for the Rectory Terrace area. A condition should be imposed ensuring the shop stays open during construction.
- Reduction in car parking
- No's 2, 4 and 6 Chalfont Close have a legal right for vehicular access from the carpark to the rear of their properties.
- Difference in ground level between the car park and the properties of No's 6 & 8 Chalfont Close will result in overlooking.
- The proposed decrease in car parking spaces and the formal layout of the car park which increase parking in nearby streets
- Already planned reduction of local public carpark facilities on Colville Road (19/1034/FUL) which will further increase parking burden in the local area.
- Difficult to manage overnight parking in the car park
- Inappropriate siting of refuse for shops
- Shop deliveries could cause congestion due to insufficient space

- Access to the car park is too narrow for large vehicles such as refuse vehicles
- Noise and dust impact upon nearby shops
- The development would only produce 8 residential units
- The proposal would fenestration that would overlook the rear land of No's 41, 43,45, 47, 49 to 51, 53, 55 High Street as well as rely on daylight/sunlight from the current open space. This will have an impact on the potential future use of the site.

7.3 The owners/occupiers of the following addresses have made neutral comments:

- 92 Mill End Road

7.4 The representations can be summarised as follows:

- The on-road bay, which is adjacent to pedestrian crossing, will be used for deliveries. It is too narrow for the parking of HGV's and could create conflict with other road users such as cyclists as well as pedestrians.
- The retail space will be reduced
- The car parking spaces will be reduced.

7.5 110 High Street has written in stating their support for the application as it will modernise Cherry Hinton High Street.

7.6 Ward Councillor's Mark Ashton and Robert Dryden have also written in stating their support for the application.

7.7 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## 8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, it is considered that the main issues are:

1. Principle of development
2. Context of site, design, external spaces,
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Integrated water management and flood risk
8. Trees
9. Affordable housing
10. Third party representations

### **Principle of Development**

8.2 The site falls within a District Centre as defined by Policy 72 of the Cambridge Local Plan 2018 and set out on the policies map. Policy 72 states that proposals for other centre uses (including residential use) as defined in Table 8.1 will be permitted provided:

a) they complement the retail function and maintain or add to the vitality, viability and diversity of the centre;

b) provision is made for an active frontage, such as a window display, which is in keeping with the character of the shopping area; and

c) they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems.

8.3 The proposal would retain the existing convenience retail store at ground floor which would comply with the aims of Policy 72. The proposal would introduce 8 residential units at first floor. Policy 72 and table 8.1 state that residential uses are acceptable at above ground floor level. The proposal therefore complies with Policy 72 of the Cambridge Local Plan 2018.

8.4 The site contains an existing building, it is classed as previously developed (brownfield) land. Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should

be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. Taking all of the above not consideration, the principle is therefore considered to be acceptable subject to the material planning considerations discussed below.

### **Context of site, design, external spaces**

- 8.5 The existing building which Tesco currently occupies is a flat roof building. The majority of the building is single storey with a two storey element set back from the High Street. There is an adjoining single storey terrace of retail units which is to be retained. The site and the convenience store building itself is in a prominent location along the High Street and District Centre.
- 8.6 The proposal would rebuild the existing convenience store through part demolition, external works and refurbishment adding a second storey onto the building. The proposed design would be of a contemporary style with a pitched roof fronting the High Street, and a flat roof element to the rear. The design would use materials such as a multi grey brickwork and zinc roofing. The design of the front of the building would be similar in height and scale to neighbouring properties. The proposal would retain key features such as the large shop windows at the ground floor. The flat roof element to the rear is designed to be of a similar scale to the residential properties in Desmon Avenue and would appear subservient to the gable element at the front. The existing car park to the rear is informal and tired, and also acts as a service yard. The proposal would reconfigure the car park to formalize the layout with additional landscaping. Conditions regarding landscaping and materials is recommended to ensure the development is of a high quality.
- 8.7 The form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 & 59.

