

Application Number	19/1010/FUL	Agenda Item	
Date Received	17th July 2019	Officer	Lewis Tomlinson
Target Date	16th October 2019		
Ward	Abbey		
Site	185-189 Newmarket Road And 1 Godesdone Road Cambridge Cambridgeshire CB5 8HA		
Proposal	Conversion and extensions to the existing buildings including demolition of the existing block to the rear of 1 Godesdone Road to deliver a mixed use development comprising a ground floor retail space and 12 1xbed residential units (net increase 9) to the rear and above along with cycle parking and associated infrastructure.		
Applicant	N/A C/O Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> • The proposal will preserve and enhance the Conservation Area.
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	<ul style="list-style-type: none"> • The proposed development would not have any adverse impact on the residential amenity of adjoining neighbours and would provide acceptable living conditions for the future occupiers. • The proposal will reduce the overall height of the common wall and therefore improve the residential amenity of the Godesdone Road properties. • The proposal will improve the street scene of Newmarket Road.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is situated on the northern side of Newmarket Road and western side of Godesdone Road. 185-189 Newmarket Road is a two storey building which is on the corner of Newmarket Road/Godesdone Road. It consists of a commercial unit and 2 flats above. 1 Godesdone Road is an old shop which since has been converted into a two storey dwelling fronting Godesdone Road and continues to the rear of the site. To the rear of the site is a garage and stores.

1.2 The site is located within the Riverside and Stourbridge Common Conservation Area. The properties to the north of the site in Beche Road are identified in the Area Appraisal as 'Buildings Important to the Character'. However, none of the properties in Godesdone Road are identified as such. The site is within the controlled parking zone. There are no other relevant site constraints.

2.0 THE PROPOSAL

2.1 The proposal is for the conversion and extensions to the existing buildings including demolition of the existing block to the rear of 1 Godesdone Road to deliver a mixed use development comprising a ground floor retail space and 12

1xbed residential units (net increase 9) to the rear and above along with cycle parking and associated infrastructure.

- 2.2 The existing retail unit fronting Newmarket Road and Godesdone Road known as 185-189 Newmarket Road is to be retained and extended to the west. The proposal seeks to reconfigure the first floor element above the retail unit at 185-189 Newmarket Road and to extend it across at first floor level to No.1 Godesdone Road. This will allow the first floor element to be reconfigured to replace the 2 existing first floor residential units above the retail unit to create 3x1 bedroom first floor residential units (Unit no's. 8, 9 and 10). An extension to the roof form of this element will allow for the creation of 2x1 bedroom new additional residential units (Unit no's. 11 and 12) on the second floor. All of these units are will be accessed via a staircase from the courtyard.
- 2.3 The existing residential unit at 1 Godesdone Road will be split into 2x1 bedroom residential units. 1 residential unit will be located on the ground floor (Unit No.1) and accessed from Godesdone Road. 1 residential unit will be located on the first floor (Unit No.5) and will be also be accessed from Godesdone Road.
- 2.4 The garage and stores to the rear of the site will be partially demolished and rebuilt to provide 2 x1 bedroom residential units at the ground floor (Unit no's. 2 and 3), 1x1 bedroom residential unit duplex unit (Unit no. 4) and 2x1 bedroom units at the first floor level (Unit no's. 6 and 7). All of these units will be accessed from the rear courtyard.
- 2.5 Amended plans have recently been received which have sought to address comments received regarding design.

3.0 SITE HISTORY

None relevant

4.0 PUBLICITY

- | | |
|------------------------|-----|
| 4.1 Advertisement: | Yes |
| Adjoining Owners: | 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 Plan 2018	1, 3, 28, 29, 31, 32, 33, 34, 35, 36, 50, 51, 55, 56, 57, 59, 61, 62, 70, 71, 80, 81, 82

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

Central Government Guidance	National Planning Policy Framework 2021 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (2020) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)
Material	<u>City Wide Guidance</u>

<p>Considerations</p>	<p>Arboricultural Strategy (2004)</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge City Wildlife Sites Register (2005)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>The Cambridge Shopfront Design Guide (1997)</p>
	<p><u>Area Guidelines</u></p> <p>Riverside and Stourbridge Common Conservation Area Appraisal (2012)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objection. Recommends the inclusion of conditions regarding traffic management plan, waste deliveries, bin store access, dropped kerb reduction, commercial unit servicing plan. Informative regarding works within the highway.

Conservation Officer

- 6.2 Supports. Recommends the inclusion of a condition regarding shop front details.

