



<b>Planning Committee Date</b>	26 April 2023
<b>Report to Lead Officer</b>	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
<b>Reference</b>	22/04356/FUL
<b>Site</b>	185-189 Newmarket Road And 1 Godesdone Road Cambridge Cambridgeshire CB5 8HA
<b>Ward / Parish</b>	Abbey
<b>Proposal</b>	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.
<b>Applicant</b>	Glazewater Properties (Bedford) Ltd
<b>Presenting Officer</b>	Alice Young
<b>Reason Reported to Committee</b>	Third party representations
<b>Member Site Visit Date</b>	N/A
<b>Key Issues</b>	1. Heritage Assets & Character 2. Cycle parking
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## **1.0 Executive Summary**

- 1.1 The application seeks permission 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.
- 1.2 This application is a resubmission of 19/1010/FUL which was dismissed on appeal due to the less than substantial harm caused to the character and appearance of the Riverside Conservation Area. The Inspector stated that, as the site is in a prominent position within the conservation area, the cumulative impact of the four gables on the prominent corner would result in an incoherent roof, jarring with the simplicity of the surrounding roofscape. This teamed with the unsympathetic pattern and proportion of the windows at first floor would result in less than substantial harm to the character and appearance of the conservation area.
- 1.3 The revised scheme reduces the number of gables from four to two, increasing the simplicity of the roofscape to align more with the traditional pitched roof Victorian terraces surrounding the site. The pitched roof gables create 'book ends' on both the Newmarket Road and Godesdone Road elevations marking the transition from the proposed development to the modestly scaled Victorian terraces fronting Newmarket Road and the Godesdone Road Newmarket Road corner marking the gateway to larger scale development to the south of Newmarket Road. The fenestration has been reduced and redesigned to mirror the rhythm of the surrounding Victorian terraces in a contemporary yet sympathetic way. Given these design alterations, both planning officers and Conservation Officers consider that the proposal now overcomes the harm previously detailed by the Inspector and that the proposal preserves and enhances the character and appearance of the conservation area.
- 1.4 The proposal would result in a high-quality development which responds to the scale, massing, proportions, materiality and overall character of the area and enhances the character and appearance of the conservation area. At the same time the proposal redevelops a site which is not a positive contributor to the street scene while delivering a more coherent, well laid out and flexible retail unit at ground floor and nine additional flats with a good standard of amenity leading to a sustainable use of land in a highly sustainable location. Taking this into account, officers conclude that the development would comply with policy 3, 55, 56, 58, 61, 82 of the Cambridge Local Plan (2018).
- 1.5 Officers recommend that the Planning Committee approve the development.

## **2.0 Site Description and Context**

None-relevant		Tree Preservation Order	
Conservation Area	x	Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	x
Local Neighbourhood and District Centre		Article 4 Direction	

\*X indicates relevance

- 2.1 The site is situated on the southern corner of Newmarket Road and Godesdone Road and includes 185-189 Newmarket Road and 1 Godesdone Road. 185-189 Newmarket Road is a two storey building comprising 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. Within the rear courtyard are several stores and a garage accessible via a Godesdone Road.
- 2.2 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 Conservation 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.

### 3.0 The Proposal

- 3.1 The proposal seeks permission 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.
- 3.2 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 along Newmarket Road. 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 will be accessed via an internal staircase from the courtyard.

- 3.3 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) which will also be accessed from Godesdone Road.
- 3.4 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.
- 3.5 The application has been amended to address Officer's design concerns and further consultations have been carried out as appropriate.
- 3.6 A similar proposal was brought to Planning Committee on 1<sup>st</sup> December 2021 with the Officer's recommendation of approval which was overturned and the application was refused due to the impact on the character and appearance of the conservation area and the impact on future occupiers amenity. This application subsequently went to appeal and the Inspector dismissed the appeal and upheld the Council's reason for refusal on the impact to the character and appearance of the conservation area. This re-submission seeks to address this harm identified by both Members and the Inspector.

#### 4.0 Relevant Site History

Reference	Description	Outcome
19/1010/FUL	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.	Dismissed
4.1	A copy of the Inspector's Decision letter in relation to the appeal is attached at appendix A.	

