



<b>Planning Committee Date</b>	01 March 2023
<b>Report to Lead Officer</b>	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
<b>Reference Site</b>	22/05430/FUL Cambridge Service Station, 2 Elizabeth Way
<b>Ward / Parish</b>	East Chesterton
<b>Proposal</b>	Demolition of car wash and the creation of charging zone, erection of EV chargers, erection of canopy, sub-station enclosure, four jet wash bays and associated forecourt works.
<b>Applicant Presenting Officer</b>	Motor Fuel Group Phoebe Carter
<b>Reason Reported to Committee</b>	Called-in by Councillor Scutt Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	Noise Impact Neighbour Amenity
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## 1.0 Executive Summary

- 1.1 The application seeks planning permission for the demolition of the existing car wash and the creation of charging zone, erection of EV chargers, erection of canopy, sub-station enclosure, four jet wash bays and associated forecourt works.
- 1.2 Officers recommend that the Planning Committee approve the subject to conditions.

## 2.0 Site Description and Context

Conservation Area	X	Controlled Parking Zone	X
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\*X indicates relevance

- 2.1 The existing MFG service station is located on the eastern side of Elizabeth Way, to the north of the junction with St Andrew's Road (a cycle and pedestrian access) and Elizabeth Way Bridge. There is no ability for traffic to cross the flow of traffic in this location.
- 2.2 The site is in a predominantly residential area sited on the edge the Chesterton and Ferry Path Conservation Area, the De Freville Conservation Area and Flood Zone 2.
- 2.3 To the east of the site is the dwelling of no1. St Andrews Road and shares the common boundary of the site. To the north is 2, 2a and 4 Elizabeth Way.

## 3.0 The Proposal

- 3.1 The application seeks planning permission for the demolition of the existing car wash and the creation of charging zone, erection of EV chargers, erection of canopy, sub-station enclosure, four jet wash bays and associated forecourt works.
- 3.2 The demolition of the existing car wash would allow for the development of the southern end of the site and the proposed works would lead to an increase in 3 jet washes on site and the introduction of 4 EV chargers. The existing petrol station forecourt and sales building are proposed to remain and no works are planned to this part of the site.

## 4.0 Relevant Site History

Reference	Description	Outcome
22/02679/FUL	Creation of charging zone including of EV chargers, canopy, sub-station enclosure, four jet wash bays and associated forecourt works.	Withdrawn

18/1139/ADV	Installation of 2 non-illuminated fascias, 1 externally illuminated fascia sign and 1 non-illuminated free standing sign to replace existing branding.	Permitted
15/1541/FUL	Conversion of former Autoglass Unit to new Furniture Store including change of use to retail & installation of new air conditioning units	Withdrawn
07/0636/ADV	Installation of 2 single sided free standing display units.	Permitted
C/98/0310	Extension to shop (single storey extension 22.5m <sup>2</sup> ), alterations to frontage and installation of 1.2m high close-boarded fence to south boundary on existing dwarf wall 0.75m high.	Permitted
C/95/0235	ERECTION OF CAR WASH AND JET WASH BUILDING (REVISED ELEVATIONS IN CONNECTION WITH PERMISSION C/0858/92).	Permitted
C/94/1015	CHANGE OF USE OF REAR GARDEN TO VEHICLE PARKING IN CONNECTION WITH SALISBURY'S GARAG	Permitted
C/92/0858	ERECTION OF CARWASH/JET WASH BUILDING AND ASSOCIATED WORKS (AMENDED BY LETTER AND PLANS DATED 19.01.93).	Permitted
C/86/1134	PROVISION OF NEW PETROL PUMPS, CANOPY, RETAINING WALL & PETROL/DIESEL TANKS. (AMENDED BY LETTER & DRAWINGS DATED 17/11/86, 27/10/88 & 06/01/89).	Permitted

## 5.0 Policy

### 5.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 40: Development and expansion of business space

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 61: Conservation and enhancement of historic environment

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 71: Trees

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

## **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

Health Impact Assessment SPD – Adopted March 2011

## **5.4 Other Guidance**

Chesterton conservation area

De Freville Conservation Area.

## **6.0 Consultations**

### **6.1 County Highways Development Management – No Objection**

6.2 No objection in principle as the level of traffic generated is unlikely to significantly change, as these are likely to be linked trips.

6.3 Awaiting confirmation regarding the meaning of the terms on the plans.

6.4 Condition regarded regarding construction vehicles over 3.5 tonnes service the site between 9:30 and 15:30.

#### **6.5 Cambridge Water**

6.6 No comments received.

#### **6.7 Environment Agency**

6.8 No comments received.

#### **6.9 Anglian Water**

6.10 No comments received as the proposal is of a minor scale.

#### **6.11 Drainage Officer**

6.12 No comments received.

#### **6.13 Conservation Officer – No Objection**

6.14 The proposal is not considered to give rise to any harm to any heritage assets.

#### **6.15 Environmental Health – No Objection**

6.16 The development is acceptable subject to the imposition of conditions regarding Construction Hours; Unexpected Contamination; and Acoustic Assessment Compliance.