### **Residential Amenity**

#### Impact on amenity of neighbouring occupiers

- 8.8 The site is sited adjacent to residential properties. To the immediate north of the building is Desmond Avenue and to the immediate north of the rear car park is Chalfont Close.

*No.33 Desmond Avenue*

- 8.9 The nearest property to the building is No.33 Desmond Avenue. The existing building slopes away from the common boundary with No.33, being single storey nearest to the common boundary, gradually increasing in height to two storeys. No.33 has a garage on the ground floor adjacent to the common boundary. The nearest proposed two storey element, flat 8, would be in line with the two storey front elevation of No.33. Flat 1 sits forward of the front elevation of No.33 and does step up in height in comparison to the existing situation. However, it is recessed off the common boundary by 2.8m and the winter garden element of flat 1 only slightly protrudes into the 45 degree sight line when measured from the first floor bedroom window on the front elevation. Given the setback, the limited height of the additional storey and the flat roof form, it is not considered to have a significant overbearing impact upon any of the windows on the front elevation of No.33. The Daylight and Sunlight Assessment outlines that the vertical sky component is at 94% of its former value (meeting the 80% criterion for daylight); and the sunlight hours meet the British Standards. The building would also be set in line with the two storey rear elevation and therefore would not have a detrimental impact upon the garden area of No.33 and the daylight/sunlight study shows that the garden will not be significantly overshadowed. The plans show a privacy screen on the side elevation of the winter garden for flat 8 to avoid overlooking of the garden, a condition is recommended to secure this. For these reasons, officers consider the impact upon No.33 to be acceptable.

*General*

- 8.10 It is to be noted that the proposal will move the deliveries for the convenience store from the rear of the site to the front of the site. This will help reduce the noise and disturbance upon the properties to the rear. Neighbours have raised concerns about the difference in ground level between the car park and the properties of No's 6 & 8 Chalfont Close which will result in overlooking. This is an existing situation with neighbouring properties gardens backing onto the car park. The application is accompanied by a Daylight/Sunlight Assessment which shows that neighbouring properties will retain 80% of sunlight for windows and gardens. The potential impact on the residential amenity of the surrounding occupiers has been assessed in terms of overlooking, overbearing/sense of enclosure and overshadowing and is considered to be acceptable.

*Wider area*

- 8.11 Neighbours have raised concerns regarding the impact of noise, dust and vibrations during the construction phase. The Environmental Health Team has recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. The conditions are recommended accordingly. The impact of additional demand for car parking spaces on residential amenity are assessed in the 'car parking' section below. The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

- 8.12 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units exceed or meet the standards. In this regard, the units would provide a high-quality internal living environment for the future occupants. The application is accompanied by a Daylight/Sunlight Assessment which shows the units will benefit from good levels of natural light internally. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of	Number of bed	Number of	Policy Size requirement	Proposed size of	Difference in size
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	bedrooms	spaces (persons)	storeys	(m <sup>2</sup> )	unit	
1	1	1	1	37	40	+3
2	1	1	1	37	39	+2
3	1	1	1	37	38	+1
4	1	2	1	50	50	0
5	1	1	1	37	42	+5
6	1	1	1	37	42	+5
7	1	1	1	37	39	+2
8	1	2	1	50	50	0

8.13 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. Within the supporting text of Policy 50 of Cambridge Local Plan (2018) it also states that new homes created through residential conversions should seek to meet or exceed the standards as far as it is practicable to do so. The scheme includes external amenity space for all units in the form of winter gardens or terraces. Due to potential noise from the neighbouring Chinese restaurant and the High Street, winter gardens have been chosen instead of balconies. Winter gardens have been accepted on other developments throughout the city in similar situations. The proposal will also provide a shared external courtyard amenity area for all the occupants of the flats to enjoy. Officers acknowledge that the proposed external amenity areas for each unit are small. However, as these are 1 bed units (not family units), and the scheme includes a shared amenity area as well as Cherry Hinton recreation ground being located within walking distance, it is considered to be acceptable in this instance. The proposal is therefore, in compliance with policy 50 of the Cambridge Local Plan 2018.