#### 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

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

## **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 3: Spatial strategy for the location of residential development

Policy 23: Eastern Gate Opportunity Area

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 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 45: Affordable housing and dwelling mix

Policy 50: Residential space standards

Policy 51: Accessible homes

Policy 53: Flat conversions

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 62: Local heritage assets

Policy 64: Shopfronts, signage and shop security measures

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

### **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016  
Health Impact Assessment SPD – Adopted March 2011  
Landscape in New Developments SPD – Adopted March 2010

### **5.4 Other Guidance**

Riverside and Stourbridge Common conservation area

### **6.0 Consultations**

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

##### **6.2 1<sup>st</sup> Comments: Recommended conditions / informatives:**

- Traffic management plan
- Restriction on demolition / construction vehicles above 3.5 tonnes
- Hard standing to be narrowed to prevent parking
- Dropped kerb to be narrowed on Godesdone Road to at least 1.5m
- Servicing plan for commercial unit
- Public highway informatives 1-4
- Residents parking informative

##### **6.3 2<sup>nd</sup> Comment: No additional comments.**

#### **6.4 Lead Local Flood Authority – Object / No Objection**

##### **6.5 1<sup>st</sup> Comment: Objection. FEH rainfall data required to calculate accurate rainfall data. The proposed discharge rates appear to increase from the calculated brownfield discharge rates within the hydraulic calculations. It is unclear why this increase is required, as the impermeable area of the site is remaining the same. In line with the Cambridgeshire Flood and Water SPD, brownfield developments must look to reinstate greenfield rates where possible and reduce them from the brownfield. Until the discharge rates are either reduced, or not increased from the brownfield rates, we are unable to support this application.**

##### **6.6 2<sup>nd</sup> Comment: Objection. Comments remain the same.**

##### **6.7 3<sup>rd</sup> Comment: To follow.**

#### **6.8 Environment Agency – No Objection**

##### **6.9 1<sup>st</sup> Comment: The site is located above a Principal Aquifer. However, we do not consider this proposal to be High Risk. Therefore, we will not be providing detailed site-specific advice or comments with regards to land contamination issues for this site. The water environment is potentially**

vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. If the use of deep bore soakaways is proposed, we would wish to be re-consulted. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.

6.10 2nd Comment: No additional comments.

**6.11 Anglian Water – No Objection**

6.12 1st Comment: No objection subject to conditions and informatives. No foul water drainage strategy has been submitted which may lead to an unacceptable risk of flooding downstream. Anglian Water therefore recommend a foul drainage condition. The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable due to a lack of a surface water strategy containing intended connection points and flow rates but this can be secured via condition.

6.13 Recommended conditions/ informatives:

- Foul water drainage
- Surface water drainage
- Public sewer consent informative
- Notification of intent to connect to public sewer informative
- Public sewer asset informative
- Building near a public sewer informative
- Sewer adoption agreement informative

6.14 2nd Comment: No additional comments.

**6.15 Urban Design Team – No Objection**

6.16 1st Comment: No objection.

6.17 Scale and massing: The main block (Newmarket Road) is over 2m taller than the existing building which is considered suitable for marking the corner of these two streets within the more prominent built form. The proposed hipped section of the corner building is the main change to the scheme over the previous scheme which proposed a gabled form. To deal with the depth of the building, the hipped section transitions into a flat roof. It is unlikely that this will be visible from street level and the revised approach creates a simpler volume more akin to the plainer terraced forms found on nearby streets. The proposed dormer windows create a level of articulation at the roof level. Overall, the revised proposals are considered acceptable from an urban design perspective in scale and massing terms.

6.18 Functional design: There are some concerns about how the transition between the ridge and flat roof beyond will be handled. Will access be

needed to the flat roof and will PV panels be located on it? If so, then a wire based 'man-safe' system may be needed to deal with working at height. Will this be visible and impact the silhouette of the building? Extending the ridge height or dropping the flat roof section would create a 'trough' to allow such plant to be more successfully integrated. A gate should be provided to Godesdone Road courtyard, this can be secured via condition. Cycle parking for the retail unit could be provided in the courtyard.

6.19 Elevations, materials and details: The fenestration has been altered at first floor which now conforms more closely to the surrounding terraced properties. Dormer windows face both Newmarket and Godesdone Road add articulation and rhythm for the appearance of the façade. Signage hung internally is acceptable. Reinstatement of the cills and replacement of the windows with timber is recommended at 1 Godesdone Road given the poor patch repairs and stone sill removals.