### **7.0 Third Party Representations**

7.1 8 representations have been received.

7.2 Those in objection have raised the following issues:

- Hours of Opening of Jet Wash bays (7am – 10pm)
- Residential Amenity Impact (noise and disturbance, light pollution)
- Air Pollution
- Increase in usage
- Highway safety
- Overdevelopment of site
- Insufficient space for waiting/queuing vehicles/manoeuvring on site
- Loss of trees
- No facilities on site

7.3 A neutral comment has been submitted subject to the 3 trees adjacent to the current car was remain unharmed.

## **8.0 Member Representations**

8.1 Cllr Scutt and Cllr Swift have made representations objecting to the application on the following grounds:

- Highway safety
- Overdevelopment
- Health and Safety – insufficient waiting areas for charging points and nowhere for people to wait other than in cars when charging.
- Public Health – no indication of public washroom facilities
- Neighbour amenity – Noise, opening hours

## **9.0 Local Interest Groups and Organisations**

9.1 Friends of Elizabeth Way and St Andrews Road Resident Association have made a representation objecting to the application on the following grounds:

- Hours of Opening of jetwash bays (7am – 10pm)
- Residential Amenity Impact (noise and disturbance, light pollution)
- Air Pollution

9.2 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.

## **10.0 Assessment**

### **10.1 Planning Background**

10.2 The existing site has been in use as a petrol station since the mid 1960's and the erection of the existing carwash/jet wash building was permitted in 1993 (C/92/0858).

### **10.3 Principle of Development**

10.4 The proposal does not change the function of the existing site as a petrol station and car wash and as such the application is about the principle of the siting of the charging equipment and jet wash bays at the site. In this regard the principle of development accords with the Council's Climate change policies which seek to reduce carbon emissions and supports the move to net zero carbon through facilitating electric vehicles.

10.5 The principle of the development is acceptable and in accordance with policies 28 and 29 whereby development should seek to reduce transport related carbon emissions.

## **10.6 Design, Layout, Scale and Landscaping**

- 10.7 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 10.8 The proposal sites propose 4 charging points and support infrastructure within the existing site, to the southern boundary with St. Andrews Road. The charging points would be a minimum of 2.2 metres in height, 0.4 metres width and a maximum of 0.85 metres depth. The canopy over the chargers have a base of the 0.3 metres extending to 0.6 metres in depth and the canopy would extend to a maximum of 3.1 metres in height. The canopy would extend for 12.6 metres over the 4 charging car parking spaces and is made of glazed panels with a light over each space.
- 10.9 The electricity substation is approximately 2.8 metres x 2.8 metres with a height of 2.5 metres, located to the front of the site, adjacent to Elizabeth Way. The substation is set to the front of the existing forecourt, set 5 metres to the south of the egress to the site.
- 10.10 The existing car wash facility is to be removed and replaced by 4 jet wash bays. The bays would measure 4.8 metres in width, totalling 19.2 metres, 6.4 metres in depth and have a height of 3.1 metres. The bays are glazed on 3 sides. The bays are individually lit with Ansell – ANAPLED/B lights which are directed into the bays and are installed to achieve 100 lux to the charger points.
- 10.11 The proposed equipment is not considered to be out of character with this location and would be seen in the context of the petrol filling station and existing buildings and structures on site. The design and siting of the infrastructure would not be harmful to the character of the area.
- 10.12 The design and siting of the infrastructure would not be harmful to the character of the area. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

## **10.13 Trees**

- 10.14 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 131 of the NPPF seeks for existing trees to be retained wherever possible.
- 10.15 Three trees are sited within the petrol station, on the southern boundary with St Andrews Road. The trees are not protected and fall outside of the Conservation Area and therefore can be removed without notification to the Local Planning Authority. There are other more established trees on

Elizabeth Way however these fall on the Public Highway and therefore are outside of the ownership of the applicant.

10.16 One tree is shown within the canopy of the car charging zone and therefore would need to be removed from site. The other trees fall outside of the zone of works. A condition will be attached to any permission granted regarding the proposed tree works (Condition 8).

10.17 The proposal would accord with policies 59 and 71 of the Local Plan.

### **10.18 Heritage Assets**

10.19 The application site does not fall within a Conservation Area however the eastern boundary adjoins the Chesterton Conservation Area and the western side of Elizabeth Way forms the boundary of the De Freville Conservation Area.