Developer contributions Officer

- 6.3 The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

Drainage Officer

- 6.4 Supports. Recommends the inclusion of conditions regarding a surface water drainage scheme and long term maintenance arrangements.

Environmental Health

- 6.5 No objection subject to conditions regarding construction hours, collection during construction, construction, demolition noise, vibration and piling, dust condition, contaminated land, noise insulation, alternative ventilation scheme, plant noise, hours of use for retail unit, deliveries/dispatches es retail unit, bin store, eternal artificial lightning, boilers and associated informatives.

Lead Local Flood Authority (Cambridgeshire County Council)

- 6.6 Objects. On grounds of no hydraulic calculations, run off and sewage undertaker consent. (Additional information has been submitted, an update will be provided on the amendment sheet)

Sustainability Officer

- 6.7 No objection subject to conditions regarding water efficiency.

Urban Design Officer

- 6.8 Supports. Recommends a materials condition.

Disability Panel

- 6.9 The Panel were disappointed that a scheme with so many new build elements regarded itself as a 'renovation' and therefore did not need to comply with Part M (4) Building Regs. Some simple, inexpensive improvements such as sliding shower doors would give this scheme some accessibility credentials; as would designing the ground floor flats to lifetime standard.
- 6.10 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 representations:

- 3 Godesdone Road
- 7 Godesdone Road
- 9 Godesdone Road
- 58 Beche Road

- 7.2 The representations can be summarised as follows:

- High concentration of 1 bed units in a family housing area
- The reduction of the courtyard wall would open up further views of the Travel Lodge stairwell

- While part of the wall be reduced by circa 2m in height, the rear lower section of the brick wall bordering No.3 Godesdone Roads' garden will increase in height and be overbearing and will also reduce sun light.
- The windows on the west elevation above unit 7 and unit 11 appear to overlook part of the gardens of neighbouring houses in Godesdone Road
- Materials such as old Cambridge brick should be used to incorporate with the conservation area
- Increase in green space and designed garden path on the site is a positive
- The lack of car parking on the site will exacerbate the existing parking issues on Godesdone Road for existing residents especially given recently approved development Easyhotel.
- Previously the back courtyard area was used for parking for the commercial unit but this was removed when ownership changed. This resulted in customers using resident parking spaces, illegally parking on double yellow line and in some cases paths. The class of usage for the commercial unit needs to be carefully considered so highway safety is not compromised.
- Comments from highways regarding parking, residents parking permits not being issued to residents and the suggestion of a smaller off-road area should be given careful consideration.
- Overdevelopment – increasing the number of dwellings by 60 per cent
- Mechanical ventilation systems should draw air from the rear of the site. Concern regarding potential noise impact from this.

7.3 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, the main issues are:

1. Principle of development

2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Drainage
8. Biodiversity
9. Sustainability
10. Affordable Housing
11. Third party representations

Principle of Development

- 8.2 The site contains existing buildings, 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. The principle of redeveloping the site for mixed commercial and housing uses is acceptable subject to the material planning considerations discussed below.

Context of site, design and external spaces

Context of site, design and external spaces and impact on heritage assets

- 8.3 The site falls within the Riverside and Stourbridge Common Conservation Area. The statutory considerations as set out in section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, are matters to which the determining authority must give great weight to when considering schemes which have the potential to impact on heritage assets.
- 8.4 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for a local planning authority, in the exercise of its planning powers with respect to any buildings or other land within a Conservation Area, to:

'Pay special attention to the desirability of preserving or enhancing the character or appearance of that area'

- 8.5 In respect of development proposed to be carried out within the setting of, or which may impact upon a listed building, or in a conservation area, a decision-maker must, in respect of a conservation area, give a high priority to the objective of 'preserving or enhancing the character or appearance of the area', when weighing this factor in the balance with other 'material considerations' which have not been given this special statutory status.
- 8.6 The respective national policy guidance is set out in paragraphs 199-208 of the NPPF. Para. 199 of the NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, "great weight" should be given to the asset's conservation (meaning the more important the asset, the greater the weight should be). Para. 200 makes it clear that any harm to, or loss of significance of a heritage asset should require clear and convincing justification. Para. 202 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its optimum viable use. Para. 206 makes it clear that local planning authorities need to look for opportunities for new development within Conservation Areas, World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals which make a positive contribution to the asset or better reveals its significance should be treated favourably.
- 8.7 In respect of non-designated heritage assets para.203 of the NPPF states that the effect that a proposal will have on such an asset should be taken into account in determining the application, and in considering such applications a balanced judgment is required having regards to the scale of any harm or loss and the significance of the heritage asset.