6.20 Recommended conditions:

- Materials
- Boundary treatments
- Materials informative

6.21 2<sup>nd</sup> Comment: No objection subject to a materials and boundary treatment condition and materials informative. The applicant should consider a secure wall unit/ring opposite to the bin store to allow for residential visitor cycle parking. Further clarification on:

- Any plant (such as PV panels) and access is needed onto the flat roof. If so, this may require extending the ridge height or dropping the flat roof section to allow the plant and associated man safe system to be successfully integrated and concealed from view.
- The proposed external renovations to No.1 Godesdone Road

## 6.22 **Conservation Officer – No Objection**

6.23 1<sup>st</sup> Comment: Objection. The new proposals have taken onboard the comments of the Inspector in terms of the gables and first floor windows. The windows now relate better to those of the traditional buildings in the area being of similar proportions. The loss of the dominant gables is in accordance with the Inspector's comments, however the flat roof form and mansard section creates an untypical feature in the conservation area. It is noted that the current roof along Newmarket Road is flat, but this is an opportunity to enhance the conservation area so a more typical form should be considered. The increase in height attained by the new mansard roof will emphasise the pronounced difference of this form. This is not a good detail and makes the building look like it does not address Newmarket Road but is more of a side elevation. The windows in the mansard roof are overly large and compete with those on the first floor. The form of the roof is not supported and should be reconsidered to make it more appropriate to the context. As with the previous scheme, the agent has not included any of the shopfront details that should be included in the



application. the proposal will not preserve or enhance the character or appearance of the conservation area. The proposals will not comply with Local Plan policies 61 and 64. With reference to the NPPF and the effect on the significance of the heritage asset, paragraph 195 and 197 would apply. The roof form would not have a positive impact on the character or appearance of the conservation area.

6.24 2<sup>nd</sup> Comment: No objection subject to conditions.

6.25 The issue raised regarding the flat roof and the large windows in the proposed mansard roof have been addressed in the new proposals. The introduction of a gable end to the west end of the south elevation makes a good 'book end' to the elevation, appropriate to this location in the conservation area. The gable end of the east elevation, and the stepping down of the ridge height which is a feature in Godesdone Road, are also an acceptable design for this location.

6.26 It is noted that the external walls are to be retained and that insulation and brick slips will be added to the exterior to give a cohesive finish to the elevations. Samples of the proposed external materials should be submitted for written approval prior to their installation to ensure that they are appropriate to this location.

6.27 Recommended conditions:

- Brick sample panel
- Shopfront details

## **6.28 Landscape Officer – No Objection**

6.29 1<sup>st</sup> Comment: No objection. The current proposals do not differ materially with respect to landscape than the application originally submitted in 2019 which was refused, appealed and dismissed. Through the process it was determined that elements of Policy 50 were not relevant due to the development being a conversion. The plans suggest that planters have been proposed for the courtyard, though this is not entirely clear. Imagery in the DAS contradicts this assumption. We would recommend that ground level planting is used as this is generally more sustainable and requires less diligent maintenance, especially in respect of watering. Pavement areas can include a cross-fall to allow storm water to feed into these areas. Some areas may even function as SUDS rain gardens. Suggested tree planting is welcome though careful selection to achieve largest possible tree in the space allocated is needed.

6.30 2<sup>nd</sup> Comment: No objection subject to a hard and soft landscaping condition and a biodiverse roof condition.

## **6.31 Ecology Officer – No Objection**

6.32 Recommended condition:

- Swift box plan

### **6.33 Environmental Health – No Objection**

6.34 1<sup>st</sup> Comment: No objection. Recommended conditions:

- Noise construction hours
- Demolition and construction deliveries hours
- Noise attenuation
- Dust
- Noise insulation
- Plant noise
- Contaminated land unexpected contamination
- Bin and cycle store
- Hours of use retail unit
- Deliveries retail unit
- External artificial lighting

6.35 2<sup>nd</sup> Comment: The amendments do not impact on or change my original comments.

### **6.36 Police Architectural Liaison Officer – No Objection**

6.37 The area is of low to medium risk to vulnerability to crime. The courtyard should be lit above every entrance. Consideration of gating the undercroft entrance to ensure safety for residents. Communal entrances should have security enhanced door set with an audio / visual visitor entry system and external post boxes should be security tested to TS009. Cycle and bin store should have a security door tested to at least PAS24/2016 (2022) or LPS1175 SR1, fitted with self closer and an easy egress. Planting should be kept low to increase visibility.