#### *Potential noise impacts*

8.14 The applicant has submitted an Acoustic Assessment (Ref:RP01-18383 Rev 3) produced by Cass Allen and dated April 2020. The assessment identifies potential noise sources including traffic noise from Cherry Hinton High Street and various commercial noise sources most notably from the adjacent Cherry House Takeaway on the western boundary which could impact on the amenity of future occupants of the proposed development. The Environmental Health Team has reviewed the submitted information and raises no objection

subject to a number of conditions ensuring compliance with the noise assessment.

### Accessible homes

- 8.15 Policy 51 requires new buildings to comply with the requirements of Part M4 (2) of the Building Regulations generally does not apply to dwellings resulting from a conversion or a change of use. However, the scheme has been designed to comply with the requirements such as step free access by providing a lift. A condition is recommended to secure this.

### **Refuse Arrangements**

- 8.16 A refuse store is located to the rear of the site which is separated from the retail refuse stores. It is considered to be in an appropriate place. The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

### **Highway Safety**

- 8.17 Neighbours have raised concerns about the use of the layby at the front of the site for deliveries for the convenience store. Currently these deliveries are carried out to the rear of the site within the car park. Following the submission of additional information, the Highway Authority has confirmed that the unloading bay should be able to meet the demands of the proposed development without undue impact on the operation of the adopted public highway. Neighbours have raised concerns about the access to the car park, but the access points remains unchanged from the existing situation and therefore is considered to be acceptable. Whilst officers acknowledge residents' concerns, the advice from the Highway Authority is accepted. A traffic management plan condition is recommended which would address the logistics of construction. The proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

## Car Parking

- 8.18 The site is outside the Controlled Parking Zone (CPZ). The existing car park to the rear of the site is meant to accommodate 32 car parking spaces but due to the informal nature of the car park, it can provide additional parking. Appendix L of the Local Plan states that 1 space for every 50 sq m Gross Floor Area up to 1,400 sq m and 1 per 18 sq m thereafter, including disabled car parking. The total floor space for all the retail units on the site results in the level of provision should be 26 car parking spaces. The proposal will provide these 26 car parking spaces for the retail units. The car parking for the retail units would also include 2 disabled car parking spaces and electric vehicles charging points within the 26. The proposal would also include a further 6 car parking spaces for the residential units including a disabled car parking space. This level of provision is considered to be acceptable.
- 8.19 Whilst this would be a decrease from the existing situation, it would comply with the level of car parking required by policy. Neighbours have raised concern that the proposed decrease in car parking spaces and the formal layout of the car park will increase parking in nearby streets. This is coupled with the already planned reduction of local public carpark facilities on Colville Road (19/1034/FUL) which will further increase parking burden in the local area. Officers consider the proposed level of provision to be acceptable for a number of reasons. This is a private car park for the use of customers and staff for the retail units. As outlined below in the cycle parking section, the scheme would improve the cycle parking provision for the site. Nearby properties benefit from driveways and therefore have off street car parking. For these reasons, the proposed level of car parking is considered to be acceptable and officers consider the proposal would not increase parking pressures on nearby streets to an unacceptable degree and would not therefore be detrimental to the amenity of nearby residents.

## Cycle Parking

- 8.20 There are 18 existing cycle parking spaces at the front of the terrace of retail units. The proposal would introduce a further 8 cycle parking spaces into this space at the front of the site. There is currently a poor level of cycle parking for the retail staff. The proposal would introduce 20 new cycle spaces to the

rear of the site for the retail units, these would be spread out evenly in groups of 4 along the rear of retail units for the retail staff. The proposal includes cycle parking for the residential units within a store to the rear of the existing convenience store building. The proposal is compliant with Cambridge Local Plan (2018) policy 82.