10.20 Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

10.21 Para. 199 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.

10.22 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

10.23 The Conservation Officer has advised that no harm would arise to the adjacent Conservation Areas or heritage assets.

10.24 The proposals are in keeping with the existing use of the site and it is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the Conservation Area. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 60 and 61.

### **10.25 Carbon Reduction and Sustainable Design**

10.26 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to



minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.

- 10.27 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management.
- 10.28 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 10.29 The application proposes to introduce 4 ev chargers to the application site. The function of the equipment proposed would be to charge electric vehicles and will therefore support technology that will reduce carbon emissions.
- 10.30 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **10.31 Biodiversity**

- 10.32 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.
- 10.33 Subject to an appropriate condition (condition 7), officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

### **10.34 Water Management and Flood Risk**

- 10.35 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 10.36 The southern tip of the site, on the boundary of the Elizabeth Way and St Andrew's Road falls within in Flood Zone 2. The site however is elevated and the proposed development all falls outside of the Flood Zone.

- 10.37 The Council's Sustainable Drainage Engineer advised on the previously withdrawn application that the proposals have not indicated a detailed surface or foul drainage scheme however, as this is a minor development and there are no known flood risk issues, it is considered acceptable to obtain this information by way of conditions 9 and 10 regarding surface water drainage and foul drainage.
- 10.38 Anglian Water has advised on the previously withdrawn application that as the application is considered a minor application no comments were required to be submitted.
- 10.39 The Environment Agency have comments regarding the proposed connection into the mains sewer and confirmation of Anglian Water. As no formal comments have been submitted in objection from Anglian Water, Officers consider that the proposal is considered acceptable. Information has been provided regarding Contamination and Pollution Prevention. Officers consider it necessary to attach this information as informatives for the applicants reference.
- 10.40 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

#### **10.41 Highway Safety and Transport Impacts**

- 10.42 Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 10.43 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.44 The application is supported by a Vehicle Tracking Plan. This has been submitted in response to the previously withdrawn application.
- 10.45 Access to the site would not be altered from the current arrangements. The existing site has a one way system with cars exiting and entering a single direction traffic flow onto Elizabeth Way.
- 10.46 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority, who raise no objection to the proposal subject to conditions regarding vehicles over 3.5 tonnes limited to hours between 09:30 and 15:30 hours in regard to highway safety. Officers consider that this is a reasonable to attach condition 3 to any permission granted.
- 10.47 Officers note third party comments regarding the highway safety impacts of levels of visits to 2 Elizabeth Way, potential queues forming on Elizabeth Way and impacts on the public Highway. However, the Local

Highways Authority have assessed the application and have raised no concerns with the level and number of trips the jet wash bays and electric charging points would generate and they have stated that the level of traffic generated is unlikely to significantly change, as they would likely be linked trips. Officers are therefore satisfied that the proposal would not significantly impact highway safety.

10.48 No comments have been submitted in objection to the overdevelopment of the site and the turning circles for vehicles exiting the car charging or jet wash bays. The applicant has submitted a vehicle tracking plan and the Local Highways Authority has not raised any objections to vehicle tracking. Officers are therefore satisfied that the proposal is not overdevelopment of the site and would not lead to intervisibility issues within the site.

10.49 Subject to conditions as applicable, the proposal accords with the objectives of policy 81 of the Local Plan and is compliant with NPPF advice.

### **10.50 Car Parking Provision**

10.51 Car parking

10.52 The existing site has no on site car parking available and the existing shop, in connection for the garage is a local convenience store or for drivers using the petrol station. Therefore, Officers consider that the development would not alter the current situation.

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

### **10.54 Amenity**

10.55 Policy 35 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

10.56 Neighbouring Properties

10.57 No. 1 St Andrews Road

10.58 No. 1 St Andrews Road is situated to the east of the site and shares a common boundary. The proposal is to remove the existing car wash and erect 4 jet wash bays close to the boundary. Due to the relatively low height of the proposal on the boundary it is not considered to lead to an overbearing impact. As the site is located to the west of the application it will lead to a degree of loss of light in the afternoon however, due to the proposed height and glazing it is not considered to lead to a significant level of harm to refuse the application. The proposal is not considered to

lead to a harmful level of overlooking due to the single storey nature and existing boundary treatments.