## **7.0 Third Party Representations**

7.1 1 representations have been received.

7.2 Those in objection have raised the following issues:

-Amenity

## **8.0 Member Representations**

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

- Absence of cycle parking for visitors of the retail unit which is a requirement of Local Plan policy
- No plan for a bin store for the shop and the bin store is not large enough to accommodate both residential and commercial waste

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

## **9.0 Assessment**

### **9.1 Background**

- 9.2 As outlined in paragraph 3.6, a similar proposal was overturned and refused at planning committee for two reasons: 1) the impact on the character and appearance of the Riverside Conservation Area and 2) the adequacy of the living environment for future occupiers. The application subsequently went to appeal where the Inspector agreed with the Committee Members and concluded that less than substantial harm to the character and appearance of the Riverside Conservation Area would arise from the development. The Inspector also concluded that there would be a suitable level of amenity afforded to the future occupiers of the residential units proposed.

- 9.3 At Planning Committee, there was also discussions as to whether the proposed development was considered a conversion of an existing building or a new build. In paragraph 14 of the Inspectors report, the Inspector considers the evidence before him and concludes that while there would be a significant number of alterations, including demolition works, the existing buildings would be retained and altered, rather than replaced in their entirety. With this in mind, officers requested a retention plan showing the walls to be retained as part of the revised application. These remain the same as the previously refused application and therefore, officers conclude that the proposed development is to be assessed as a conversion and extension to an existing building, not a new build. As such, several policies do not apply to this development. This will be covered in the relevant sections of this report.

### **9.4 Principle of Development**

- 9.5 The site contains existing buildings, it is classed as previously developed (brownfield) land. Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, making the most effective use of brownfield land, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing development that will contribute towards an identified housing need. The proposal would contribute to housing supply and reuse brownfield land and thus would be compliant with policy 3.

- 9.6 The principle of the development is acceptable and in accordance with policy 3.

### **9.7 Heritage Assets and Design, Layout, Scale and Landscaping**

- 9.8 The application falls with the Riverside Conservation Area.
- 9.9 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 9.10 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.
- 9.11 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.
- 9.12 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.
- 9.13 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.
- 9.14 The design of the proposed development has been amended to address officer concerns which centred around the hipped roof and dormers not being common within the area and creating a horizontal emphasis, contrary to the prevailing verticality of the Victorian terraces. The flat roof section of the proposal sat uncomfortably not responding well to the rest of the scheme and the Victorian terraces fronting Newmarket Road. The proposed development was amended to revert back to a similar design to 19/1010/FUL to incorporate gable features, but it reduces the number of gables to respond to the Inspectors comments.
- 9.15 In assessing 19/1010/FUL, the Inspector stated that, given the prominent corner location and the number of gables, the roof form would be incoherent and jarring in the surrounding context. This teamed with the unsympathetic large windows at first floor resulted, the Inspector concluded, in an incongruous proposal which failed to preserve or enhance the character and appearance of the Riverside Conservation Area.

- 9.16 The proposed development has been amended to reduce the gables from four to two, one fronting Newmarket Road adjacent to 181 Newmarket Road resulting in a successful transition in scale from the proposed development to 181 Newmarket Road, and one on the corner fronting Godesdone Road, creating a key feature on the corner of Newmarket Road. The first-floor fenestration has been reduced in size and proportion which alongside the downpipe detailing and brick window insert create a vertical emphasis and rhythm akin to terraced properties on Godesdone and Newmarket Road. Officers consider that these design alterations have overcome the harm identified by the Inspector and the proposed development, by virtue of its scale, massing, design and materiality, responds to its context while creating a distinctive place. The Conservation Team also consider that the revised scheme addresses the harm identified by the Inspector and they support the revised development, subject to conditions securing a sample panel and shopfront details.
- 9.17 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 or the setting of listed buildings. 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 61.
- 9.18 For the same reasons, the design, scale and finish are considered contextually appropriate, resulting in the proposed development making a positive contribution to the street scene. It is important to note that currently the site appears run down, mismatched and does not integrate into its surroundings well. Therefore, the proposed development, by virtue of its scale, massing, design and materiality, would significantly enhance the existing site while improving the design standard of the area. The Urban Design team support the proposed development subject to materials and boundary treatment conditions. These are considered to meet all the six test of a planning condition and therefore are recommended by Planning Officers.
- 9.19 The existing soft landscaping on site is limited to planters within the existing courtyard. The proposal enhances the soft landscaping within the courtyard to create a more welcoming environment for future occupiers, noting the limitations of space. The Landscape Officer supports the proposed development and recommends a condition to secure details of the hard and soft landscaping and the biodiverse roofs. These are considered appropriate and are recommended by Planning Officers.
- 9.20 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