- 8.8 The proposal is for the conversion and extensions to the existing buildings including demolition of the existing block to the rear of 1 Godesdone Road to deliver a mixed-use development comprising a ground floor retail space and 12 1xbed residential units (net increase 9) to the rear and above.
- 8.9 The proposed building height for 185-189 Newmarket Road is circa 2m taller than the existing building, because of the proposed roof extension. The ridge height then steps down to the retained building frontage at 1 Godesdone Road, creating a positive scale relationship between the proposed mixed-use corner block and the adjoining terraced housing on Godesdone Road. The scale and massing is appropriate to the location and the building turns the corner in a suitable manner. A buff brick, standing seam zinc roof cladding, aluminium/timber composite windows & doors, and metal box guttering rainwater goods are proposed on the proposed elevations, and these materials would be considered acceptable in design terms subject to a satisfactory colour/finish.
- 8.10 The retention of the frontage of no. 1 Godesdone Road is welcomed. This shop front is distinctive in the street and makes a positive contribution to the character and appearance of the conservation area. The Conservation Team and Urban Design Team support the application subject to a number of conditions requiring further details or materials to be submitted. The scheme will also provide landscaping within the courtyard and green roofs on the flat roof elements of the development which will help improve the appearance of the courtyard.
- 8.11 In officer's view, the proposal would preserve and enhance the Conservation Area due to retention of 1 Godesdone Road and the improvement the scheme will have in the street scene especially on Newmarket Road. As such, the proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 59, 57, 61 and 62, NPPF guidance and meets the statutory tests as set out in paragraphs above.

Residential Amenity

Impact on amenity of neighbouring occupiers

Newmarket Road properties to the south

- 8.12 The Newmarket Road properties to the south of the site share a close relationship with the site. The proposal would remove the existing wall of three storey height opposite these properties and replace it with a two storey form. The proposal would also result in the demolition of the lean-to roof garage, that projects significantly above a normal boundary treatment height, which immediately abuts the common boundary. The development would be pulled off this boundary. At present there are 3 first floor windows on the three storey elements which are opposite the rear first floor windows of the Newmarket Road properties which results in a degree of inter-looking. The proposal would introduce further first floor windows where there currently isn't any further west into the site and this would result in further inter-looking. It should be noted that no objections have been received from the Newmarket Road properties on grounds of residential amenity impact. The rear areas to the Newmarket Road properties appear to be used for storage. Given the reduction in the three storey element, the removal of the lean-to garage element, the existing inter-looking and the use of the rear areas of the Newmarket Road properties, on balance Officers consider this to be acceptable in this case and would not warrant a refusal of the application. A condition is recommended to remove the permitted development rights regarding windows for unit 4.

Godesdone Road properties to the north

- 8.13 No.3 Godesdone Road is the closest property to the north and immediately abuts the boundary. The existing relationship between the site and No.3 Godesdone Road and the further properties on Godesdone Road to the north is defined by a two storey wall which at 2 points reaches a three storey scale. The first three storey element is in line with the rear roof slopes of the Godesdone Road properties while the second three storey element sits just in front of the rear elevation. This (existing) 2nd three storey element results in a significant overbearing impact and would also result in the loss of light, due the orientation, upon the rear ground floor and first floor windows and also the main rear amenity areas of particularly 3 & 5 Godesdone Road. The proposal seeks to remove these three storey elements which would remove circa 2.7m of height.

- 8.14 Godesdone Road residents have raised concerns the rear lower section of the brick wall bordering No.3 Godesdone Roads' garden will increase in height and be overbearing and will also reduce sun light. The proposal would slightly raise the rear element of the two storey wall by 300mm. This increase is considered minor given that it is towards the very rear of the gardens of the Godesdone Road properties. It is the view of the officer that this minor increase should not result in a significant overbearing impact or significant loss of light. Officers have judged this minor increase of height at the very rear of the gardens against the major decrease in height immediately adjacent to the main rear amenity area, and have concluded that overall the proposal would significantly improve the residential amenity of the Godesdone Road properties.
- 8.15 Godesdone Road residents have raises concerns that the windows on the west elevation above unit 7 and unit 11 appear to overlook part of the gardens of neighbouring houses in Godesdone Road. The views from the windows on the western elevation would either be too oblique or would be partially obscured by roof of the proposed development which would mean that these windows would not significantly overlook the gardens of the Godesdone Road properties. No windows are proposed on the north facing elevation abutting the common boundary with the Godesdone Road properties.