### **Integrated water management and flood risk**

- 8.21 The application is accompanied by a Flood Risk Assessment and Drainage Strategy. This confirms that the site is within Flood Zone 1 and is at low risk of flooding from both river and surface water (high rainfall) events. The submission sets out how the proposal will not exacerbate the risk of flooding to surrounding properties. As there is an existing building, the proposal will use the existing on site surface water sewer and foul water sewer connections.

### **Trees**

#### Trees

- 8.22 The application is accompanied by a Tree report. There are a number of trees on the site and surrounding the site. The proposal would result in 4 trees being removed to allow reconfiguration of the car park. These trees are T1 (Bird Cherry), T2 (Bird Cherry), T3 (Bird Cherry) and T5 (Ash). The application will provide 2 large tree replacements and 4 smaller tree replacements. Officers consider this loss to be acceptable subject to the new planting which be secured through a landscaping condition. A tree protection condition is also recommended. The proposal is in accordance with policy 71 of the Cambridge Local Plan 2018 subject to the conditions outlined above.

### **Affordable Housing**

- 8.23 The proposed development is for a scheme of 8 units. Policy 45 of the Cambridge Local Plan (2018) states that affordable housing provision should be calculated on the basis that the thresholds are to be considered against the net increase in the number of units on the site. As the proposed net increase of units on the site would be below the threshold of 10 units, there is no policy basis to require affordable housing provision as part

of this application. The proposal is compliant with policy 45 of the Cambridge Local Plan (2018).

### Third Party Representations

8.24 The majority of third-party representations have been addressed in the preceding paragraphs. The remaining ones are addressed in the table below

Representation	Response
Temporary closure of the retail shop (Tesco) would have a significant harmful effect on the village as it would reduce the amount of footfall for the Rectory Terrace area. A condition should be imposed ensuring the shop stays open during construction.	As this proposal is for a retail unit (use class A1) not a community building use and for the refurbishment of the property, it is not reasonable to require the property to stay open during the construction period.
No's 2, 4 and 6 Chalfont Close have a legal right for vehicular access from the carpark to the rear of their properties.	This is a civil matter between the landowners.
The retail space will be reduced.	There will be no reduction in retail space.
The proposal includes fenestration that would overlook the rear land of No's 41, 43,45, 47, 49 to 51, 43, 55 High Street as well as rely on daylight/sunlight from the current open space. This will have an impact on the potential future use of the site.	Amenity considerations are addressed in the relevant section above. The adjacent site No's 41, 43,45, 47, 49 to 51, 43, 55 High Street does not have any relevant planning permissions nor is it an allocated site. Therefore the application has been assessed against the existing situation and not a potential future situation.
Difference in ground level between the car park and the properties of No's 6 & 8 Chalfont Close will result in overlooking.	Amenity considerations are addressed in the relevant section above. This is an existing situation with neighbouring properties gardens backing onto the car park.

## 9.0 CONCLUSION

- 9.1 The proposal is a high-quality design which would not result in an adverse impact upon neighbouring properties and would also provide an acceptable level of amenity for future occupiers. It would also improve nearby resident's amenity by relocating servicing of the convenience store to the public highway. The proposal will provide improved cycle parking provision and a refurbished car park with an acceptable level of car parking that would not result in significant additional parking pressures on surrounding streets.

## **10.0 RECOMMENDATION**

**APPROVE** subject to the following conditions:

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

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

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

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

3. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

4. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

5. No development shall commence (including any pre-construction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. The development shall be carried out in accordance with the approved details only.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

6. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

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

7. Acoustic assessment compliance condition - Residential Units

To protect future occupants against external noise impacts, the residential flats 1 to 8 shall be constructed and retained thereafter fully in accordance with the noise insulation scheme and mitigation measures including ventilation requirements as detailed in the submitted 'Acoustic Assessment, 'RECTORY TERRACE, CHERRY HINTON, CAMEL PROJECTS (CHERRY HINTON) LTD (Ref:RP01-18383 Rev 3)' produced by Cass Allen and dated 30th April 2020.