**9.21 Carbon Reduction and Sustainable Design**

- 9.22 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.
- 9.23 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. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 9.24 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.
- 9.25 The carbon reduction requirements of policy 28 do not apply to this proposal given that it involves the redevelopment of existing buildings. Nonetheless, the water efficiency requirements should be applied, given the level of water stress facing Cambridge. Therefore, officers recommend that a condition requires the development to achieve a minimum water efficiency to 110 litres pp per day.
- 9.26 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## **9.27 Biodiversity**

- 9.28 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.
- 9.29 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends a condition requiring provision of swift boxes, which is considered reasonable. Given the nature of the existing site, there are limited opportunities to enhance the biodiversity on the site. Nonetheless, the existing biodiversity on site is low and officers consider that through the biodiverse roofs and strategic planting a biodiversity net gain could be

achieved on site, this is recommended to be secured via condition. A condition is recommended to secure green roofs on the flat roof of the courtyard block and above the cycle store in the courtyard.

- 9.30 In consultation with the Council's Ecology Officer, subject to appropriate conditions, 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).

### **9.31 Water Management and Flood Risk**

- 9.32 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.
- 9.33 The site falls outside the Flood Zone and outside of areas of risk of surface water flooding, therefore is considered at a low risk of flooding.
- 9.34 The applicants have submitted a Flood Risk Assessment. The LLFA has objected to the application on the basis that the proposed discharge rates appear to increase from the calculated brownfield discharge rates within the hydraulic calculations and it is unclear why this increase is required, as the impermeable area of the site is remaining the same. In line with the Cambridgeshire Flood and Water SPD, brownfield developments must look to reinstate greenfield rates where possible and reduce them from the brownfield. A revised Flood Risk Assessment has been submitted to address these concerns raised by the LLFA and has been subject to consultation with the LLFA. This additional information appears to overcome the objections raised by the LLFA. Officers will provide an update on this on the amendment sheet.
- 9.35 Anglian Water has no objection to the proposed development subject to conditions regarding foul and surface water drainage and several informatives. These are recommended by officers.
- 9.36 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.

### **9.37 Highway Safety and Transport Impacts**

- 9.38 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 9.39 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.

- 9.40 The Highway Authority have no objections to the proposed development subject to conditions requiring a traffic management and commercial servicing plan, restricting access for demolition / construction vehicles above 3.5 tonnes, for the hard standing to be narrowed to prevent parking and lastly for the dropped kerb to be narrowed on Godesdone Road to at least 1.5m. These conditions are all considered reasonable and necessary to impose. Accordingly, officers consider that the proposal would not impact upon the safe operation of the highway.
- 9.41 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

#### **9.42 Cycle and Car Parking Provision**

##### **9.43 Cycle Parking**

- 9.44 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

- 9.45 The proposal provides 16 cycle spaces at lower ground floor accessible via a ramp within the shared courtyard area. These spaces are allocated to the residential units. Two cycle parking spaces for the retail unit are proposed at ground floor within the shared bin / bike store integrated into the existing footprint. Both would be secure and easily accessible. For these reasons, the proposal would comply with policy 82.

##### **9.46 Car parking**

- 9.47 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls.
- 9.48 The proposal would be car free, however, officers consider that the characteristics of the site and proposal indicate that a car free



development of the scale proposed would function successfully and not harm the amenity of residents. The site is in a highly sustainable location within close proximity to transport links on Newmarket Road and within an easy walking / cycling distance to the city centre, meaning occupants can meet their day to day needs without the need for a car. The site and the surrounding streets fall within a controlled parking zone and future residents of the proposed dwellings would not qualify for residents parking permits, resulting in there being robust on street controls to prevent occupants from parking on residential streets, impacting the amenity of surrounding residents. Furthermore, given the units are all proposed to be one bedroom, the likelihood of future occupants owning a car is less than if these units were larger family units. Taking all of these factors into account, officers therefore consider that the car free development would be contextually appropriate and would not result in harm to amenity, complying with policy 82.