Wider area

- 8.16 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. This advice is accepted and the conditions are recommended accordingly. The impact of additional demand for car parking spaces on residential amenity is assessed in the 'car parking' section below.
- 8.17 For the above reasons the proposal adequately respects the residential amenity of its neighbours and the constraints of the site, and improves the residential amenity for No.3, 5 and 7 Godesdone Road in accordance with Cambridge Local Plan 2018 policies 57 and 35.

Amenity for future occupiers of the site

8.18 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All single storey 1 bedroom units would either comply or exceed the 1 bedroom 1 person size requirement. Given that the bedrooms are over 11.5m, these units could be classed as 1 bedroom 2 person. Within the supporting text of Policy 50 it 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. Therefore there is some flexibility in the policy regarding this. All the units have an acceptable level of outlook with a percentage being dual aspect. In this regard, the units would provide an acceptable level of internal living environment for the future occupants. The floor space of the proposed units is presented in the table below against the requirements of policy 50.

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit (m ²)	Difference in size
1	1	1	1	37	39	+2
2	1	1	1	37	37	0
3	1	1	1	37	37	0
4	1	2	2	58	58	0
5	1	1	1	37	47	+10
6	1	1	1	37	37	0
7	1	1	1	37	37	0
8	1	1	1	37	49	+12
9	1	1	1	37	45	+8
10	1	1	1	37	47	+10
11	1	1	1	37	41	+4
12	1	1	1	37	43	+6

8.19 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 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. It is to be noted that all the units are 1 bedroom units. These 1 bedroom units are not family units. Due to the site being surrounded by residential properties, the introduction of balconies would result

in potential overlooking issues. The site is also located in the Conservation Area and balconies onto Godesdone Road would be out of keeping with the character of the area. Given the noise from Newmarket Road, balconies would also not be appropriate and would not be supported from an Environmental Health point. For these reasons, the proposal has not provided any private external amenity areas for the residential units as it is not practical to do so.

Accessible homes

- 8.20 The requirements of Part M4 (2) of the Building Regulations and Policy 51 do not apply to this proposal as it is for a conversion. Officers note the comments from The Disability Panel and the applicant is encouraged, if planning permission is granted, to review accessibility credentials of the scheme.

Refuse Arrangements

- 8.21 The bins would be located in a bin store close to Godesdone Road. The proposal is therefore compliant with policy 57 of the Cambridge Local Plan (2018).

Highway Safety

- 8.22 Neighbouring properties have raised concern about customers of the commercial unit using resident parking spaces, illegally parking on double yellow line and in some cases paths. Whilst officers have sympathy with residents over these concerns, officers cannot control the behaviour of motorists or prevent motorists from parking illegally. The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety. The proposal is for the retention of the existing commercial unit. The proposal would therefore be compliant with policies 81 and 82 of the Cambridge Local Plan (2018).

Car and Cycle Parking

Car Parking

- 8.23 The proposal would provide no car parking on site. Neighbouring properties have raised concern about the lack of car parking for the proposed development and how this will

exacerbate the existing car parking issues on Godesdone Road.

- 8.24 The site and the streets in the immediate vicinity of the site predominantly fall within the controlled parking zone. The residents of the new dwellings will not qualify for Residents' Permits within the existing Residents' Parking Schemes operating on surrounding streets. The site is in a highly sustainable location close to the city centre, with public transport links on Newmarket Road and pedestrian/cycle links including along Riverside. Therefore, it is officer's view that 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. The proposal would be in accordance with Cambridge Local Plan 2018 policy 82.

Cycle Parking

- 8.25 The proposal would include 2 secure cycle parking stores. A total of 16 cycle spaces, 12 for the 12 x 1 bed residential units and 4 for the commercial unit. It is considered the level of cycle parking provision is policy compliant with appendix L of the Cambridge Local Plan 2018 and the cycle parking arrangements are convenient in accordance with policy 82 of the Cambridge Local Plan 2018.

Integrated water management and flood risk

- 8.26 The Drainage Officer supports the application and recommends conditions regarding a surface water drainage scheme and a maintenance scheme. The Lead Local Flood Authority objected on grounds of no hydraulic calculations, run off and sewage undertaker consent. Additional information has been submitted which appears to overcome the objections raised by the LLFA. Officers will provide an update on this on the amendment sheet.