Reason: To protect the amenity of residential premises (Cambridge Local Plan 2018 Policy 35)

8. Acoustic Assessment compliance condition - Internal Plant Room

The mechanical services plant, auxiliary equipment / machinery associated with the Class A1 Use as approved shall be installed / implemented and operated fully in accordance with the operational noise levels, plant / equipment and noise insulation scheme and mitigation measures as detailed / specified in the submitted Acoustic Assessment (Ref:RP01-18383 Rev 3) produced by Cass Allen and dated 30th April 2020 and the Plant Noise Impact Assessment (Ref:88035 Rev01 Revised 14th April 2020) produced by Noise Solutions Ltd.

In addition the following mitigation measures shall also be installed to prevent unacceptable vibration impacts on the residential units located above the plant room:

- Installation of anti-vibration mounts and the use of inertia bases where required.
- Flexible connections between plant/equipment and ductwork/pipework.
- Anti-vibration mounts/hangers for all ductwork/pipework.
- Roller shutter isolation and dampening

The plant / equipment operational noise levels and noise insulation scheme and mitigation measures shall be fully maintained and retained thereafter. No additional machinery, plant equipment shall be installed in addition to the that approved.

Reason: To protect the amenity of adjoining and adjacent residential premises (Cambridge Local Plan 2018 Policy 35)

9. Hours of Opening of the Class A1 Use

The Class A1 Use hereby permitted shall not be open to customers outside the hours of 07:00 to 23.00 Monday to Sunday including Bank Holidays

Reason: To protect the amenity of adjoining and adjacent residential premises (Cambridge Local Plan 2018 Policy 35)

10. Operational Collection and Delivery Hours - Class A1 Use

Collections from and deliveries to the Class A1 Use shall not be made outside the hours of 07.00-17.00 Monday-Saturday and 09.00-17.00 on Sundays and Bank/Public Holidays.

Reason: To protect the amenity of adjoining and adjacent residential premises (Cambridge Local Plan 2018 Policy 35)

11. Odour Control: Cooking of Food on Site

Prior to the occupation/use of the development, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of adjoining and adjacent residential premises (Cambridge Local Plan 2018 Policy 36)

12. External Lighting

No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The scheme/ assessment shall include the following:

(i) the method of lighting (including details of the type of lights, orientation/angle of the luminaries, the headgear cowl, the spacing and height of lighting columns)

(ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels (vertical and horizontal isolux contours) at light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (or as superseded)'.

The scheme shall be implemented / carried out as approved and shall be retained as such.

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

### 13. Unexpected Contamination

If unexpected land contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and the contamination has been fully assessed and a remediation strategy has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the development shall not be implemented otherwise than in accordance with the approved remediation scheme.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33

### 14. EV Bespoke - Electric Vehicle Charge Points

Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating the provision of allocated car parking spaces with dedicated electric vehicle charging, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Slow active electric vehicle charge points with a minimum power rating output of 7kW in 50% of parking spaces allocated for residential dwellings (3 car parking spaces).

2. Passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for 50% of car parking spaces allocated for residential dwellings (3 car parking spaces)

3. One active rapid electric vehicle charge point in the public car park for exclusive use by electric vehicles.

4. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or as superceded The electric vehicle charge point scheme as approved shall be fully installed prior to the first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF) paragraph 105, 110, 170 and 181, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018).

15. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

16. Prior to the commencement of works on the car park, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

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

17. Prior to the occupation of unit 8, a 1.8m solid privacy screen shall be installed on the west facing elevation of unit 8's first floor winter garden. The development shall thereafter be retained and maintained.

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

18. The approved tree protection methodology shown within the submitted Arboricultural Impact Assessment Ligna Consultancy dated 2nd October 2019 and submitted Arboricultural Method Statement Ligna Consultancy dated 2nd October 2019 will 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. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

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

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