- 10.59 Officers therefore consider that the proposal would not lead to a harmful loss of amenity on the adjacent neighbour and accords with Policy 58 of the Cambridge Local Plan 2018.
- 10.60 Construction and Environmental Impacts
- 10.61 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 10.62 The proposed site layout includes the erection of four new jet wash bays, situated to the east boundary of the site, adjacent to resident property and private amenity area of No. 1 St Andrews Road. It is acknowledged that the existing car wash operates on this boundary, however the introduction of the plant and jet washes has the potential to harm local amenity and quality of life.
- 10.63 The application is supported by a covering letter dated the 15<sup>th</sup> December 2022 from Carney Sweeny, which provides commentary on queries raised on the previous withdrawn application, 22/02679/FUL, and a Noise Impact Assessment Report by EEC, dated 7<sup>th</sup> October 2022 which establishes the impact from the jet wash bays, two new combined AWVS, substation and the EV Charging Bays.
- 10.64 The Council's Environmental Health team have assessed the information submitted in support of the application and consider that the negligible noise impact conclusion is acceptable. This is however dependent on the Jet Wash Bays and AWVS operating during the hours set out within the Noise Impact Assessment Report and Carney Sweeney covering letter, 07:00 and 22:00 Monday to Sunday. The predicted noise levels are also dependant on the exact plant specified within the Noise Impact Assessment Report being installed and maintained. Condition 6 is therefore recommended regarding Acoustic Compliance to ensure the hours or use and equipment specified within the Noise Impact Assessment Report are fully installed, maintained and not altered. Officers consider this condition is necessary to ensure neighbour amenity is not harmed by the proposal.
- 10.65 In addition, condition 4 is recommended that Construction Hours is imposed to protect neighbour amenity which will be attached to any permission granted.
- 10.66 Contamination

10.67 There is no objection to this application with respect to contamination. Whilst service stations are typically associated with a higher risk of contamination, the area of proposed development is located away from the underground fuel storage tanks and the amount of groundworks is minimal. However, as a standard precaution, an unexpected contamination condition has been recommended which Officers consider reasonable and would accord with Policy 33 of the Cambridge Local Plan 2018.

10.68 Summary

10.69 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 57 and 58.

### 10.70 Third Party Representations

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

<b>Third Party Comment</b>	<b>Officer Response</b>
Hours of Opening	The existing petrol station is open 24hrs a day. A Noise Impact Assessment has been submitted in support of the application. The opening hours have been considered in accordance with the Noise Impact Assessment and the Environmental Health Officers have raised no objection to the proposed opening hours in regard to noise impact. An informative will be included on any application proposed regard noise complaints.
Air Pollution	No comments have been raised by the Environmental Health Officers regarding air pollution levels which would lead to refusal of the application.
Facilities on site	This is not a planning concern. The proposed chargers are superfast chargers which would charge a standard electric car in approximately 15 minutes. It is therefore not considered within the application.

### 10.72 Planning Conditions

10.73 Members attention is drawn to following key conditions that form part of the recommendation:

<b>Condition no.</b>	<b>Detail</b>
1	Start date
2	Approved Plans
3	Construction Vehicles
4	Noise Construction House
5	Unexpected Contamination
6	Acoustic Assessment Compliance

7	Biodiversity Net Gain
8	Hard and Soft Landscaping
9	Foul Drainage
10	Surface Water

#### **10.74 Planning Balance**

10.75 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).

10.76 Summary of harm

10.77 The proposal would bring an increase in the number of Jet Washes proposed on the boundary with residential amenity. However, a Noise Impact Assessment has been submitted and reviewed by the Environmental Health Officers have reviewed the application and are satisfied that the proposal would not lead to a harmful impact of the adjacent neighbours.

10.78 Summary of benefits

10.79 The proposal is for 4 additional charging stations. The function of the equipment proposed would be to charge electric vehicles and will therefore support technology that will reduce carbon emissions.

10.80 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

#### **11.0 Recommendation**

11.1 **Approve** subject to:

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

#### **12.0 Planning Conditions**

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

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

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

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 vehicles with a gross weight in excess of 3.5 tonnes shall enter or leave the site only between the hours of 09.30hrs -15.30hrs, seven days a week.

Reason: in the interests of highway safety (policy 81)

- 4 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).

- 5 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).

- 6 The plant, associated equipment and mitigation requirements as stated within the EEC noise impact assessment report dated 7th October 2022 (Ref: EEC/EC19444-2) shall be fully implemented, maintained and not altered.

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

- 7 No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved

through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

- i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the appropriate DEFRA metric in force at the time of application for discharge;
- iii) Identification of the existing habitats and their condition on-site and within receptor site(s);
- iv) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the appropriate DEFRA metric in force at the time of application for discharge;
- v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, Cambridge Local Plan 2018 policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

- 8 No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
  - b) 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;



If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

c) boundary treatments (including gaps for hedgehogs) indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

- 9 No development above ground level shall commence until a scheme for the provision and implementation of foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage (Cambridge Local Plan 2018, policies 32 and 33).

- 10 No development above ground level, other than demolition, shall commence until a scheme for the provision and implementation of surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

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