- 9.49 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.

#### **9.50 Amenity**

- 9.51 Policy 35, 50, 53 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.

- 9.52 Neighbouring Properties

#### *Newmarket Road properties to the south*

- 9.53 The Newmarket Road properties to the south of the site share a close relationship with the site as the site is directly north and east of these terraced properties. These units are currently vacant but have previously been in office and residential use. It is noted that recently this terrace of four properties gained approval for reverting back to residential use under 22/04045/FUL. Within the site a lean-to garage meets the rear boundary of no. 175-177 at effectively two storey height. Further into the site to the north is a two storey pitched roof (ridge height approx. 8m) dwelling opposite the rear of no. 181, with the two storey form of 1 Godesdone Road sited north-east. The proposal would demolish this garage and site two-storey form further away from this boundary and reduce and consolidate the massing along the northern boundary. To the east of the site, built form would be sited closer to the eastern boundary in a stepped form with a flat roof to the rear to reduce the massing. Therefore, by virtue of the scale, massing and siting of the proposed extensions, alongside the ground level changes with Newmarket Road properties being elevated, officers consider that the proposal would not result in a harmful level of overbearing or overshadowing to these units fronting Newmarket Road. With regards to overlooking, currently there are three windows at first floor

level which directly overlook Newmarket Road properties and one with oblique views on the rear of Godesdone Road resulting in an interlooking relationship. While the proposal would introduce three additional windows at first floor, officers consider that due to this interlooking relationship, on balance, the proposal would not lead to a significant overlooking impact to these properties. A condition is recommended to remove the permitted development rights regarding windows for unit 4.

#### Godesdone Road properties to the north

- 9.54 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) 2<sup>nd</sup> 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. The overall height would be 300mm higher than the existing two storey wall and would span the same length. Given this minor increase in overall height alongside the major decrease in height immediately adjacent to the main rear amenity area of 3 Godesdone Road, officers consider that overall the proposal would significantly improve the residential amenity of the Godesdone Road properties. A juliet balcony, lobby window and dormer window are proposed on the first floor of the northern elevation of the extended Newmarket Road block. Views from these openings would be sufficiently screened by the courtyard block (units 2-4,7 and 6) so as to not result in a significant overlooking impact to Godesdone Road properties.
- 9.55 The proposal also adequately respects the amenity of its neighbours and therefore is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 53 and 58.
- 9.56 Future Occupants
- 9.57 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015). In paragraph 6.32 of the same policy, it states that residential units created through conversions should seek to meet or exceed the internal space standards as so far as practicable to do so.
- 9.58 Members overturned officer recommendation and refused 19/1010/FUL on the overall level of amenity for future occupants which was considered to be poor and cramped. The Inspector concluded that, as leeway is given to

conversions in policy 50, the site is tight, limiting the opportunity to provide additional amenity space, and the units proposed are small units with the courtyard meeting the needs of the occupiers of these units, overall there was a suitable level of amenity afforded to the future occupiers of the site. The internal and external arrangements for future occupiers have not changed since the Inspectors judgement aside from the internal floorspace for unit 12 being 2m<sup>2</sup> less. Unit 12 would have an open outlook and good levels of light. While being located within the roof space, the area of head height above 2.3m would be sufficient to meet the requirements of policy 50. Accordingly, officers do not consider that this slight decrease in floor space decreases the amenity afforded to this unit to a harmful level.

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	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	41	+4

9.60 Garden Size(s)

9.61 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 which should be of a shape, size and location to allow effective and practical use of the intended occupiers. 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.

9.62 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.

9.63 Construction and Environmental Impacts

9.64 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.

9.65 The Council's Environmental Health team have assessed the application and 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.

9.66 The proposal would therefore provide a suitable standard of accommodation for future occupiers with regard to the size and quality of their internal and external amenity space. The proposal would therefore comply with Cambridge Local Plan (2018) policies 50 and 58, and Paragraph 130 of the Framework.