Biodiversity

- 8.27 Given the nature of the existing site, there are limited opportunities to enhance the biodiversity on the site. A condition is recommended to secure green roofs on the flat roof of the courtyard block and above the cycle store in the courtyard. The

proposal therefore complies with Cambridge Local Plan 2018 policy 70.

Sustainability

8.28 The Sustainability Officer has been consulted as part of the application and supports the proposal subject to a condition regarding water efficiency. While the carbon reduction requirements of policy 28 do not apply to this proposal given that it involves the redevelopment of existing buildings, the water efficiency requirements should be applied, given the level of water stress facing Cambridge. The proposal therefore complies with Cambridge Local Plan 2018 policy 28.

Affordable Housing

8.29 There are 3 existing residential units on the site and the proposed development is for a scheme of 12 residential units. This is a net increase of 9 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, 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

8.30 The third-party representations have been mainly dealt with in the preceding paragraphs. Neighbours have raised concerns that the proposal amounts to overdevelopment due to the increase of residential units by 60 per cent. Officers do not consider the proposal would amount to overdevelopment due to the reasons set out in this report and the compliance with policies.

8.31 Neighbours have raised concern about the high concentration of 1 bed units in a family housing area. Officers acknowledge this concern and also note that the proposal is also located on Newmarket Road. In terms of the type of units being provided, there is no conflict with local or national policy.

8.32 Neighbours have raised concern that the reduction of the courtyard wall would open up further views of the Travel Lodge stairwell. Officers acknowledge the concern. The Travel Lodge is situated a considerable distance away and is separated by Newmarket Road. Notwithstanding that, the view of Travel Lodge would not warrant a refusal of the application.

8.33 Neighbours have raised concern that the Mechanical ventilation systems should draw air from the rear of the site. The Environmental Health detailed consultation response reflects this. Neighbour have also raised concern regarding the potential noise impact from this. Suitable conditions have been recommended by Environmental Health to ensure the amenity of neighbouring properties will be protected.

9.0 CONCLUSION

9.1 The scheme provides a number of benefits. The proposal would result in 9 additional residential units while retaining the existing commercial unit. The redevelopment of the site would improve the street scene on Newmarket Road. The reduction of the common wall from 3 storey to 2 storey would significantly improve the residential amenity of the Godesdone Road properties to the north. Officers therefore consider that the proposal would provide a high quality development that preserves and enhances the character of the conservation area, would not have an adverse impact upon the occupiers of neighbouring properties and would provide an acceptable level of amenity for future occupiers.

10.0 RECOMMENDATION

APPROVE subject to 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 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).

4. 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).

5. 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 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)

6. 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).

7. Contaminated Land - Unexpected Contamination

If unexpected contamination is encountered whilst undertaking the development, works shall immediately cease on site, a land contamination site investigation shall be carried out by a competent person and subsequently a report detailing the findings of that investigation and proposed remediation measures (if required) shall be submitted in writing to the Local Planning Authority for approval. No further works shall be undertaken unless otherwise approved in writing by the Local Planning Authority.

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.

8. Noise insulation scheme

Prior to the commencement of development / construction, a noise insulation / attenuation scheme as appropriate, detailing the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) and other mitigation to reduce the level of noise experienced internally at the residential units as a result of high ambient noise levels in the area shall be submitted to and approved in writing by the local planning authority. The scheme shall have regard to the external and internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings".

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect the amenity of properties from noise. (National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration)

9. Alternative Ventilation Scheme

Prior to the commencement of development / construction, details of an alternative ventilation scheme for the residential accommodation units / habitable rooms on noise impacted facades to negate / replace the need to open windows (in order to protect future occupiers from external traffic noise) shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development away from Newmarket Road and be able to achieve at least 2 air changes per hour in the impacted habitable rooms. Full details are also required on the operating noise level of the alternative ventilation system.

Reason: To protect the amenity of properties from noise. (National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration)

10. Plant Noise

Prior to the installation of plant, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of properties from noise. (National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration)

11. Hours of Use: Retail Unit

The retail use hereby permitted, shall only be open to customers between the hours of 0700 and 2300 Monday to Sunday and Bank Holidays.

Reason: To protect the amenity of properties from noise. (National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration)

12. Deliveries / Dispatches: Retail Unit

All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections during the operational phase shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday and 08:00 to 13:00 on Saturdays. Service collections / dispatches from and deliveries to the commercial units are not permitted at any time on Sundays or public holidays.

Reason: To protect the amenity of properties from noise. (National Planning Policy Framework, Feb 2019 - paragraph 180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration)

13. Bin store

Prior to the commencement of development, a bin store noise insulation scheme and full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins will be stationed and the noise insulation measures of the bin store to minimise noise emanating from the store.

The approved bin store noise insulation scheme and facilities shall be installed / provided prior to the commencement of the use hereby permitted and shall be retained thereafter.

Reason: To protect the amenity of properties from noise. (National Planning Policy Framework, Feb 2019 - paragraph

180 a) and b) and Cambridge Local Plan 2018 - Policy 35: Protection of human health and quality of life from noise and vibration)

14. External Artificial Lighting Condition

Prior to the installation of any external artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any external artificial lighting of the site and an external artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. External lighting on the development 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 - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To protect the amenity of nearby properties. (National Planning Policy Framework, Feb 2019 - paragraph 180 c) and Cambridge Local Plan 2018 - policies 34 and 59)

15. LOW NO_x (Nitrous Oxides) Boilers

Prior to the installation of any gas fired combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NO_x) combustion boilers, i.e., individual gas fired boilers that meet a dry NO_x emission rating of $\leq 540\text{mg/kWh}$, to minimise emissions from the development that may impact on air quality, shall be submitted to and approved in writing by the local planning authority. The details shall include a manufacturers Nitrogen Oxides (NO_x) emission test certificate or other evidence to demonstrate that every boiler installed meets the emissions standard.

The scheme details as approved shall be fully installed and operational before first occupation and shall be retained thereafter.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 and 181, policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

16. 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 principle 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).

17. Prior to the first occupation of the commercial units, a servicing plan shall be submitted and approved in writing by the Local Planning Authority. The servicing plan will not be supported if it proposes servicing from Newmarket Road. The development will operate in accordance with the agreed details.

Reason: in the interests of highway safety

18. Prior to the occupation of the units, an access control scheme shall be submitted to and approved in writing by the local

planning authority. The access control scheme should outline how the existing dropped kerb to the site off Godesdone Road will be narrowed so that it does not exceed 1.5m in width and should also outline what measures will be put in place to prevent access by a private motor vehicle while still permitting the serving of the bin store. The agreed scheme shall be implemented prior to occupation of the first units and be retained as such thereafter.

Reason: in the interests of highway safety

19. All deliveries of materials or any removal of waste during the demolition and construction phase shall be constrained to the hours of 09.30hrs-15.30hrs seven days a week unless otherwise agreed in writing.

Reason: in the interests of highway safety

20. Water efficiency:

Prior to the occupation of the first dwelling, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28).

21. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The scheme shall include:

- a) Details of the existing surface water drainage arrangements including 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 a schematic of how the system has been represented within the hydraulic model;
 - c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;
 - d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
 - e) Full details of the proposed attenuation and flow control measures;
 - f) Site Investigation and test results to confirm infiltration rates;
 - g) Full details of the maintenance/adoption of the surface water drainage system;
 - h) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

22. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publically adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

23. No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include brickwork; windows; doors and entrances; roof cladding; balustrades, rainwater goods, edge junctions, soffits, and coping details; colours and surface finishes. 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).

24. Prior to installation of any shopfront, large scale drawings of all joinery (doors, window frames, etc.) and other elements of the shopfront shall be submitted to and approved in writing by the local planning authority. This includes stallriser, fascia etc.. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the conservation area (Cambridge Local Plan 2018, policy 64).

25. Prior to occupation of the units, the flat roof on the courtyard block which serves units 2, 3, 4, 6 and 7 and the flat roof above the cycle store in the courtyard shall be fitted with green roofs. The development shall be maintained as such in perpetuity.

Reason: In the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018 Policy 31)

26. For the hereby approved unit 4, notwithstanding the provisions of Schedule 2, Part 1, Classes A 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 insertion of new windows shall not be allowed without the granting of specific planning permission.

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

27. Notwithstanding the approved plans, and instead of the shown ramp, the access to the lower ground floor cycle store should be in the form of steps with a gully to wheel bicycles down. Both the cycle stores shall also have electrical connections in the form of 4 plug sockets in each cycle store to allow for the charging of electric cycles. Notwithstanding the approved plans, 2 sheffield stands should be provided in the south west corner of the courtyard adjacent to access to the lower ground floor cycle store to allow cycle parking for visitors. All of the above shall be implemented prior to the occupation of the units and shall be retained as such thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2018 policies 55, 56, and 82)

Informatives

1. The details required to discharge the submission of materials condition above should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.