**9.67 Third Party Representations**

9.68 All third-party representations have been addressed in the preceding paragraphs.

**9.69 Other Matters**

*9.70 Bins*

9.71 Policy 57 requires refuse and recycling to be successfully integrated into proposals. Cllr Copley has expressed concerns regarding the refuse stores for both the retail and residential units. These have subsequently been amended to segregate the stores for the respective uses and have been shown to accommodate the correct bin sizes. These are adjacent to Godesdone Road for collection, within the maximum stated in the RECAP waste guidance. Officers consider that the refuse arrangements are acceptable and have been adequately designed into the development. Further details on the waste management for both the retail and residential uses is required and it is recommended that this is secured via condition.

## 9.72 *Affordable Housing*

- 9.73 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).

## 9.74 **Planning Balance**

- 9.75 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).

## 9.76 Summary of harm

- 9.77 The harm previously identified by the Inspector has been addressed and no further harm has been introduced. Therefore, officers conclude that no significant harm arises from the development.

## 9.78 Summary of benefits

- 9.79 The scheme provides a number of benefits. The proposal would redevelop an existing site which does not positively contribute to the street scene and results in 9 additional residential units while retaining the existing commercial unit. The redevelopment of the site would enhance in the street scene and the character and appearance of the conservation area by virtue of its sympathetic scale, massing and design. The reduction of the boundary wall with 3 Godesdone Road 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 lead to a sustainable use of land while providing 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.

- 9.80 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 subject to conditions.

## 10.0 **Recommendation**

10.1 **Approve** subject to:

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

**11.0 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 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).

- 4 No development above ground level shall commence until a noise assessment and any noise insulation/mitigation scheme if required has been submitted to and approved in writing by the local planning authority. The noise assessment/insulation scheme shall have regard to the external and internal noise levels recommended in British standard 8223:2014 Guidance on sound insulation and noise reduction for buildings and shall include details of:

- (i) the acoustic/noise insulation performance specification of the external building envelope of the residential units having regard to the building fabric, glazing and ventilation;
- (ii) mitigation to reduce the level of noise experienced externally and internally Where submitted, the scheme shall be carried out as approved

before the use is commenced or the development is occupied and shall be retained as such.

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

5 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)

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 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)

- 8 No development (including demolition, enabling works or piling shall commence until a demolition/construction noise and vibration impact assessment associated with the development, has been submitted to and approved in writing by the local planning authority. The assessment shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration on construction and open sites and include details of any piling and mitigation/monitoring measures to be taken to protect local residents from noise or vibration. The development shall be carried out in accordance with the approved measures.

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

- 9 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.



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

The principal areas of concern that should be addressed are:

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

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

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

- 11 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).

- 12 No development above ground level shall commence until a scheme for the provision of swift nest boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location. No dwelling shall be occupied until nest boxes have been provided for that property in accordance with the approved scheme.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2018 policy 57).

- 13 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 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).

- 14 Prior to the commencement of development, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority.

Details of the green biodiverse roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:

a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,

b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only),

c) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,

d) Where solar panels are proposed, biosolar roofs should be incorporated under and in between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,

e) A management/maintenance plan approved in writing by the Local Planning Authority,

All works shall be carried out and maintained thereafter in accordance with the approved details

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018; Policy 31).

15 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.

- 16 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).

- 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 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)

- 19 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

- 20 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)

- 21 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)

- 22 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).

- 23 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.

- 24 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)

- 25 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).

- 26 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).

- 27 No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

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

- 28 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)

- 29 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).

- 30 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 publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

- 31 During the construction phase, vehicles used for demolition or construction 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. 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

- 32 Prior to first occupation, each dwelling must be fitted with a means for future occupiers to monitor/measure their own water consumption. The fitted device shall be retained and maintained thereafter.

Reason: In the interest of promoting sustainable development (Cambridge Local Plan 2018 policy 28)

#### Informatives:

1. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost



under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

2. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087
3. A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.
4. No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087
5. The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.
6. Residents of the new dwelling will not qualify for Residents' Permits within the existing Residents' Parking Schemes operating on surrounding streets.
7. The developer must contact the Highway Authority, to arrange construction of any works within, or disturbance of, or interference with, the Public Highway, and that all costs associated with such works shall be borne by the Developer.
8. The Developer will neither be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection.
9. That no window nor door will be allowed to open over a highway.
10. No foundation nor footing for the structure will be allowed to encroach under the Public Highway.
11. Infiltration rates should be worked out in accordance with BRE 365. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.
12. Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

13. 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
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#### Background Papers:

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

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs