



Cambridge City Council Planning

Date: Wednesday, 8 January 2020

Time: 10.00 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda – First Circulation

1 Order of Agenda

The Planning Committee operates as a single committee meeting but is organised with a three part agenda and will be considered in the following order:

- **Part One**
Major Planning Applications
Start time: 10am
- **Part Two**
Minor/Other Planning Applications
Start time: 1pm
- **Part Three**
General and Enforcement Items
Start time: At conclusion of Part Two

There will be a thirty minute lunch break before part two of the agenda is considered. With a possible short break between agenda item two and three which will be subject to the Chair's discretion.

If the meeting should last to 6.00pm, the Committee will vote as to whether or not the meeting will be adjourned.

2 Apologies

3 Declarations of Interest

- 4 Minutes
To follow

Part 1: Major Planning Applications (10am)

- | | | |
|---|----------------------------------|-------------------|
| 5 | 19/0512/FUL - Grafton Centre | (Pages 19 - 90) |
| 6 | 19/0242/FUL - 18 Chesterton Road | (Pages 91 - 126) |
| 7 | 19/1047/S73 - 157 Histon Road | (Pages 127 - 138) |

Part 2: Minor/Other Planning Applications (1pm)

- | | | |
|---|---------------------------------|-------------------|
| 8 | 18/1553/FUL - 1 Maitland Avenue | (Pages 139 - 150) |
| 9 | 19/1154/S73 - 1 Redfern Close | (Pages 151 - 164) |

Planning Members: Smart (Chair), Sargeant (Vice-Chair), Baigent, Green, Lord, McQueen, Porrer and Tunnacliffe

Alternates: Herbert, Page-Croft and Thornburrow

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Appendix 1 – Development Plan Policy, Planning Guidance and Material Considerations

(Updated October 2018)

1.0 Central Government Advice

1.1 National Planning Policy Framework (July 2018) – sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

1.2 Planning Practice Guidance (March 2014)

The guidance complements the National Planning Policy Framework and provides advice on how to deliver its policies.

Guidance is provided in relation to the following:

- Advertisements (March 2014)
- Air quality (March 2014)
- Appeals (March 2014)
- Before submitting an application (February 2018)
- Brownfield land registers (July 2017)
- Climate change (June 2014)
- Community Infrastructure Levy (March 2018)
- Conserving and enhancing the historic environment (February 2018)
- Consultation and pre-decision matters (June 2018)
- Crown Development (July 2017)
- Design (March 2014)
- Determining a planning application (July 2017)
- Ensuring effective enforcement (February 2018)
- Ensuring the vitality of town centres (March 2014)
- Environmental Impact Assessment (July 2017)
- Flexible options for planning permissions (March 2014)
- Flood Risk and Coastal Change (March 2014)
- Hazardous Substances (July 2017)
- Health and wellbeing (July 2017)
- Housing and economic land availability assessment (September 2018)
- Housing need assessment (September 2018)
- Land affected by contamination (June 2014)
- Land stability (March 2014)
- Lawful development certificates (March 2014)

Light pollution (March 2014)
Local Plans (September 2018)
Making an application (June 2018)
Minerals (October 2014)
Natural Environment (January 2016)
Neighbourhood Planning (September 2018)
Noise (March 2014)
Open space, sports and recreational facilities, public rights of way and local green space (March 2014)
Permission in principle (June 2018)
Plan making (September 2018)
Planning obligations (May 2016)
Renewable and low carbon energy (June 2015)
Rural housing (May 2016)
Self-build and custom housebuilding (July 2017)
Starter homes (March 2015)
Strategic environmental assessment and sustainability appraisal (February 2015)
Transport evidence bases in plan-making and decision-taking (March 2015)
Travel plans, transport assessments and statements in decision-taking (March 2014)
Tree Preservation Orders and trees in conservation areas (March 2014)
Use of Planning Conditions (June 2018)
Viability (July 2018)
Water supply, wastewater and water quality (March 2015)
When is permission required? (June 2018)

1.3 Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A only): Model conditions.

1.4 Community Infrastructure Levy Regulations 2010

Paragraph 122 Places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Paragraph 123 Other than through requiring a highway agreement to be entered into, a planning obligation (“obligation A”) may not constitute a reason for granting planning permission to the extent that

(a) obligation A provides for the funding or provision of an infrastructure project or provides for the funding or provision of a type of infrastructure; and

(b) five or more separate planning obligations that —

(i) relate to planning permissions granted for development within the area of the charging authority; and

(ii) which provide for the funding or provision of that project, or provide for the funding or provision of that type of infrastructure

have been entered on or after 6th April 2010.

1.5 Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015

Sets out changes to national planning policy to make intentional unauthorised development a material consideration, and also to provide stronger protection for the Green Belt.

1.6 Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration).

Development Plan policy

2.0 The Cambridgeshire and Peterborough Minerals and Waste Plan (Development Plan Documents) July 2011

Minerals and Waste Core Strategy : this sets out the Councils' strategic vision and objectives for future development and management of minerals and waste within Cambridgeshire and Peterborough, including strategic site allocations over the Plan period to 2026. The document also contains a suite of development control policies to guide minerals and waste development.

Minerals and Waste Site Specific Proposals Plan (2012) : this sets out the Councils' allocations for site specific proposals for future development and management of minerals and waste within Cambridgeshire and Peterborough. It identifies site specific land allocations for future minerals and waste management development and other supporting site specific policies.

Proposals Maps: Map A: shows minerals and transport proposals; Map B: shows waste management proposals; Map C: shows Mineral Safeguarding Areas.

3.0 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 4: The Cambridge Green Belt
- Policy 5: Strategic transport infrastructure
- Policy 6: Hierarchy of centres and retail capacity
- Policy 7: The River Cam
- Policy 8: Setting of the city
- Policy 9: Review of the Local Plan
- Policy 10: The City Centre
- Policy 11: Development in the City Centre Primary Shopping Area
- Policy 12: Fitzroy/Burleigh Street/Grafton Area of Major Change
- Policy 13: Cambridge East
- Policy 14: Areas of major change and opportunity areas – general principles
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 16: South of Coldham's Lane Area of Major Change
- Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change
- Policy 18: Southern Fringe Areas of Major Change
- Policy 19: West Cambridge Area of Major Change
- Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change
- Policy 21: Station Areas West and Clifton Road Area of Major Change
- Policy 22: Mitcham's Corner Opportunity Area
- Policy 23: Eastern Gate Opportunity Area
- Policy 24: Mill Road Opportunity Area
- Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area
- Policy 26: Old Press/Mill Lane Opportunity Area
- Policy 27: Site specific development opportunities
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 30: Energy-efficiency improvements in existing dwellings
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk

- Policy 33: Contaminated land
- Policy 34: Light pollution control
- Policy 35: Protection of human health from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 38: Hazardous installations
- Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge
- Policy 40: Development and expansion of business space
- Policy 41: Protection of business space
- Policy 42: Connecting new developments to digital infrastructure
- Policy 43: University development
- Policy 44: Specialist colleges and language Schools
- Policy 45: Affordable housing and dwelling mix
- Policy 46: Development of student housing
- Policy 47: Specialist housing
- Policy 48: Housing in multiple occupation
- Policy 49: Provision for Gypsies and Travellers
- Policy 50: Residential space standards
- Policy 51: Accessible Homes
- Policy 52: Protecting garden land and the subdivision of existing dwelling plots
- Policy 53: Flat conversions
- Policy 54: Residential moorings
- 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 60: Tall buildings and the skyline in Cambridge
- Policy 61: Conservation and enhancement of Cambridge's historic environment
- Policy 62: Local heritage assets
- Policy 63: Works to a heritage asset to address climate change
- Policy 64: Shopfronts, signage and shop security measures
- Policy 65: Visual pollution
- Policy 66: Paving over front gardens
- Policy 67: Protection of open space
- Policy 68: Open space and recreation provision through new development
- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats
- Policy 71: Trees

- Policy 72: Development and change of use in district, local and neighbourhood centres
- Policy 73: Community, sports and leisure facilities
- Policy 74: Education facilities
- Policy 75: Healthcare facilities
- Policy 76: Protection of public houses
- Policy 77: Development and expansion of visitor accommodation
- Policy 78: Redevelopment or loss of visitor accommodation
- Policy 79: Visitor attractions
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development
- Policy 82: Parking management
- Policy 83: Aviation development
- Policy 84: Telecommunications
- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

4.0 Supplementary Planning Documents

(These have been prepared in parallel with the Local Plan preparation and will be shortly adopted by the Executive Councillor by an out of cycle decision. Significant weight can be attached to them; they were brought before Development Plan Scrutiny Sub-Committee for prior consideration and comment on the dates shown)

- 4.1 The New Museums Site Development Framework (March 2016)** – Sets out the joint aspirations of the council and the University of Cambridge regarding future changes to the site. These should improve the urban form with changes to the public realm, provide better access for all and adopt more sustainable forms of development while respecting the site's heritage and surroundings. Future development on the site offers an opportunity to create an improved, more coherent development and especially to improve the public realm on the site.
- 4.2 Ridgeons site Planning and Development Brief (July 2016)** – created to ensure that any future development on this site, allocated for residential development in the 2018 Local Plan as R12, is appropriate to its context and delivers the aspirations as set out in the Local Plan.
- 4.3 Cambridgeshire and Peterborough Flood and Water (December 2016)** - produced by Cambridgeshire County Council in its role as Lead Local Flood Authority, in partnership with the city and district council. It provides detailed guidance to support the implementation of flood and

water related policies in each of the Cambridgeshire local planning authorities' local plans.

- 4.4 **Mitcham's Corner Development Framework (January 2017)** - supports Local Plan Policy 22: Mitcham's Corner Opportunity Area and is designed to ensure that future development in the area is appropriate to its context and delivers the aspirations as set out in the Local Plan. It provides greater certainty and detail to support delivery of development in the coming years.
- 4.5 **Mill Road Depot Planning and Development Brief (March 2017)** - supports Local Plan Policy 24: Mill Road Opportunity Area and is designed to ensure that future development on this site, allocated for residential development in the 2018 Local Plan as R10, is appropriate to its context and delivers the aspirations as set out in the Local Plan. It provides greater certainty and detail to support delivery of development in the coming years.
- 4.6 **Land North of Cherry Hinton (February 2018)** - supports Local Plan Policy 13: Cambridge East, and is designed to ensure that future residential-led development on this site is delivered successfully. It provides greater certainty and detail to support delivery of development in the coming years. It outlines the aspirations for the area, as well as the key issues, constraints and opportunities that will influence how new development will take place.
- 4.7 **Grafton Area of Major Change - Masterplan and Guidance (February 2018)** - Prepared in partnership with local stakeholders to help guide the development of the area, supporting Policy 12 of the Local Plan. The area is designated in the Plan as the primary location for providing additional comparison retail in the City Centre along with other mixed uses including leisure uses, and the SPD promotes a number of key strategies for change. These aim to take advantage of the opportunities to provide an improved street environment including public realm enhancements as well as a positive and attractive destination to support the vitality and viability of the centre for retail and associated uses. The SPD envisages a phased approach to ensure the area continues to perform as a mainstream City Centre leisure and retail location while ensuring phased improvement will deliver the area's longer-term strategy.

5.0 Former Supplementary Planning Documents

(These documents, prepared to support policies in the 2006 local plan, are no longer SPDs, but are still material considerations.)

- 5.1 **Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.
- 5.2 **Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012):** The Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. It provides advice on assessing planning applications and developer contributions.
- 5.3 **Cambridge City Council (January 2008) - Affordable Housing:** Gives advice on what is involved in providing affordable housing in Cambridge. Its objectives are to facilitate the delivery of affordable housing to meet housing needs and to assist the creation and maintenance of sustainable, inclusive and mixed communities.
- 5.4 **Cambridge City Council (March 2010) – Planning Obligation Strategy:** provides a framework for securing the provision of new and/or improvements to existing infrastructure generated by the demands of new development. It also seeks to mitigate the adverse impacts of development and addresses the needs identified to accommodate the projected growth of Cambridge. The SPD addresses issues including transport, open space and recreation, education and life-long learning, community facilities, waste and other potential development-specific requirements.
- 5.5 **Cambridge City Council (January 2010) - Public Art:** This SPD aims to guide the City Council in creating and providing public art in Cambridge by setting out clear objectives on public art, a clarification of

policies, and the means of implementation. It covers public art delivered through the planning process, principally Section 106 Agreements (S106), the commissioning of public art using the S106 Public Art Initiative, and outlines public art policy guidance.

5.6 Old Press/Mill Lane Supplementary Planning Document (January 2010) Guidance on the redevelopment of the Old Press/Mill Lane site.

5.7 Eastern Gate Supplementary Planning Document (October 2011) Guidance on the redevelopment of the Eastern Gate site. The purpose of this development framework (SPD) is threefold:

- To articulate a clear vision about the future of the Eastern Gate area;
- To establish a development framework to co-ordinate redevelopment within
- the area and guide decisions (by the Council and others); and
- To identify a series of key projects, to attract and guide investment (by the Council and others) within the area.

6.0 Other Material Considerations

6.1 City Wide Guidance

Air Quality in Cambridge – Developers Guide (2008) - Provides information on the way in which air quality and air pollution issues will be dealt with through the development control system in Cambridge City. It complements the Sustainable Design and Construction Supplementary Planning Document.

Arboricultural Strategy (2004) - City-wide arboricultural strategy.

Balanced and Mixed Communities – A Good Practice Guide (2006) – Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001) - This document aims to aid strategic and development control planners when considering biodiversity in both policy development and dealing with planning proposals.

Buildings of Local Interest (2005) – A schedule of buildings of local interest and associated guidance.

Cambridge and Milton Surface Water Management Plan (2011) – A SWMP outlines the preferred long term strategy for the management of surface water. Alongside the SFRA they are the starting point for local flood risk management.

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (November 2010) - a tool for planning authorities to identify and evaluate the extent and nature of flood risk in their area and its implications for land use planning.

Cambridge City Council Draft Air Quality Action Plan 2018-2023 - Sets out Cambridge City Council's priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city.

The plan responds to the evidence gathered from air quality monitoring across Cambridge and analysis of the sources of air pollution contributing to the problem. The Identified actions fall in to three main categories: reducing local traffic emissions as quickly as possible to meet national objectives, maintaining pollutant levels below national objectives, and improving public health by reducing population exposure to air pollutants.

Cambridge City Council (2011) - Open Space and Recreation Strategy: Gives guidance on the provision of open space and recreation facilities through development. It sets out to ensure that open space in Cambridge meets the needs of all who live, work, study in or visit the city and provides a satisfactory environment for nature and enhances the local townscape, complementing the built environment.

The strategy:

- sets out the protection of existing open spaces;
- promotes the improvement of and creation of new facilities on existing open spaces;
- sets out the standards for open space and sports provision in and through new development;
- supports the implementation of Section 106 monies and future Community Infrastructure Levy monies

As this strategy suggests new standards, the Cambridge Local Plan 2006 standards will stand as the adopted standards for the time-being. However, the strategy's new standards will form part of the evidence base for the review of the Local Plan

Cambridge City Nature Conservation Strategy (2006) – Guidance on habitats should be conserved and enhanced, how this should be carried out and how this relates to Biodiversity Action Plans.

Cambridge City Wildlife Sites Register (2005) – Details of the City and County Wildlife Sites.

Cambridge Landscape and Character Assessment (2003) – An analysis of the landscape and character of Cambridge.

Cambridge Sub-Region Culture and Arts Strategy (2006) - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

Cambridge Walking and Cycling Strategy (2002) – A walking and cycling strategy for Cambridge.

Cambridgeshire County Council Transport Assessment Guidelines (2017) - Provides guidance to applicants, developers, their agents and local authority officers on when a Transport Assessment (TA) is required and what it should contain. It also gives guidance on what information may be required for smaller applications through a Transport Statement (TS).

Cambridgeshire Design Guide For Streets and Public Realm (2007): The purpose of the Design Guide is to set out the key principles and aspirations that should underpin the detailed discussions about the design of streets and public spaces that will be taking place on a site-by-site basis.

Cambridgeshire Green Infrastructure Strategy (2011) - Designed to assist in shaping and co-ordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future. It demonstrates how Green Infrastructure can be used to help to achieve four objectives:

- 1) To reverse the decline in biodiversity
- 2) To mitigate and adapt to climate change
- 3) To promote sustainable growth and economic development
- 4) To support healthy living and well-being.

Cambridgeshire Quality Charter for Growth (2008) – Sets out the core principles of the level of quality to be expected in new developments in the Cambridge Sub-Region

Contaminated Land in Cambridge - Developers Guide (2009) – Aims to ensure developers are aware of their responsibilities regarding contaminated land. Outlines the Council's requirements and the information needed in order to assess planning applications.

Criteria for the Designation of Wildlife Sites (2005) – Sets out the criteria for the designation of Wildlife Sites.

Cycle Parking Guide for New Residential Developments (2010) – Gives guidance on the nature and layout of cycle parking, and other security measures, to be provided as a consequence of new residential development.

Indoor Sports Facility Strategy 2015-2031 (updated June 2016) – With the Playing Pitch Strategy, forms a guide for the future provision and management of sports pitches, built facilities and community use services to serve existing and new communities in the City and South Cambridgeshire. In line with the NPPF, the strategies set out to evaluate existing built facilities, and assess the future need for sport and active recreation, as the region grows and develops, identifying opportunities for new provision, and the expansion of existing facilities.

Modelling the Costs of Affordable Housing (2006) – Toolkit to enable negotiations on affordable housing provision through planning proposals.

Playing Pitch Strategy 2015-2031 (updated June 2016) – With the Indoor Sports Facilities Strategy, forms a guide for the future provision and management of sports pitches, built facilities and community use services to serve existing and new communities in the City and South Cambridgeshire. In line with the NPPF, the strategies set out to evaluate existing built facilities, and assess the future need for sport and active recreation, as the region grows and develops, identifying opportunities for new provision, and the expansion of existing facilities.

Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004) – Guidance on how development can help achieve the implementation of the cycle network.

6.2 Area Guidelines

Cambridge City Council (2003)–Northern Corridor Area Transport Plan:

Cambridge City Council (2002)–Southern Corridor Area Transport Plan:

Cambridge City Council (2002)–Eastern Corridor Area Transport Plan:

Cambridge City Council (2003)–Western Corridor Area Transport Plan:

The purpose of the Plans is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual development sites in the area should contribute towards a fulfilment of that transport infrastructure.

Barrow Road Conservation Area Appraisal (2016)

Brooklands Avenue Conservation Area Appraisal (2013)

Cambridge Historic Core Conservation Area Appraisal (2015)

Castle and Victoria Road Conservation Area Appraisal (2012)

Chesterton and Ferry Lane Conservation Area Appraisal (2009)

Conduit Head Road Conservation Area Appraisal (2009)

De Freville Conservation Area Appraisal (2009)

Kite Area Conservation Area Appraisal (2014)

Mill Road Area Conservation Area Appraisal (2011)

Newnham Croft Conservation Area Appraisal (2013)

New Town and Glisson Road Conservation Area Appraisal (2012)

Riverside and Stourbridge Common Conservation Area Appraisal (2012)

Southacre Conservation Area Appraisal (2013)

Storeys Way Conservation Area Appraisal (2018)

Trumpington Conservation Area Appraisal (2010)

West Cambridge Conservation Area Appraisal (2011)

Guidance relating to development and the Conservation Area including a review of the boundaries.

Jesus Green Conservation Plan (1998)

Parkers Piece Conservation Plan (2001)

Sheeps Green/Coe Fen Conservation Plan (2001)

Christs Pieces/New Square Conservation Plan (2001)

Historic open space guidance.

Hills Road Suburbs and Approaches Study (March 2012)

Long Road Suburbs and Approaches Study (March 2012)

Barton Road Suburbs and Approaches Study (March 2009)

Huntingdon Road Suburbs and Approaches Study (March 2009)
Madingley Road Suburbs and Approaches Study (March 2009)
Newmarket Road Suburbs and Approaches Study (October 2011)

Provide assessments of local distinctiveness which can be used as a basis when considering planning proposals

Station Area Development Framework (2004) – Sets out a vision and Planning Framework for the development of a high density mixed use area including new transport interchange and includes the **Station Area Conservation Appraisal**.

Southern Fringe Area Development Framework (2006) – Guidance which will help to direct the future planning of development in the Southern Fringe.

West Cambridge Masterplan Design Guidelines and Legal Agreement (1999) – Sets out how the West Cambridge site should be developed.

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PLANNING COMMITTEE

8th January 2020

Application Number	19/0512/FUL	Agenda Item	
Date Received	17th April 2019	Officer	Mr Aaron Coe
Target Date	17th July 2019		
Ward	Market		
Site	Grafton Centre, Fitzroy Street		
Proposal	Redevelopment of existing bus turning head and redundant service area to provide new hotel and ancillary restaurant (Use Class C1), new public realm (urban park) and landscape improvements together with associated highway works to East Road providing new bus stops, pedestrian and cycle routes.		
Applicant	c/o Agent		

0.0 Addendum

- 0.1 At 5th November 2019 Planning Committee, Members resolved to defer the application due to concerns with the following matters; design and scale of the hotel, the drop off arrangements and parking facilities for disabled guests, the need for further clarifications on the proposed East Road works in respect of public safety, residential amenity of the occupants on the other side of East Road, more details on the need for an additional hotel within this location and the proposed arrangements for cycle parking and car parking provision. Since the application was deferred, the applicant has provided additional information in order to address the concerns raised by Members.

Design and Scale of the hotel

- 0.2 Since the 5th November planning committee, discussions and meetings have taken place between the developer team and officers. However, the applicants have not proposed any alterations to the design and scale of the hotel. Officers acknowledge that the proposal exceeds the height allocated for this site within the Grafton SPD by 2.9 metres (24 metres allocated height, 26.9 metres proposed height). However, the Grafton SPD does allow flexibility at paragraph 4.4.14 which

states 'Subject to more detailed assessment of views and townscape impact, there may be an opportunity for taller buildings on East Road...Any taller elements will need to be of exceptional design quality with a carefully articulated and varying roof line'.

- 0.3 The townscape and visual impact assessment has been submitted to support the application and has demonstrated that the building would not be visible from key sensitive view points in the surrounding areas and is only predominantly visible from transport corridors and only partially visible above the top of nearby existing developments. Therefore, the results of this exercise has highlighted that a marginally taller building is acceptable in this location. In respect of the design of the additional height (2.9metres over SPD height), this relates to the upper part of the 7th floor and the plant enclosure on the roof. The applicants have undertaken an extensive design review process at both pre application stage and during the assessment of the formal application. This has involved engagement with the design and conservation panel at two meetings which has resulted in an appropriate design and scale being achieved and following the revisions of the original submission the panel concluded that the 'massing seems to work much better and presents a coherent form to East Road'. A key focus throughout the design review process has been on achieving an appropriate design for the additional element that exceeds the height provided in the SPD. This process has involved negotiations over the design and materials used, the outcome of this has achieved a gold 'crown' like feature with proportions that relate well to both East Road and Urban Park. Overall, given that the scale and design of the proposed scheme has achieved support of both the City Council Urban Design team, Landscape officers and the Design and Conservation panel, it is an officers opinion that the applicant has followed all of the necessary steps which has resulted in an acceptable design and scale being achieved.
- 0.4 It is considered that the design and scale of the hotel is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 60.

Car parking and drop off facilities for disabled guests

- 0.5 The applicant has submitted additional information in respect of facilities for disabled visitors. The submitted accessible parking plan illustrates the pedestrian route and distance, both from the Blue Badge Parking within the Grafton East Car Park (132m) and the disabled drop off layby off Crispin Place (56m) to the hotel entrance. The additional information also highlights that the route from the car park runs through the shopping centre where accessible access is provided to the entrance/exit of the Grafton Centre. Seating is now also proposed on route from the multi-storey carpark as identified on the updated Accessible Parking Plan. Seating is already provided around the perimeter of the raised beds next to the colonnade within the public realm which provides additional resting points servicing the level access routes from the disabled drop off point and Grafton East Car Park.
- 0.6 It is considered that following the addition of further seating/ resting points the proposals are now acceptable as the proposed resting points are provided at no more than 50 metre intervals on the route to and from the car park and the drop off point. It is an officer's opinion that the details of the design of the proposed seating can be secured under condition 35 in order to ensure the proposed types of seating within the resting points meet the needs of disabled guests. This has been agreed with by the City Council Access officer.
- 0.7 The proposal is considered to be compliant with Cambridge Local Plan (2018) policies 56 and 57.

Further clarifications on the proposed East Road works

- 0.8 The applicant has submitted a clearer plan to show the proposed improvements to East Road including the designated Pedestrian and Cycle Routes. This plan provides additional clarity on the improvements and interaction of each user group. The plan demonstrates that the East Road improvement works deliver a number of significant enhancements for user groups (pedestrians, cyclists and bus users) over the existing position. The applicant has agreed to fund the entirety of the East Road works. The proposed works have been stringently reviewed by County Council Highway development management officers, the County transport assessment team and safety audit officers.

It must be noted that the proposals have passed the stage 1 safety audit test. Given the in-depth analysis that has taken place by specialist transport/highway officers it is an officers opinion that members should be assured that the proposals will deliver significant benefits for all users and the wider City. As detailed in the officers committee report the finer design of the highway works are proposed to be secured through the S106 agreement in collaboration with the County Council and Greater Cambridge Partnership (GCP).

- 0.9 Members also raised the issue of inadequate tree planting along the eastern side of East Road. In response to this, the applicants have submitted an indicative Tree Planting Scheme Plan which illustrates the indicative location for further tree planting on land outside of the applicant's control (within the public highway). This plan demonstrates there is adequate space for potential future tree planting. The applicant has agreed to an additional financial contribution of £50,000 for the delivery of more trees along East Road. This will be secured through a suitably worded clause within the S106 Agreement. The precise delivery, location and types of trees would be subject to further details which will be established as part of the S278 Agreement.

The need for an additional hotel within this location

- 0.10 The Grafton Area Masterplan and SPD identify this specific site as a location for a hotel. Policy 77 relates to the development of visitor accommodation. This states that proposals for visitor accommodation will be supported in a number of identified locations as well as on large windfall sites within the city centre. The Grafton SPD states that this area is currently 'let down by poor edges and un-welcoming spaces which create a negative perception and hinder movement', it is considered the development of the hotel in this location will transform this particular space and improve the vitality of the Grafton Centre. Moreover, the SPD states the 'need to improve public realm', this proposal provides a carefully designed public realm space which will be utilised by all members of society. It is considered the proposal meets these requirements set out in the Grafton SPD.
- 0.11 The site lies within a primary shopping area (PSA) in the city centre meaning that policies 10 and 11 are relevant. The

proposed hotel use is considered acceptable on all floors within a PSA.

- 0.12 The Planning Policy Officer has confirmed that the scheme complies with policies 77 and 10 of the Local Plan. Given that this site is allocated for a hotel use within the Grafton Area SPD, it is an officer's opinion that the addition of a hotel in this location is in line with this requirement. Moreover, a hotel in this location will provide an important diversification for the Grafton Centre area which will broaden its appeal to include more leisure-based uses. It must be acknowledged that the addition of this hotel will help increase footfall and the vibrancy of the Grafton area. On this basis, it is considered that the proposed development is in accordance with policies 10, 11 and 77 of the Cambridge Local Plan 2018.

Cycle parking and car parking arrangements

- 0.13 Members raised concerns with the accessibility of cycle parking for hotel guests. The applicants have proposed amendments to the originally proposed cycle parking arrangements. The 26 cycle parking spaces proposed to be located within the public realm adjacent to the Vue cinema are now proposed to be secure, covered and allocated for the use of hotel guests. The details of the design of this cycle storage facility in terms of appearance and materials will be secured through the addition of a new condition.
- 0.14 Members also raised concerns with the accessibility of cycle parking along Wellington Street. It is noted by officers that the proposed location of the additional cycle parking along Wellington Street is not in the most accessible location for hotel guests. However, it is an officer's opinion that the proposed overall uplift in cycle parking spaces by 32 spaces along with the revised proposal including a dedicated secure and covered facility for guests outweighs the inconvenience of the location of some of the proposed additional cycle parking spaces.
- 0.15 The original committee report presented 5th November detailed a condition (No. 42) to ensure guests were permitted to retain bicycles within their hotel room. Given that the additional cycle parking numbers meet policy requirements of Cambridge Local Plan (2018 appendix L) and the amendments to the scheme now provide a dedicated secure cycle parking facility for guests,

it is an officers opinion that condition 42 is unreasonable and should no longer be imposed. This will instead be replaced with an informative which advises the applicant to advertise the opportunity for guests to bring cycles into hotel rooms within their welcome pack.

- 0.16 In relation to the car parking arrangements no dedicated car parking is proposed for visitors or staff of the hotel. Hotel guests will be able to make use of car parking at the Grafton East Car Park which has 876 spaces and is open 24 hours a day, 7 days a week. The hotel is located in a sustainable location and is within the controlled parking zone so it is considered that the lack of car parking is acceptable. Officers acknowledge that should permission be granted then discussions will take place at a corporate level in respect of the potential for designated spaces within the Grafton East Car Park to be allocated specifically to the hotel. It is considered that these details can be secured via Condition 43 which requires a travel plan to be submitted for approval and this will also include details of how guests will be discouraged from travelling to the hotel by car.
- 0.17 Overall, it is considered the proposals are in accordance with Cambridge Local Plan (2018) policy 82.

Residential amenity

- 0.18 Members raised concerns in relation to the potential impact of the scheme on the residential amenity in respect of the potential for overlooking from the hotel and the impact on the outlook of adjacent properties. The nearest residential properties are to the south and west of the site on Staffordshire Street. These are four storey buildings which are set back and down from street level. Currently there is a 33 metre separation between the existing Grafton building and the nearest residential properties on the other side of East Road. In respect of overlooking impacts, it is considered that given that the proposed scheme maintains a 30 metre separation and is stepped back from the road frontage on its upper levels, officers do not consider there to be a negative impact on the residential amenity of adjacent properties in this regard.
- 0.19 In relation to the outlook of adjacent properties, it is acknowledged that the development of this hotel will result in an alteration to the outlook of the nearest residential dwellings from

certain viewpoints, however, the nearest dwellings are orientated to face west and south rather than directly at the proposed building. In terms of outlook the properties that will be most impacted by the development are those within Wheaton House along Staffordshire Street. These properties look northwards towards the application site, however, given that the Grafton Centre is already within their outlook and the separation between the properties and the proposed hotel would remain at approximately 45 metres at the nearest point from these properties. It is considered that this separation is sufficient and ensures that all of these properties retain a good level of outlook.

0.20 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and it is considered that the proposal is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

0.21 **Amended condition wording (No.35)**

No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts, **design of seating/benches** and structures (eg.furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any

trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

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

0.22 **Removal of condition (No. 42)**

Guest shall be permitted to store their bicycle in their hotel room in perpetuity unless alternative details of secure guest cycle parking are submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure adequate secure cycle parking for hotel guests (Cambridge Local Plan 2018 policy 82)

0.23 **Additional condition**

Prior to the opening of the hotel the detailed design of the proposed cycle store shall be submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity. (Cambridge Local Plan 2018 policies 35 and 57).

0.24 **Additional informative**

The applicant shall ensure that the guests are informed via the 'Welcome Pack' that they are permitted to store their bicycle within their hotel room.

Appendix 1: November 2019 Planning Committee Report

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">- The principle of the hotel use is considered acceptable- The design, scale and massing is considered to be acceptable- The Highway Authority has no objection to the development- The proposal will deliver significant public realm and other improvements to East Road
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site lies on the northern side of East Road and forms part of the Grafton shopping centre. The site comprises the existing bus turning head and redundant service yard which served the former BHS unit. The site lies adjacent to the Vue cinema and is the eastern end of the shopping centre. This is a predominantly commercial area and the site lies within a Primary Shopping Area. The site lies within the Grafton Area of Major Change. The Grafton Area SPD identifies a possible future hotel use of the site.
- 1.2 To the south and west of the site is predominantly residential development. The nearest residential properties are four storeys in scale but set back and down from the street. To the east of the site is the Cambridge Working Men's Club and further north east along the road is the Crown Court building.
- 1.3 The site lies outside of the Conservation Area but views of the site are possible from the Mill Road, Riverside and Kite Conservation Area. The site lies in an Air Quality Management Area.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for the redevelopment of existing bus turning head and redundant service area to provide new hotel and ancillary restaurant (Use Class C1), new public realm (urban park) and landscape improvements together with associated highway works to East Road providing new bus stops, pedestrian and cycle routes.
- 2.2 The application has been amended as part of the consultation process in response to comments from the Urban Design, Landscape and Tree Officers. The changes include pushing the team room back into the building, amendments to the treatment of the top floors of the building, retention of all street trees on East Road, provision of secure staff cycle parking for the hotel, provision of folding doors to the hotel restaurant and amendments to the landscaping of the urban park.
- 2.3 The proposed hotel would be 8 storeys with an additional volume to accommodate plant and lift overrun. The top floor would be set back 3m from the East Road and urban park elevations. The building would be finished in brick with the 8th floor and plant enclosure clad in gold coloured standing seam. The ground floor would accommodate a lobby and restaurant. The restaurant is proposed to have folding doors and the ground floor would all be set back under a colonnade. The entrance to the hotel would sit on the corner between East Road and the Urban Park. The upper floors would provide 153 bedrooms of hotel accommodation which can be accessed by lift.
- 2.4 The Urban Park is an area of public realm with seating, a raised lawn, tree planting and water feature. The restaurant on the ground floor can spill out onto this space and the park will lead to a currently underused entrance to the shopping centre.
- 2.5 The application does not propose any dedicated car parking for guests or staff. People will be encouraged to travel to the site using sustainable transport links. Those who come by care can park in the Grafton East Car Park. Any guests who require blue badge parking can avail of spaces here also. 2 secure Sheffield Stands have been provided within the service corridor for staff.

- 2.6 The application also proposes a series of works to improve East Road. The proposed changes to East Road are in line with aspirations of the Grafton Area SPD. The changes include on-road bus stops on both northbound and southbound, a pedestrian crossing, segregated off-road cycle lane on both sides of the road and removal of the central reservation.

3.0 SITE HISTORY

- 3.1 The site has an extensive planning history. The relevant history is set out in the below table.

Reference	Description	Outcome
16/1357/FUL	Planning Application for the Change of Use and Sub-Division of the Existing BHS (First Floor) Unit (Class A1) to Provide Five Restaurant Units (Class A3) with Associated Works.	Permitted
17/0676/FUL	Change of use, extension and associated works to the existing second floor storage area (839 sq.m) located above the former BHS unit to create a new health and fitness gym facility (Use Class D2).	Permitted
18/0918/FUL	Removal of canopy over service yard.	Permitted

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

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

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 5
		10 11 12 14 27
		28 31 32 33 34 35 36 37
		55 56 57 59 60 61 64 70 71
		77
		80 81 82 85

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

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p>
Supplementary Planning Documents	Grafton Area of Major Change - Masterplan and Guidance
<p>Previous Supplementary Planning Documents</p> <p>(These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)</p>	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>

Material Considerations	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Arboricultural Strategy (2004)</p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
	<p><u>Area Guidelines</u></p> <p>Kite Area Conservation Area Appraisal (2014)</p> <p>Mill Road Area Conservation Area Appraisal (2011)</p> <p>Riverside and Stourbridge Common Conservation Area Appraisal (2012)</p>

6.0 CONSULTATIONS

- 6.1 Pre-application consultation was carried out by the developer team and a pre—application briefing was provided on 25 January 2019.

Cambridgeshire County Council (Highways Development Management)

- 6.2 A response will be provided by the Major Developments Team.

Cambridgeshire County Council (Transport Assessment Team)

- 6.3 No objection: The Transport Assessment (TA) included a manual assessment of a Linsig model of the proposal in order to understand the capacity impacts to East road as a result of the additional crossing. The modelling has been considered by the County Council's Modelling and Signal Teams and further evidence was requested. The additional information was provided in a technical note. The modelling confirms the proposal would not result in significant impacts to the transport network. The changes to bus, pedestrian, cycling and public realm have been discussed with the Greater Cambridge Partnership (GCP) who have raised no objection. A Road Safety Audit has been completed and agreed with the TA team and County Council Highways team. This has been confirmed as acceptable by the Safety Audit team. The developer will deliver at their own expense the proposed highways, pedestrian, cycle, bus and public realm works on East Rad to the County Council's satisfaction. the developer's financial contribution shall be set to at least £500,000. It is recognised that in delivering the works the developer will exceed this figure. It is the intention of the Local Authority to take further contributions towards this scheme from other developments in the area, only where there is a reasonable case to do so, in alignment with the Supplementary Planning Document and NPPF. An appropriate legal mechanism shall be established to pay back upfront developer costs over £500k. A travel plan is recommended to be conditioned.

Environmental Health

First comment

- 6.4 Objection: An Air Quality Statement (AQS) should be provided as the site is within an Air Quality Management Area.

Second comment

- 6.5 No objection: The Air Quality Report identifies an increase in concentrations of nitrogen dioxide when the development is operational. This is not considered to be a reason for refusal. However, it may be appropriate for the applicant to agree a contribution towards the provision of one or two EV charging points within the existing Grafton Centre car park to mitigate against increase car trips to the site as a result of the development. The six standard contaminated land conditions are recommended. Conditions are recommended to control construction hours, collections/deliveries during construction, construction noise, vibration and piling, and dust. Conditions are recommended requiring details of plant noise insulation, fume extraction, noise insulation to guest bedrooms, restrictions to deliveries/collections once operational, artificial lighting details and the use of low emission appliances. Informatives are requested relating to plant noise and dust.

Refuse and Recycling

- 6.6 No objection: The information provided is sufficient at this stage. A waste management plan should be condition.

Urban Design and Conservation Team

Conservation Team

- 6.7 There are no material conservation issues.

Urban Design Team – first comment

Objection:

- 6.8 Scale and massing: The Grafton Centre SPD suggests that a building of 5-6 storeys would be appropriate for the site and this assumes a floor to floor distance of 3m for residential uses and 4m for commercial uses. The proposed building is 8 storeys with an additional volume containing a roof plant installation. The hotel uses residential floor to floor distances at first floor and above, however the total height of the hotel is 26.8m, which is still taller than a 6 storey building with a 4m floor to floor distance (24m in total). I consider the height to be acceptable subject to the redesign of the 7th floor pavilion and the additional roof plant enclosure. The hotel building's height and location make it a significant focal point when viewed from Mill Road and Gonville Place. The rooftop pavilion is a particularly

prominent feature of the building and I consider the design quality of this element to cause harm through its visual impact. At Design and Conservation (D&C) Panel (August 2018), the panel noted that the rooftop pavilion needed the most development: *'The design team are encouraged to explore how the building fabric could be made to work harder in terms of thermal performance, while ensuring that the building has an elegant crown.'* Since D&C Panel, the extent of glazing has been reduced and the plant enclosure appears to have increased in volume. This is in part due to the choice of dark grey standing seam cladding and lack of glazing, which gives this volume the appearance of a plant enclosure rather than accommodation. The plant is enclosed in a box on top rather than being integrated into the overall design. The sections also do not show a parapet and I am concerned that guardrails will be needed for maintenance.

- 6.9 Objection – Edges to East Road: Pedestrian movement on East Road appears to be compromised by the layout of the hotel building and highway infrastructure, A plan of the wider area is needed to understand the pedestrian routes in context of the GCP proposal for East Road. The layout and frontage of the hotel building along East Road impedes pedestrian movement where the team room projects forcing pedestrians into the cycleway or across to the floating bus stop. The team room projection also creates a corner under the colonnade which is poorly overlooked. A loading bay interrupts the footpath on the northern side of Crispin Place and may be confusing to pedestrians.
- 6.10 Objection – Elevations: A more detailed section though one of the bays is needed to understand how the fenestration sit in relation to each other. This should include parapet details, windows, canted brickwork, aluminium panels and trim, brick piers, treatment of soffit to the colonnade and integration of signage and lighting. Bins and trolleys will use the colonnade along East Road as a service route and there are concerns that these will knock and damage the brick piers; suggest protective metal angles are integrated into the design.
- 6.11 Objection- Urban Park: The public realm proposals divide the urban park space to create a thoroughfare to the shopping centre rather than a sociable place to sit. The raised grassed feature creates an area between the cinema and urban park

where there is no clear defined use and this space should be enlivened. The planters at the base of the hotel colonnade create a strong visual barrier; there should be a greater level of inter-visibility between the hotel and urban park.

- 6.12 Objection – Legibility of entrances: The entrance to the hotel is visually obscure when approached from East Road from the south. The hotel would benefit from the entrance being moved to an elevation facing the urban park. The entrance to the escalator access to the Grafton Centre is obscured by the colonnade. This should be more clearly marked to aid wayfinding.

Urban Design Team - *Second comment*
No objection

- 6.13 Scale and Massing: Further testing of the rooftop pavilion has been carried out. The dark grey zinc cladding, which was considered too dominant, has been replaced with gold coloured standing seam cladding. This is considered to sit more harmoniously with the proposed brick colour and celebrates the pavilion as a 'crown' like feature. Standing seam is considered appropriate as its proportions relate to the proportion of fenestration treatment to the East Road and Urban Park elevations. Consideration has been given to the screening of roof plant and lift overrun. Folding balustrades will be incorporated, which will only be visible from the street when in use.
- 6.14 Movement: The layout of the building has been revised and the team room pulled back into the building. This allows a clear service route for those transporting goods/refuse from the service entrance to the loading bay. Further information has been provided to show the movement of cycles, pedestrians and motor vehicles in the wider area. In response previous concerns about the design of the junction at Crispin Place and East Road, which forced pedestrians walk across a loading bay, the loading area at the northern side of Crispin Place has been revised to provide a continuous footpath through to Burleigh Place to the North and a crossing point has been incorporated at the junction of Crispin Place and East Road.
- 6.15 Urban Park and legibility: The planters at the base of the colonnade, which were considered to form a visual barrier

between the hotel and urban park, have been reduced. Sliding doors have been incorporated into the south-west access between the restaurant and the urban park. The drawings have been revised to show different surface treatment within the urban park to mark entrances and improve legibility.

- 6.16 Cycle parking: 2 staff cycle stands are shown in a secure location within the service yard.
- 6.17 Conditions are recommended to cover material samples, glass types, a sample panel, rooftop plant and signage.

Senior Sustainability Officer (Design and Construction)

- 6.18 No objection: Conditions are recommended relating to the design and post construction stages of BREEAM and energy strategy implementation.

Planning Policy

- 6.19 No objection: The proposed hotel and ancillary restaurant (C1 Use Class) is supported by both Policy 10 and Policy 77 of the Cambridge Local Plan 2018 as well as the adopted Grafton Area of Major Change SPD. As with other parts of the city centre that have been allowed to adapt (Lion Yard) and potentially Park Street car park, it is important that the Grafton centre is also able to broaden its appeal to include more leisure based uses. The proposal will help the Grafton shopping centre adapt to a changing retail/leisure/economic environment by reducing its reliance on retail. The proposed hotel and ancillary restaurant will increase footfall in the area and thereby help support the area's vitality making it feel safer in the evenings. Most importantly, the proposal's proposed changes to East Road will improve access to the area and help attract long term investment in the Grafton Centre, as outlined in the Grafton Area of Major Change SPD.

Access Officer

- 6.20 Recommend that at least one blue badge parking space is provided and a drop off point. The Standard they quote compliance with has been superseded. Recommendations for internal layouts are recommended to be included as an informative.

Head of Streets and Open Spaces (Tree Team)

First comment

- 6.21 Objection: Disagree with results of the tree survey and the proposed loss of T3 and impact on T2, T4 and T5 if level changes. T3, T4 and T5 are early mature specimens which are retainable for in excess of 100 years. These trees are considered category A2 given their visual importance. Further information about levels is required. The new road layout is difficult to read but there appears to be opportunities for new tree planting on East Road; potentially with tree pits being part of the storm water attenuation system.

Second comment

- 6.22 No objection: There is a discrepancy between the landscape plan and site plan. New tree planting between the Plane trees is not suitable as the Planes will fill the space and suppress growth of other trees. Provided all three Planes and the Tree of Heaven are successfully retained there is no formal tree objection. Request consideration of greening of the pavement between the carriageway and cycleway. Concerns have been raised about the impact of buses on adjacent residents and additional greening could help screen bus stops.

Head of Streets and Open Spaces (Landscape Team)

Objection:

- 6.23 TVIA: The Townscape and Visual Impact Assessment (TVIA) identifies that the building will prove to be a significant focal end stop when viewed from the areas at the top of Mill Road and Gonville Place. Consider that the materiality, particularly of the top floor could be richer. The TVIA shows that the building will not be visible particularly from key vulnerable view points in the surrounding parks and commons and is predominantly viewable only from transport corridors and only just visible over the tops of nearby existing development.
- 6.24 Trees and Highways: The loss of the young Plane tree is unacceptable. Some trees appear to be plotted inaccurately. There is scope to relocate the crossing and retain the tree. More information of the highway works is needed to full assess the proposal. There are concerns that the loading bay which interrupts Crispin Place will create a confusing pedestrian

landscape. The scale of highway islands which separate cycle lanes from East Road seem excessive.

- 6.25 Plaza: The urban park feels disassociated from the hotel. The planting by the colonnade creates too strong a visual barrier. The hotel entrance could be relocated to align with the taxi drop off area. The cinema front is 'dead space' and the area in front of this should be activated. The raised lawn is a poor fit for the space and is likely to be poorly used. Tree planting relates poorly to the scale of the space and there is potential to accommodate larger trees. The water feature is likely to attract children and should be better associated with the hotel.
- 6.26 Cycle parking: Double stacked cycle parking is unacceptable. Covered and secure cycle parking for hotel staff. No more than 25% should be double stacked. Guest cycle parking is proposed to be accommodated in room but there are concerns about the lift size.
- 6.27 Refuse and service: Clarity is needed for service and refuse management arrangement. There is concerns that the movement of bin will damage the glass or colonnades of the hotel building.

Second comment

- 6.28 No objection: The changes to the roof are positive. The retention of the existing Plane tree near the hotel entrance is supported. The plaza space is much improved; entrances are better defined and routes more legible. The location of trees near the hotel should perhaps relate more to movement patterns as this will pull them away from the building giving them more space to grow to a larger size.
- 6.29 The cinema frontage continues to be a non-space and should be activated. The raised lawn still feels like a poor fit for the space and a large tree could be accommodated here. The water feature should be integrated into a public art strategy. Cycle parking for hotel staff is now acceptable. The cycle parking for guests in hotels is not ideal as the lift is small and does not comply with the cycle parking SPD. The applicant has provided evidence of where this arrangement works in other hotels. Refuse and servicing will be managed by the hotel and is expected to occur at times to minimise conflict with the public.

Conditions are recommended requiring further details of hard and soft landscape, landscape maintenance and management and tree pits.

Cambridgeshire County Council (Lead Local Flood Authority)

First comment

- 6.30 Objection: The proposal does not accord with policies 31 and 32 of the Cambridge Local Plan.

Second comment

- 6.31 Objection: Request that permeable pavement is used. A CCTV survey of the existing surface water network is required.

Third comment

- 6.32 No objection: Based on further clarification from WSP the LLFA remove their objection. Further details of surface water drainage can be dealt with by condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

First comment

- 6.33 Objection: The proposals do not comply with policy 32 of the Cambridge Local Plan.

Second comment

- 6.34 No objection: The proposals have demonstrated that a suitable surface and foul water drainage provision for the site can be achieved. Further details are recommended to be provided through conditions relating to surface water drainage details, maintenance of suds and foul drainage.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.35 No objection: Conditions are recommended requiring bird boxes and details of green roofs.

Environment Agency

- 6.36 No objection: The application falls within Flood Risk Standing Advice.

Anglian Water

- 6.37 No objection: Informatives are requested. The surface water/flood risk assessment submitted is acceptable. Conditions are recommended regarding hard standing.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.38 No objection: Pleased to note the security details as part of the Design and Access Statement. No other issues, observations or recommendations.

National Grid

- 6.39 There are low or medium pressure (below 2 bar) gas pipes and associated equipment within the vicinity of the proposal.

Cambridge International Airport

- 6.40 No objection: Subject to the imposition of a condition requiring the submission of a bird hazard management plan and associated informative.

MOD Safeguarding

- 6.41 No objection: There are no Aerodrome Height Safeguarding Concerns. A condition is recommended requiring bird control of any birds occupying the roof who are considered to be a hazard to air traffic. A condition requiring a construction management strategy, in particular in reference to any cranes being used on site, is recommended.

Design and Conservation Panel (Meetings of 13 June & 8 August 2018)

- 6.42 The conclusions of the Panel meetings were as follows:

13 June: This is a great opportunity to enrich and enliven a hostile site, and the Panel are reassured by the design team's commitment to design quality as part of a broader reordering of East Road.

The elevations for the new hotel as currently proposed need further development. The scale of the 8 storey element is of particular concern in close-up and distant views. The Panel would like to see the design proposals taken significantly further as it feels that this has every opportunity to develop into a characterful and enjoyable scheme.

The Panel appreciates being shown this project at an early stage and will look forward to reviewing it again following further work. The Panel also hopes to have the opportunity to review the proposals for the neighbouring buildings as they come forward.

VERDICT – AMBER (unanimous)

8 August: The Panel are encouraged by how many of their comments from last time have been taken on board and responded to. As a result this scheme is greatly improved with appropriate well-proportioned elevations.

VERDICT – GREEN (unanimous) subject to some final design developments, as noted.

The relevant section of the minutes of the panel meetings are attached to this report as Appendix 1 & 2.

Disability Consultative Panel (Meeting of 25 June 2019)

- 6.43 Bus stop relocation. Although the Panel is given to understand that floating bus stops are approved of by the Highways team, there were still concerns regarding whether cyclists would in fact give way to pedestrians attempting to cross to the stop. The impact of floating stops on disabled residents is not yet well known.

Hotel layout. Siting accessible rooms near to the lift core and varying handedness is very useful, as is the generous sizing of the lifts. The Panel were glad to note that most rooms in the hotel are potentially adaptable and suggested that the scheme might consider committing to a larger percentage of accessible rooms, as they are likely to be popular.

Accessible bathrooms. The Panel was pleased to note that bathroom doors are sliding, and that the fixed seating and toilet were of an appropriate height to facilitate transfer from a

wheelchair. The Panel repeated the Access Officer's comment that locating the chair and toilet on the same wall, with enough space between to allow a wheelchair, would likely make transferring simpler. The Panel also noted that most disabled people that they are aware of prefer using a bath over a shower and would agree that a greater number of shower units rather than bath units in accessible rooms would be useful.

Additional Equipment. The Panel would like to see provision for a hoist within the hotel – if not a tracked hoist system, a room fitted to allow adaptation for one would be advisable. In the meantime, the hotel should have a portable hoist available for guest use, and beds that will allow approximately 6cm of clearance beneath them that allow a portable hoist to function. If the scheme does not intend to install 'monkey poles' in its accessible rooms, to allow disabled users to readily move themselves on the bed, the hotel should consider providing a portable version.

Parking and access management. The Panel were pleased to note that there would be a covered route between the car park and the hotel but had concerns regarding how access would be managed outside of regular hours for the Grafton Centre. Several Panel members have previously experienced issues leaving the Centre's cinema in the evening, as lifts have been powered down for security purposes. The Panel would want assurances that guests would not be stranded in the car park without a safe way to reach their room. Some disabled guests would also by necessity be bringing their own equipment and may have difficulty travelling any great distance. The Panel would ask that hotel management consider providing a valet parking service in these circumstances, as all parking is at a distance.

Emergency assistance. The Panel was glad to note that the scheme includes fire-fighting lifts, and a robust scheme for handling distress calls across the building and enabling 2-way communication. The Panel would advise also providing an audio coupler at the communication points.

Ease of booking. The Panel noted that although the hotel itself would be well suited to a variety of accessibility needs, Premier Inn's website currently does not communicate well what is available for disabled customers. It is not currently possible, for example, to specify the handedness of the room, that an adjoining room for a carer will be needed, or to discern whether the hotel has a portable hoist available. Making these facilities clear and bookable via the hotel website would benefit potential disabled customers greatly.

Conclusion: The Panel generally approved of the accessibility plans for the scheme but suggested that providing additional equipment and clearly communicating its availability would be of great help to some customers. The Panel would be interested in viewing the highways plan and the scheme again at a later date.

Developer Contributions Monitoring Unit

6.44 No S106 Financial Contributions are recommended to be sought.

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

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations in objection to the application:

- 34 Emery Street
- Flat 6, Hildestone House, Staffordshire Street x 2
- 30 Lyndewode Road
- 26 Petworth Street
- 9 Shenstone
- Camcycle x 3

7.2 The representations can be summarised as follows:

- Inadequate visualizations have been provided to support the application
- The impact on residential properties to the south of the site is underplayed

- The building will dominate and overlook neighbours to the south
- The scale of the building is out of character with other properties on East Road
- Planting should be provided to soften the development
- The scale will adversely impact on the public realm and longer views from the Conservation Area
- Guests are likely to park on surrounding residential streets given high costs to park in Grafton Centre; greater parking enforcement/residents parking will be required.
- A high fence with vegetation should be provided to protect the adjacent properties on East Road from noise and pollution
- Will generate traffic leading to congestion and air pollution
- The guest cycle parking is no secure and the lifts are small so would be a tight fit for many bikes
- There are 124 existing cycle spaces in this frontage. Only 56 are retained and the remainder are relocated to a car park some distance away which is not intuitive
- Pedestrian visibility splays are needed at the end of the cycleway at Norfolk Street
- There needs to be better visibility where pedestrians emerge from onto cycle lanes
- The bus shelter design needs to allow visibility for pedestrians crossing the cycleway as well as catering for those with disabilities
- Support the zebra crossing but would like to see more along the cycleways
- The proposal makes it difficult for cyclist to make a right turn onto St matthew Street. Recommend that the crossing is upgraded to a toucan crossing and ensure the refuge is wide enough for a bike with a trailer.
- Nelson Close appears unresolved
- The slip road from the car park needs further work to slow cars to make sure they give way to pedestrians and cyclists.
- Cycle parking for guests in hotel rooms is particular to this operator
- Concerned about Norfolk Street junction in particular access to and from Burleigh St.
- Support new Toucan crossing but the design is confusing
- The pedestrian crossing of the cycleway near St Matthew Street needs further work
- Car park ramp is inappropriate for cycle parking
- What is the purpose of the unsecure two-tier stands as these are not appropriate for hotel guests or visitors.

- If applicant is agreeable for a condition requiring cycle parking to be allowed in hotel rooms in perpetuity, then less cycle parking for guests is required.
- Stands relocated to Nelson Street/Wellington Street are unlikely to be used as they are not convenient to the shopping centre.
- No of bedrooms unclear
- Many of the surrounding streets are not covered by residents parking
- Disabled car parking is unclear
- Pedestrian islands could be better designed by removing existing walls

7.4 The retailers of the following stores in the Grafton Centre have made a representation in support of the application:

Amelie	Millie's Cookies
Angle Beauty	Mobile Solutions
Bella Italia	New Look
Boots	Next
Carphone Warehouse	Officer's Club
Chi	Perfume Shop
Claire's	Quiz
Clarkes	River Island
Clintons	TH Baker
Collections	The Entertainer
Costa Coffee	Three
Debenhams	Trade Secret
Decathlon	Trespass
Deichmann	USC
Ernest Jones	Vision Express
Gifted	Vue Cinema
H&M	Yours
Hawkins Bazaar	
Krispy Kreme	
La Piazza	

7.5 Their representation can be summarised as follows:

- The proposal will attract new visitors to the Grafton which will improve the daytime and evening economy, supporting existing retail, restaurant and leisure offer
- Well-designed building and public realm improvements
- Will improve the appearance of one of the entrances to the shopping centre thus improving the perception of the centre

- Substantial highway improvements to East Road which improves access to the centre and the wider city
- Creation of new job opportunities

7.6 Councillor Thornburrow has commented on the application. She notes that further landscape and trees could be provided on East Road to mitigate against the moving of buses closer to residential properties on East Road and quotes the Grafton Area SPD which emphasises the importance of public realm and opportunities for tree planting on East Road.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces and impact on heritage assets
3. Public Art
4. Carbon reduction and sustainable design
5. Water management and flood risk
6. Light pollution, noise, vibration, air quality, odour and dust
7. Inclusive access
8. Residential amenity
9. Refuse arrangements
10. Highway safety
11. Car and cycle parking
12. Third party representations
13. Planning Obligations (s106 Agreement)

Principle of Development

8.2 The Grafton Area Masterplan and SPD identify the site as a location for a hotel. Policy 77 relates to the development of visitor accommodation. This states that proposals for high quality visitor accommodation will be supported in a number of identified locations as well as on large windfall sites within the city centre. New visitor accommodation should be located on

the frontage of a main road or in a mixed-use areas within walking distance of bus route corridors.

- 8.3 The site lies within a primary shopping area in the city centre meaning that policies 10 and 11 are relevant. The proposed hotel use is considered acceptable on all floors within a PSA.
- 8.4 The Planning Policy Officer confirms the scheme's complies with policies 77 and 10 of the Local Plan. He notes the importance of diversification of the Grafton Centre to broaden its appeal to include more leisure-based uses. He stresses the importance of the proposal to help the Grafton adapt to the changing retail/leisure/economic market by reducing its reliance on retail. The hotel will help increase footfall and bring people into the area making the area feel safer in the evenings. He highlights the important role of the proposal in bringing forward changes to East Road which will improve access and help attract long term investment to the area in line with the Grafton Area SPD.

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

- 8.5 The Grafton SPD identifies the site as an opportunity site. The SPD suggests that building heights along this part of East Road should be 5 to 6 storeys. This assumes floor to floor heights of 4m. The SPD allows for taller buildings on East Road subject to more a detailed assessment of views and townscape impact and with any taller elements being of exceptional design with a carefully articulated and varying roof line. The overall height of the building, although greater than that set out in the SPD, being 25m at the 8th floor and 26.9m at the plant enclosure, is supported from a design perspective given the verified views analysis which shows that the building would not be visible particularly from key vulnerable view points in the surrounding parks and commons and is predominantly viewable only from transport corridors and only just visible over the tops of nearby existing development.
- 8.6 The Urban Design Officer expressed concerns about the treatment of the top of the building. This is key as the SPD highlights the importance of the treatment and articulation of roofs in managing scale and creating well-articulated buildings. The original proposal to treat this with dark grey zinc cladding

was considered to appear heavy and was considered to sit on top of the building rather than integrate into the design. The applicant has considered the Urban design Officer's comments and reviewed the treatment of the top floors of the building. An amended proposal for a gold standing seam to the top floors has been proposed. The Urban Design Officer considers this change to overcome her concerns. She notes that the gold top would sit more harmoniously with the proposed brickwork colour and that the standing seam material works well with the fenestration. Details of materials, glazing, roofing and signage zones are recommended to be required by condition.

8.7 Improvement to East Road are one of the key aspirations of the Grafton SPD. The application proposes to provide on street bus stops, create dedicated cycle lanes, provide an additional crossing on East Road and provide an urban park with landscaping, a water feature and areas to sit. Originally the applicant proposed to remove some of the existing trees on East Road to make way for the new crossing. This has been rethought and all of the existing trees on East road, which have the potential to grow further and live for in excess of 100 years, are proposed to be retained. Some new planting is also proposed adjacent to the hotel and along East Road. The Landscape Officer had a number of concerns about the initial design has withdrawn her overall objection to the amendment plans. She notes that the plaza is much improved with greater ability for spill out from the hotel onto the Urban Park. She suggests some minor amendments to the location of the planting beds near the hotel which can be picked up by the hard and soft landscape condition. She remains of the view that the raised lawn has the ability to accommodate a tree. I have asked that the applicant investigates this further and will provide an update on the amendment sheet. Details of further planting could be dealt with by condition. She remains concerned about the space adjacent to the cinema however I am satisfied that any additional works to help activate this space can be covered through the hard and soft landscape condition.

8.8 The Landscape and Urban Design Officer's raised concerns about pedestrian movements along East Road. The scheme as originally proposed was considered to create confusing pedestrian environment. The projecting team room blocked the footway forcing pedestrians into the cycle lane and obscuring the path for servicing. The loading bay on Crispin Place

interrupted the footway creating a confusing transition for pedestrians. The amended plans set the team room back within the footprint of the building. This creates a clear service route. The loading bay on Crispin Place has been amended to provide a continuous footpath from Burleigh place along East Road with a crossing point at the junction at Crispin Place. The entrances to buildings have been shown with different paving treatments to improve wayfinding and legibility.

- 8.9 The SPD emphasizes that new development on East Road needs to take an integrated approach to public realm. The revised plans are considered to provide an attractive Urban Park Space. Details of hard and soft landscape, tree pits and a landscape management plan are recommended to be required by condition.
- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 60.

Public Art

- 8.11 The water feature in the urban park is proposed to be the public art contribution for the project. This is out of step with the approach outlined in the Public Art SPD which requires taking an artist led approach. However the proposed water feature is considered integral to the success of the public realm proposals. In this instance, the provision of the water feature as public art is considered to be acceptable.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010

Ecology and Trees

- 8.13 The Ecology Officer is satisfied with the level of detail provided with the application given its highly urban context. Conditions are recommended requiring details of bird boxes and green roofs. The Tree Officer objected to the loss of existing trees on East Road as these are early mature specimen which have the potential to live in excess of 100 years. The applicant has revised the plans to relocate the Toucan crossing and retain all trees on East Road and the Tree Officer is satisfied that this overcomes her objection. I have recommended a tree protection condition to protect the retained trees during construction.

- 8.14 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 70 and 71.

Carbon reduction and sustainable design

- 8.15 The Principal Sustainability Officer has confirmed the proposal complies with policy 27 subject to conditions which I have recommended.
- 8.16 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 27 and the Sustainable Design and Construction SPD 2007.

Integrated water management and flood risk

- 8.17 Further information was provided during the process of the application in response to comments from the Sustainable Drainage Officer and the Lead Local Flood Authority. Both Officers have now removed their objections subject to a condition requiring further detailed design of the surface water drainage system.
- 8.18 In my opinion the applicants have suitably addressed the issues of water management and flood risk, and the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Light pollution, air quality, noise, vibration, odour and dust

- 8.19 The Environmental Health Officer is satisfied that the proposal would not harm the amenity of surrounding occupiers during construction subject to a number of conditions restricting hours of construction and collection/deliveries to the site, as well as requiring detail of construction noise, vibration and dust. The Environmental Health Officer has suggested that the developer could contribute towards additional EV charging points at the Grafton East Car Park to mitigate against any impacts to air quality resulting from the proposal. I am currently investigating whether this will be possible and will provide an update on the amendment sheet. Conditions are recommended requiring details of plant noise insulation and odour filtration to protect the amenity of nearby occupiers once the hotel is operational.

- 8.20 In my opinion, subject to the conditions I have recommended, the applicants have suitably addressed the issues of light pollution, air quality, noise, vibration, odour and dust, and the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35 and 36.

Inclusive access

- 8.21 I recommend including the Access Officer's comments about the internal arrangements as an informative. It is not possible to condition that the developer provide dedicated blue badge spaces within the Grafton East carpark as this falls outside of the site edged red. The applicant has confirmed that disabled visitors will be able to use Blue Badge Spaces in the Grafton East Car Park where there are 48 disabled bays.
- 8.22 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.23 The nearest residential properties are to the south and west of the site on Staffordshire Street. These are four storey buildings which are set back and down from street level. Due to the orientation of the site, the proposed hotel building will not overshadow these properties. At the nearest point the residential buildings at Hilderston House are 30M from the site. The scale and mass of the building will result in some enclosure of outlook from the nearest residential dwellings. However, these dwellings are orientated to face west and south rather than directly at the building and in my view they would retain a good level of outlook. Councilor Thornburrow has raised concerns that there is not sufficient landscaping proposed to mitigate against the new on-street bus stops which will result in buses being closer to the dwelling on the southern side of East Road. Much of the highway works fall outside of the applicant's ownership. The proposed highway works will fundamentally change the nature of this part of the street from a car traffic dominated environment to a 'high street' environment with reduced vehicular carriageway and widened footways, cycleways and verges.

- 8.24 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Refuse Arrangements

- 8.25 Refuse will be collected from the new proposed service bay on Crispin Place. I have included the Waste Officer's comments as an informative. I recommend that details of servicing and waste management are conditioned.
- 8.26 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.27 The County Council Transport Assessment Team have been in discussion with the applicant about the proposed works since the pre-application stages. The applicant has provided additional information as part of the application in relation to the capacity of the road to accommodate the additional crossing. The information has been reviewed and agreed by the County Council's Modelling and Signal Teams. A Road Safety Audit has also been provided and has been considered acceptable by the Safety Audit team. Greater Cambridge Partnership have been consulted on the proposed works and they have no objection. The detailed design of the East Road works will be worked up further in conjunction with GCP and the County Council Transport and Highways Teams. The works to the highway are proposed to be secured through a S106 agreement. Delegated powers are requested to negotiate the details.
- 8.28 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.29 No dedicated car parking is proposed for visitors or staff of the hotel. Hotel guests will be able to make use of car parking at the Grafton East Car Park which has 876 spaces and is open 24 hours a day, 7 days a week. The hotel is located in a sustainable location and is within the controlled parking zone so I am satisfied that the lack of car parking is acceptable. The

travel plan which is recommended to be conditioned would include details of how guests will be discouraged from travelling to the hotel by car.

- 8.30 The end user is proposed to be Premier Inn. Premier Inn have a policy which allows guests to bring their bicycles into their hotel rooms. I recommend a condition requiring the hotel bedrooms to be used for guest cycle storage in perpetuity. I note that the lift is smaller than the requirement of the cycle parking SPD however the applicant has provided background of identical uses in other built hotels which function adequately. I am recommending a condition to ensure that guests are permitted to park their bicycle in their hotel room in perpetuity unless alternative secure cycle parking for guests is provided.
- 8.31 There are currently 124 cycle parking space on site. Some of these are being re-provided within the site and other are being provided on Wellington Street. 4 stands on Crispin Place are being retained with 6 additional stands provided. 22 Sheffield stands are being provided within the Urban park. 26 cycle parking spaces are being provided in a covered double stacker within the public realm; this is noted as being for guests of the hotel however as it is not secure I do not consider it suitable for dedicated overnight cycle parking for hotel guests but consider it will provide visitor cycle parking for the shopping centre and cinema. 38 Sheffield Stands are proposed to be provided at Wellington Street. Camcycle have raised concerns that this location is remote to the shopping centre however I consider that accommodating a significant number of additional stands in the Urban park will create clutter which will detract from the space. Wellington Street is in relatively close proximity to another entrance to the north of the shopping centre and in my view is considered an acceptable location to re-provide some of the displaced cycle parking spaces. The application displaces 124 cycle parking space but 156 are to be re-provided resulting in an uplift of 32 cycle parking spaces.
- 8.32 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.33 I will address any matters raised by the third party representations which have not been covered in the body of my report in the table below.

Representation	Response
Inadequate visualizations have been provided to support the application	I am satisfied with the CGIs and verified view provided to support the application.
The impact on residential properties to the south of the site is underplayed	I have assessed impact on residential amenity at paragraph 8.23
The building will dominate and overlook neighbours to the south	I have assessed impact on residential amenity at paragraph 8.23
The scale of the building is out of character with other properties on East Road	The scale of the building is considered acceptable. See paragraph ###
Planting should be provided to soften the development	Some planting is proposed in the Urban Park.
The scale will adversely impact on the public realm and longer views from the Conservation Area	The Conservation Officer has confirmed that there are no material conservation issues. The verified views confirm there will be minimal impact on long views from the surrounding conservation areas.
Guests are likely to park on surrounding residential streets given high costs to park in Grafton Centre; greater parking enforcement/residents parking will be required.	The lack of dedicated parking for the hotel is consider acceptable given the sustainable location of the site. Guests will be discouraged from brining cars from site as they will be made aware that there is no car parking available when boking. The travel plan include further details on how car travel to the site will be discouraged.
A high fence with vegetation	This is not considered

should be provided to protect the adjacent properties on East Road from noise and pollution	necessary to mitigate against the development.
Will generate traffic leading to congestion and air pollution	The proposed works to East Road will reduce carriageways and improve pedestrian and cycle infrastructure.
The guest cycle parking is not secure and the lifts are small so would be a tight fit for many bikes	See paragraphs 8.30 and 8.31
There are 124 existing cycle spaces in this frontage. Only 56 are retained and the remainder are relocated to a car park some distance away which is not intuitive	See paragraph 8.31
Pedestrian visibility splays are needed at the end of the cycleway at Norfolk Street	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
There needs to be better visibility where pedestrians emerge from onto cycle lanes	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The bus shelter design needs to allow visibility for pedestrians crossing the cycleway as well as catering for those with disabilities	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Support the zebra crossing but would like to see more along the cycleways	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The proposal makes it difficult for cyclist to make a right turn onto St Matthew Street. Recommend that the crossing is upgraded to a toucan crossing and ensure the refuge	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.

is wide enough for a bike with a trailer.	
Nelson Close appears unresolved	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The slip road from the car park needs further work to slow cars to make sure they give way to pedestrians and cyclists.	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Cycle parking for guests in hotel rooms is particular to this operator	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Concerned about Norfolk Street junction in particular access to and from Burleigh St.	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Support new Toucan crossing but the design is confusing	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The pedestrian crossing of the cycleway near St Matthew Street needs further work	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Car park ramp is inappropriate for cycle parking	The cycle parking is not proposed to be located on a car park ramp but in an area on Wellington Street.
What is the purpose of the unsecure two-tier stands as these are not appropriate for hotel guests or visitors.	These can be used as shopping centre visitor cycle spaces. See paragraph 8.31
If applicant is agreeable for a condition requiring cycle parking to be allowed in hotel	A condition is recommended to require guest's to be permitted to park their cycles

rooms in perpetuity, then less cycle parking for guests is required.	in their hotel room unless an alternative arrangement is agreed. See paragraph 8.30
Stands relocated to Nelson Street/Wellington Street are unlikely to be used as they are not convenient to the shopping centre.	See paragraph 8.31
No of bedrooms unclear	153 bedrooms are proposed
Many of the surrounding streets are not covered by residents parking	See paragraph 8.29
Disabled car parking is unclear	See paragraph 8.21
Pedestrian islands could be better designed by removing existing walls	Noted. This comment will be past to the highway authority

Planning Obligations (s106 Agreement)

8.34 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements.

8.35 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

Transport

- 8.36 The County Council require the developer to provide the highway, pedestrian, cycle, bus and public realm works on east Road, in broad accordance with the agreed plans and to the County Council's satisfaction. The S106 agreement will require that a financial contribution of at least £500,000 is provided. The works proposed will exceed this figure. the appropriate legal mechanism will need to be established to pay back the upfront developer cost.
- 8.37 Subject to the prior completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2018) policies 81 and 85 and the Planning Obligation Strategy 2010. Delegated powers are sought to deal with the details of the S106 agreement.

Planning Obligations Conclusion

- 8.38 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

- 9.1 The proposed new hotel is considered to comply with policy 77. The height of the new building does break the SPD guidance but the townscape and visual analysis provided demonstrate that the increased height does not have any significant adverse impact on the street scene or on long views from the surrounding conservation areas.

10.0 RECOMMENDATION

APPROVE subject to: (i) the prior completion of an Agreement under s106 of the Town and Country Planning Act 1990 with the delegated authority to officers to negotiate secure and complete such an Agreement on the terms outlined in this Report and any others considered appropriate and necessary; and (2) the following conditions:

**Cambridge City Council
Design & Conservation Panel**

Notes of the meeting Wednesday 13th June 2018

Attendees:

Di Haigh	RIBA (Chair)
David Grech	Retired architect, formerly English Heritage
Mark Richards	RIBA
Russell Davies	RTPI
Robert Myers	Landscape Institute
Stacey Weiser	Cambridge PPF
Jon Harris	Architectural historian, draughtsman, co-opted member
Ian Steen	Retired architect, co-opted member

Officers:

Mairead O'Sullivan	City Council
Susan Smith	City Council

Observers

Eileen Paterson	City Council
Cllr Katie Thornburrow	City Council

Apologies – Tony Nix and Zoe Skelding.

1. Presentation – Grafton Centre ‘Premier Inn’ Hotel proposals, East Road Cambridge.

The pre-application proposal to provide a new hotel and enhanced public realm. Throughout the design process, Wrenbridge (representing landowners Legal & General) have been an active participant in the Grafton Centre SPD workshops commissioned by the City Council, and this scheme is being brought forward partly in response to this emerging SPD's aspirations for the area.

Presentation by Ian Wilson and Mike Lampard of Corstorphine & Wright Architects accompanied by John McHale of Wrenbridge, Mark Harris of Barton Willmore and Jeremy Parker of Fira Landscape Architects.

Di Haigh as a former director of architects Allies & Morrison announced that she had considered the potential conflict of interest in relation to this scheme. Although A&M have been working on the SPD, they have no direct involvement in the

design of this project. She felt it was appropriate to acknowledge the association, but felt there was no conflict that would prevent her from chairing the meeting.

The Panel's comments were as follows:

o **Scale and massing.**

In principle, the Panel welcome the development of this site; not least as the enhancement of the public realm would address what is currently a hard, urban, heavily trafficked area generally regarded as unsuccessful. The constraints of the site are understood, and offer the opportunity to redefine the entrance to the Grafton Centre, upgrade East Road and create a better pedestrian environment. As various schemes come forward to redefine East Road, the Panel feel there needs to be a careful management of relative scales between the new and existing buildings, so that these various new elements help to create a coherent edge to the street.

o **Views down East Road to tower element.**

Views of the new building are of key importance both from within and beyond the Conservation Area. Particular concerns were raised regarding the visual impact of the 8 storey tower element that, in the Panel's view, appears overly dominant. Unlike at Parkside Place, this site is not a landmark or corner gateway to East Road, but helps to define the continuum of the street frontage. The Panel's comments on defining scale are reiterated here, as the impact on the streetscene of any future, potentially tall interventions in this area would significantly undermine efforts to humanise East Road.

o **Design of elevations.**

The Panel would like to see opportunities explored for a new and imaginative façade treatment, as befits this building in such a central Cambridge location. As the designers have considerable freedom of expression, it was felt this might be exploited on the south-facing facades to exploit the recesses and projecting elements and produce interesting shadowing.

o **Fenestration.**

While exploring all façade treatment options, the Panel would encourage in particular a more inventive approach to the rhythm of the fenestration. Rather than the very conventional and repetitive windows currently shown, fresh thinking could give them additional animation, which might also help to mitigate the impact of the scale of the building.

o **Treatment at ground floor.**

The Panel applaud the intention to create activity on this south-facing ground floor frontage, but would like to see more successful engagement between the hotel restaurant and public realm. The colonnade – providing it is of a generous height and wide enough – could be a space for relaxation with tables and chairs accessible to passers-by as well as hotel guests. It was also felt that an imaginative food offer, perhaps achieved by letting to an independent restaurant, could be a significant improvement over that of a generic budget hotel food court.

o **Staircore.**

The repositioning of the staircore to the rear would allow the hotel to have access to activity at roof level; possibly in the form of an additional restaurant that could exploit the views of the city from this impressive vantage point. Aspirations for activating the rooftops, along with the integration of roof level plant installations should be thoroughly explored; taking care also to manage views looking down.

o **Renewables.**

The Panel applaud the intention of the scheme to adhere to standard performance parameters, but would stress that this was an opportunity to aspire for more in terms of the environmental performance of the building with the use of SuDs, lighting solutions etc.

o **Public realm.**

The Panel were unclear as to the character of this square with its close proximity to a busy road. This is a south facing space that would have activity throughout the day and into the evenings. Creating clear routes and enjoyable social spaces for seating could all be approached more effectively than is currently demonstrated. Is there potential to exploit the edges of this space for greater public activity? Could the entrance to the Grafton Centre be redefined with better presence at the back of the square? The new bus stops, taxi drop off point and bike parking will also play a part in wayfinding and defining pedestrian circulation routes. The Panel look forward to better resolution of these issues of urban place making.

o **Planting proposals.**

In this area of predominantly hard landscaping, there are plenty of opportunities to introduce more planting within the proposed courtyard. This could also tie in with the SuDs strategy for the site. Additional tree planting could create a pleasant green urban square

and improve the air quality, provide shade for south-facing areas in summer and increase biodiversity.

o **East Road as a boulevard.**

The Panel queried whether there was any scope to extend the proposal for a boulevard of street trees further along East Road as the short length and abrupt termination shown would diminish its positive impact. It was felt that the second line of trees could be more successful along the opposite pavement, where it would be appreciated as a screen for the housing area. Trees on the narrow central traffic island, as proposed, would be more vulnerable to damage from traffic.

Conclusion.

This is a great opportunity to enrich and enliven a hostile site, and the Panel are reassured by the design team's commitment to design quality as part of a broader reordering of East Road.

The elevations for the new hotel as currently proposed need further development. The scale of the 8 storey element is of particular concern in close-up and distant views. The Panel would like to see the design proposals taken significantly further as it feels that this has every opportunity to develop into a characterful and enjoyable scheme.

The Panel appreciates being shown this project at an early stage and will look forward to reviewing it again following further work. The Panel also hopes to have the opportunity to review the proposals for the neighbouring buildings as they come forward.

VERDICT – AMBER (unanimous)

2. Notes of the last meeting – Wednesday 14th March 2018

Notes agreed.

3. Any Other Business

The Chair introduced Cllr Thornburrow as a newly elected Councillor and member of the Planning Committee.

4. Date of next meeting – Wednesday 11th July 2018

Reminder

CABE 'traffic light' definitions:

GREEN: a good scheme, or one that is acceptable subject to minor improvements

AMBER: in need of ***significant*** improvements to make it acceptable, but not a matter of starting from scratch

RED: the scheme is fundamentally flawed and a fresh start is needed.

**Cambridge City Council
Design & Conservation Panel**

Notes of the meeting Wednesday 8th August 2018

Attendees:

Di Haigh	RIBA (Chair)
David Grech	Retired architect, formerly English Heritage
Zoe Skelding	RIBA
Jon Harris	Architectural historian, draughtsman, co-opted member

Officers:

Mairead O'Sullivan	City Council (item 1)
Susan Smith	City Council (item 1)
Sav Patel	City Council (item 2)
Dinah Foley-Norman	City Council (item 2)
Christian Brady	City Council
Eileen Paterson	City Council

Observers:

Cllr John Hipkin	City Council
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Apologies – Stacey Weiser, Russell Davies, Robert Myers and Tony Nix

1. Presentation - Grafton Centre 'Premier Inn' Hotel proposals, East Road Cambridge.

The revised pre-application proposal to provide a hotel and new public realm.

This is in response to the comments received following the last presentation in June (verdict AMBER – unanimous)

Presentation by Ian Wilson and Mike Lampard of Corstorphine & Wright Architects accompanied by John McHale and Jamie Garrett of Wrenbridge, with Ben Bothwick of Barton Willmore and Jeremy Parker of Fira Landscape Architects.

Revisions have included the removal of the tower and the inclusion of a 3m set-back roof element as well as a radical alteration of the interior layout. The restaurant now faces the street, with an extension to the width of the colonnade allowing greater access. The number of rooms remains unchanged.

The Panel's comments were as follows:

o **Scale and massing.**

The Panel were particularly pleased that the previous tower element has now been dropped. The new massing seems to work much better and presents a coherent form to East Road.

o **New elevation to East Road.**

The Panel welcome the clarity and robustness of the revised elevations, and appreciate the deeper recesses to the windows along with the greater depth of the ground floor colonnade.

Concerns were raised about the confused direction of the brick corner pier.

The designers are advised to work on the detailed articulation of the windows for a greater degree of expression. Caution is also advised regarding the aluminium trim along the brickwork, as this detailing would need to be carefully handled to avoid staining.

o **Top floor recessed glass pavilion.**

This is perhaps the element that now needs most thought to improve the design to achieve an exemplary pavilion that achieves a good environmental performance for its occupants. The design team are encouraged to explore how the building fabric could be made to work harder in terms of thermal performance, while ensuring that the building has an elegant crown. Particularly in light of the recent heat wave, the Panel would urge that the roof construction and the amount of glazing and solar shading is given careful consideration. This is obviously the most exposed element of the scheme and yet currently is dependent on air conditioning to make it liveable. The introduction of planted roof terraces might be one option to consider.

o **Materials – choice of brick.**

The Panel note that the choice of brick is yet to be determined, but would urge that this is given careful consideration and could involve a mix of brick types. Ensure that the pattern of the paving aligns properly with the brick piers.

o **Ground floor restaurant.**

The improvements to the restaurant area and the opportunity given for the bar to work more coherently with the outdoor courtyard space are very much welcomed. The designers are reminded that this is an opportunity for a non-standard, higher quality restaurant that with greater synergy with the cinema programme could lift the entire

scheme. The Panel are encouraged by the progress already made on this element.

o **Renewables.**

The Panel note that the scheme's renewables strategy is still at an early stage with clarity expected by outline submission stage in the autumn. The impact on more distant views should be considered when deciding on the form and extent of plant and PV at roof level.

o **Public realm in courtyard.**

The revisions made to more clearly define the nature of this courtyard space are welcomed. Aspects such as the paving patterns and the planting specification are still to be developed. This is seen in the context of the wider challenge to be faced by the City Council to define a more coherent strategy for street trees along East Road.

o **Landscaping and trees.**

The notion of East Road as a 'boulevard' may be beyond the scope of this project. However, it would be interesting to see whether, with the Development Framework used as a starting point, this scheme could become part of a more connected landscaping approach for the whole of East Road. That could also drive the choice of tree species to be planted on the street frontage here. Further consultation should be arranged on this possibility.

o **Signage strategy.**

As the signage was not included in the views provided in the presentation, the Panel expressed some concerns on the outcome of discussions with Premier Inn on this issue, as this would be key to how the building will be seen at night. Whether the lighting scheme would be reliant on the bedrooms or highlight the building framework is yet to be determined. The Panel would hope that a degree of subtlety and control would be applied.

o **Pedestrian access from East Road and taxi drop-off point.**

As a decision is still needed on bus movements, the pattern of pedestrian movements also remains unclear prior to the consultants' findings being published. The Panel note that taxi drop off arrangements will need to be formalised, but that this point will be located on the periphery of this scheme. The connection to the pedestrian crossing of East Road is also a key link.

Conclusion.

The Panel are encouraged by how many of their comments from last time have been taken on board and responded to. As a result this scheme is greatly improved with appropriate well-proportioned elevations.

VERDICT – GREEN (unanimous) subject to some final design developments, as noted.

Reminder

CABE 'traffic light' definitions

GREEN: a good scheme, or one that is acceptable subject to minor improvements

AMBER: in need of *significant* improvements to make it acceptable, but not a matter of starting from scratch

RED: the scheme is fundamentally flawed and a fresh start is needed.

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. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- (a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)

- General environmental setting.

- Site investigation strategy based on the information identified in the desk study.

- (b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the Local Planning Authority:

- (a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

- (b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

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

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the Local Planning Authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

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

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

a) Include details of the volumes and types of material proposed to be imported or reused on site

- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5.

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.

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

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

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

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

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

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

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

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

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

13. Prior to the occupation of the development or the commencement of the use, a noise assessment detailing noise levels emanating from all plant, equipment and vents, relative to background levels, shall be submitted to, and approved in writing by, the Local Planning Authority.

If the assessment demonstrates that noise levels exceed the background level at the boundary of the premises, having regard to adjacent noise sensitive premises, a mitigation scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the Local Planning Authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

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

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

15. Prior to the commencement of above ground works, a noise insulation scheme detailing the acoustic noise insulation performance/specification of the external building envelope to reduce the level of noise experienced in the guest rooms (having regard to the building fabric, glazing, ventilation and internal plant related noise) shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. Thereafter, the approved scheme shall be retained as such.

Reason: To protect the amenity of hotel guests. ((Cambridge Local Plan 2018 - policy 35)

16. Deliveries to or dispatches from the site (including waste collections) shall not be made outside the hours of 07:00 - 23:00hrs on Monday to Friday, 08:00 - 13:00hrs on Saturday or at any time on Sundays or public holidays.

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)

17. Prior to the installation of any artificial lighting an external and internal artificial lighting scheme with detailed impact assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site (external and internal building lighting) and an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken (including horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site shall meet the Obtrusive Light Limitations for Exterior Lighting Installations for the appropriate Environmental Zone in accordance with the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded) and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

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

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

18. Prior to the installation of any gas fired combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NO_x) combustion boilers, i.e., individual gas fired boilers that meet a dry NO_x emission rating of _\$540mg/kWh, to minimise emissions from the development that may impact on air quality, shall be submitted to and approved in writing by the Local Planning Authority.

If the proposals include any gas fired Combined Heat and Power (CHP) System, technical details and information demonstrating that system meets the following emissions standards for various engines types shall be submitted for approval in writing by the Local Planning Authority:

- Spark ignition engine: less than or equal to 150 mg NO_x/Nm³

- Compression ignition engine: less than 400 mg NO_x/Nm³
- Gas turbine: less than 50 mg NO_x/Nm³

The details shall include a manufacturers Nitrogen Oxides (NO_x) emission test certificate or other evidence to demonstrate that every boiler installed meets the emissions standards above.

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

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

19. Prior to the occupation of the development, hereby permitted, or the commencement of the use, a management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include provisions relating to travel advice; check-in time slots in order to stage the impact of the check-in/out process; site security; crime reduction and reporting measures; the management of deliveries; and the external display of contact information for on-site management and emergencies. The scheme shall be managed in accordance with the approved details thereafter.

Reason: In order to ensure the occupation of the site is well managed and does not give rise to significant amenity issues for nearby residents (Cambridge Local Plan 2018 policies 35 and 46).

20. Prior to the occupation of the development, hereby permitted, or the commencement of the use, the arrangements for the disposal of waste detailed on the approved plans shall be provided and information shall be provided on the management arrangements for the receptacles to facilitate their collection from a kerbside collection point. The approved arrangements shall be implemented prior to the occupation of the development or the commencement of the use and retained thereafter.

Reason - To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2018 policies 35, 36 and 57)

21. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:

1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage.
(Cambridge Local Plan 2018 policies 31 and 32)

22. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding (Cambridge Local Plan 2018 policy 32)

23. Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with at least 4 credits for Wat01. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018, policy 28)

24. Prior to the occupation of the building hereby permitted, or within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018, policy 28).

25. The proposed on-site renewable and low carbon technologies set out in the Preliminary Energy Strategy Report (Jenks Associates Limited, March 2019) shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Further information shall also be submitted and agreed in writing by the local planning authority in relation to the technical specification of the proposed gas fired Combined Heat and Power System (CHP), including emissions standards. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO_x/Nm³

Compression ignition engine: less than 400 mgNO_x/Nm³

Gas turbine: less than 50 mgNO_x/Nm³

The renewable and low carbon energy technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, policy 28, and to protect human health in accordance with Cambridge Local Plan policy 36)

26. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by Local Planning Authority. The submitted plan shall include details of:
- monitoring of any standing water within the site temporary or permanent

- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS)' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available at www.aoa.org.uk/policy-campaigns/operations-safety/)
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved before any works commence and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the Redevelopment of parts of the Grafton Centre in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 policy 37)

27. Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).
The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems. (Cambridge Local Plan 2018 policy 37)

28. No development above ground level shall commence until a plan has been submitted to and approved in writing by the Local Planning Authority detailing the proposed specification, number and locations of internal and / or external bird and bat boxes on the new buildings. The bird and bat boxes shall be installed prior to the commencement of the proposed uses and subsequently maintained in accordance with the approved plans.

Reason: to provide ecological enhancements for protected species on the site (Cambridge Local Plan (2018) policy 70).

29. Prior to the commencement of above ground works, detail of biodiverse roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiverse roof(s) shall be;
- biodiversity based with extensive substrate base (depth 80-150mm); and
 - 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, and shall contain no more than a maximum of 25% sedum).

The biodiverse 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.

The biodiverse roof(s) shall be constructed in accordance with the approved details and shall be maintained as such thereafter.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018 policy 70)

30. No development shall take place above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter 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, 57 (for new buildings) and/or 58 (for extensions))

31. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate.
(Cambridge Local Plan 2018 policies 55 and 57)

32. Before starting any brick or stonework, a sample panel of the facing materials to be used, which shall include details of the bonding, coursing and colour and type of jointing, shall be erected on site and agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved panel, which shall be maintained on site throughout the course of development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions))

33. No rooftop plant shall be constructed on the building hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018 policies 55 and 57)

34. Prior to the commencement of above ground works, full details of proposed signage zone shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55, 57 and 64).

35. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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

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

36. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than small privately owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall thereafter be managed in accordance with the approved details.

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

37. No development above ground level shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

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

38. Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

39. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager, the arboricultural consultant and LPA Tree Officer to discuss details of the approved AMS.

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

40. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

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

41. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

42. Guest shall be permitted to store their bicycle in their hotel room in perpetuity unless alternative details of secure guest cycle parking are submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure adequate secure cycle parking for hotel guests (Cambridge Local Plan 2018 policy 82)

43. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

44. No development within Schedule 2 Part 4 Temporary Buildings and Uses, Class A: The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations, being or to be carried out on, in, under or over land or on land adjoining that land shall be carried out without a planning application being submitted to and approved by the Local Planning Authority, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting it, with or without modification),

Reason: To ensure that construction operations and equipment on the application site or on any adjoining land do not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger the movement of aircraft and the safe operation of the aerodrome (Cambridge Local Plan 2018 policy 60 and 81).

INFORMATIVE: Dust Informative

It is required that a dust management plan should reference and have regard to various national and industry best practical technical guidance such as:

- Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
- Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)

- Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).

INFORMATIVE: To satisfy standard condition C62 (Noise Insulation), the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into a noise assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

INFORMATIVE: To meet current British Standard

19.2.1.2 Hotel bedrooms

Accessible bedrooms should always be provided with en-suite accessible sanitary facilities, including a WC, basin and shower (or bath) if en-suite facilities are provided for any other bedrooms. The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms should be:

- o one room or 5%, whichever is the greater, with a wheelchair-accessible en-suite shower room for independent use (see examples in Figure 30 and Figure 52);
- o a further one room or 1%, whichever is the greater, with a tracked hoist system (see examples in Figure 31 and Figure 32), and a connecting door to an adjoining (standard) bedroom for use by an assistant or companion;
- o one room or 5%, whichever is the greater, with an en-suite shower room to meet the requirements of people with ambulant mobility impairments (see Figure 53).

A further number of bedrooms to make up a total provision of 15% of all bedrooms should be large enough for easy adaptation to accessible bedroom standards (with en-suite facilities) if required in future, i.e. incorporate all the correct dimensions and sanitary layouts in Figure 33 and Figure 52, and be structurally capable of having grab rails installed quickly and easily.

I would not recommend providing more than one bathroom, flat floored showers are more useful.

Double doors will need to be powered or be asymmetrical with one leaf being at least 900mm and having an opening force of less than 20N.

The reception and bar need hearing loops and dropped height sections of counter.

Good signage and colour contrast of décor is needed for visually impaired people.

The lifts need to be fire fighting lifts.

The accessible rooms need to be nearer to the lift shafts.

In accessible room with showers the shower seat could rotate 90 degrees and be fitted on same wall as toilet.

The accessible room needs fire warning devices for those with sensory impairments.

INFORMATIVE: Anglia Water

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.

Protection of existing assets - 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.

Building near to a public sewer - 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.

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.

INFORMATIVE: The following are points that should be considered by the waste management plan:

- Distance from kitchen/bar to refuse store is excessive
- Having to pass through linen store to refuse store will lead to contamination of "linen in"
- Suggest access passage behind linen area and cellar direct to kitchen/serving area.
- Refuse store needs to be:
 - Well lit
 - Drainage & tap for wash down
 - Walls & doors covered in protective material to avoid damage from moving bins
 - Doors must be able to be locked open with kick-stops
 - Clearly demarkable areas so staff can easily identify which bins are which
 - Sufficient space for storage of bulky waste (chairs/lamps/mattresses/electronic goods) for which irregular collections may be the norm
 - No slope between refuse store and outside road/or minimum slope with "drop down kerbs" running length of loading bay
 - Key code access to refuse store for waste contractors - keys or radio intercom not accepted
- Loading bay needs to be clearly marked and free of overhead and other obstruction with forwards entry and exit possible

INFORMATIVE: The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport (CIA) Airside Operations staff. In some instances it may be necessary to contact CIA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs

INFORMATIVE: Flood risk standing advice

For your information this application falls within Flood Risk Standing Advice, your council's drainage manager should be consulted. See www.gov.uk/flood-risk-assessment-standing-advice

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

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. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here:

<https://www.gov.uk/government/collections/groundwater-protection>. In addition, they must not be constructed in ground affected by contamination and if the use of deep bore soakaways is proposed, we would wish to be re-consulted. The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G13.

PLANNING COMMITTEE

8th January 2020

Application Number	19/0242/FUL	Agenda Item	
Date Received	25th February 2019	Officer	Lewis Tomlinson
Target Date	27th May 2019		
Ward	West Chesterton		
Site	18 Chesterton Road		
Proposal	Erection of a mixed use scheme comprising 11 flats and 2 retail units following demolition of existing buildings at 18, 18a, 18b and 18c-d Chesterton Road.		
Applicant	c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> ○ The design and scale of the development would not have an adverse impact upon the surrounding area. ○ The proposed development would not have any adverse impact on the residential amenity of adjoining neighbours and would provide acceptable living conditions for the future occupiers. ○ The proposal would provide an acceptable sustainable drainage strategy. ○ The proposal overcomes the previous reasons for refusal on 18/0506/FUL
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site comprises a two-storey building with some single-storey additions. The existing building is rendered white with a slate hipped roof. There are currently three shops along the street frontage and three residential flats, one of which is in the basement and the other two at first-floor level with flat roof terraces.
- 1.2 To the east are nos.20 and 22 Chesterton Road, a two-storey semi-detached pair with a restaurant and clinic at lower level and residential accommodation above. To the south-east of the site are the flats of Riverside Court and to the west is the distinctive Tivoli public house which has been granted planning permission (19/0046/FUL) for a remodel following fire damage. Opposite the site to the north there is a row of commercial uses situated in a hung tile mansard roof building.
- 1.3 The site falls within the Central Conservation Area, Flood Zone 2, Air Quality Management Area and Controlled Parking Zone. The site also lies within the Mitcham's Corner Development Framework SPD (2017) and Mitcham's Corner District Centre. The River Cam to the south is designated as a County Wildlife Site.

2.0 THE PROPOSAL

- 2.1 The proposal is for the demolition of existing buildings at 18, 18a, 18b, and 18c-d Chesterton Road which include three retail units on the ground floor and three residential flats above. The proposal is for the erection of a mixed use scheme comprising:
 - ☐ 11 flats: 3 x 2 beds and 8 x 1 beds
 - ☐ 2 retail units
- 2.2 The proposal would be a car parking free development and provide 21 cycle parking spaces within a cycle store for the development and a further 2 cycle parking spaces for less able users/non-standard cycles. These would be accessed via a side passage. The proposed building would be three storeys plus an attic storey. The ground floor would accommodate two retail units with a floor space of 31m² and 48m². There would be two residential units on the ground floor with private amenity space at the rear. There would be a further 9 flats on the upper floors with balconies/terraces. The front part of the building would

have a pitched roof with dormer windows and a retail frontage. There would be a communal entrance to the residential units on the front elevation. The rear part of the building has a deep footprint and the attic storey has a mansard roof form. Balconies are proposed on the rear elevation and a roof terrace. The materials would be buff brick with zinc cladding

2.3 The application is accompanied by the following supporting information:

- Planning Statement
- Drawings
- Transport Statement
- Acoustic Assessment
- Sunlight and daylight assessment

2.4 Amended plans have been received which have sought to address the recent appeal decision on the site.

2.5 A previous application (18/0506/FUL) for a similar scheme was refused under delegated powers for the following four reasons:

1. The proposal would have an unacceptable impact on the residential amenity of the occupants of No. 1 Riverside Court by virtue of the overbearing and enclosing impact on the ground and first floor kitchen windows on the front elevation. This is as a result of the height, depth and massing of the building and the proximity to the eastern boundary of the site. As such, the proposal fails to comply with Cambridge Local Plan 2014 policies 55, 56 and 57 as modified by the Inspector's report, Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12, and the National Planning Policy Framework 2018.
2. The proposal would provide an unacceptable level of residential amenity for the future occupants by virtue of the poor quality living accommodation and lack of amenity space. The bedroom 2 in Flat 10 is approximately 6.6qm which fails to meet the standards of 7.5sqm, and would have a small recessed window with limited light. Bedroom 1 of Flat 10 and the bedroom 1 of Flat 5 would also have limited outlook due to the narrow windows. Flats 3, 4, 6, 7, 8, and 20 would have no private amenity space, and the balconies for Flats 5 and 9 would be limited in size and fail to provide a

sufficient quality of external amenity space. As such, the proposal fails to comply with Cambridge Local Plan 2014 policies 55, 56 and 57 as modified by the Inspector's report, Cambridge Local Plan (2006) policies 3/7 and 3/12, and the National Planning Policy Framework 2018.

3. The proposal would provide inadequate cycle parking facilities for the future occupants of the residential units and the staff working at the retail units. This is a result of the steep access to the lower ground floor cycle store and the lack of ramps on both sides of the steps, and the lack of space for non-standard bikes. This would provide an inconvenient and poorly accessible cycle parking arrangement for the users. As such, the proposal fails to comply with Cambridge Local Plan 2014 policies 82 and 57 as amended by the Inspectors' report, Cambridge Local Plan 2006 policy 8/6, and the National Planning Policy Framework 2018.
4. The proposed pumping of surface water would be an unsustainable method and the proposal has failed to demonstrate that the proposed pumping system would be the only viable option. The proposal fails to reduce the existing runoff from the site and provide a betterment for surface water drainage. The application has not included a maintenance and management plan of the drainage system for the lifetime of the development, including details of future adoption or a drainage strategy. As such, the proposal fails to demonstrate compliance with Cambridge Local Plan 2014 policy 31 and paragraph 163 of the National Planning Policy Framework 2018.

- 2.6 The application was dismissed at appeal (APP/Q0505/W/18/3218079). The inspector upheld reason 1 (impact upon 1 Riverside Court), reason 2 (level of amenity for future occupants) and reason 4 (sustainable drainage).

3.0 SITE HISTORY

17/0974/FUL - Full Planning Application for the proposed erection of a mixed-use scheme comprising 13 flats and 2 retail units following demolition of existing buildings at 18, 18a, 18b and 18c Chesterton Road, Cambridge (refused)

18/0506/FUL - Full Planning Application for the proposed erection of a mixed-use scheme comprising of 11 flats and 2 retail units following demolition of existing buildings at 18, 18a, 18b, and 18c-d Chesterton Road, Cambridge. (refused, appeal dismissed)

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3, 22, 28, 29, 31, 32, 33, 34, 35, 36, 41, 45, 50, 51, 55, 56, 57, 59, 61, 64, 70, 71, 72, 80, 81, 82, 85

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning	Sustainable Design and Construction (May

Guidance	<p>2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge City Wildlife Sites Register (2005)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>The Cambridge Shopfront Design Guide (1997)</p>
	<p><u>Area Guidelines</u></p>

	Cambridge Historic Core Conservation Area Appraisal (2015)
	Mitcham's Corner Development Framework SPD (2017)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The residents of the new dwellings will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets. Recommends the inclusion of traffic management plan condition.

Conservation Officer

- 6.2 It is considered that there are no material Conservation issues with this proposal.

Local Lead Flood Authority

- 6.3 Originally objected, following the submission of further information, no objection subject to a condition regarding surface water drainage scheme.

Environmental Health

- 6.4 No objection subject to conditions regarding construction hours, collection during construction, construction, demolition noise, vibration and piling, dust condition, contamination, Noise Insulation plant, External/floodlighting details, noise insulation and deliveries to the retail stores.

Sustainability Officer

- 6.5 No objection subject to conditions regarding implementation of energy statement, water efficiency, sustainable construction and green roofs.

S106 Officer

- 6.6 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account. The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

Environment Agency

- 6.7 No objection, recommends a surface water drainage condition.
- 6.8 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations:
- Ashtons Legal acting on behalf of the owners of 1-8 Riverside Court, 24 & 24a-h Chesterton Road
 - Hookham House, Croft Holme Lane
- 7.2 The representations can be summarised as follows:
- The amendments do not address the 'particularly harmful' effect of the scheme upon the kitchen windows of No 1 Riverside Court as the building remains too high and too close to No 1. The 45 degree rule of thumb is not an accurate way of measuring the impact on outlook.
 - Surface water drainage must be dealt with correctly to avoid flooding issues.

- Two bedroom windows on the rear elevation would overlook the garden for No 1 Riverside Court.
- Privacy screens should be erected on the eastern side of balconies, screens should be placed on side of the large feature living room windows to all flats to avoid overlooking of the bathroom, living room and kitchen area of 1 Riverside Court
- The tree at the rear of the site should have a tree preservation order placed upon it to ensure its retention.
- The building should be subservient to the adjacent Tivoli Pub design
- The design of the building is too generic especially in comparison to the Tivoli pub.

7.3 A further neutral representation has also been received from the City Pub Group who own the adjacent Tivoli pub:

- To be clear City Pub Group are not objecting to the proposals but wish to draw your attention to some aspects of the scheme and policy for consideration in your assessment.

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

8.0 ASSESSMENT

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

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

Principle of Development

Loss of retail unit

- 8.1 At present there are three retail units within A1 Use Class on the application site with sizes of 13m², 62m² and 44m² respectively, amounting to a total floor space of 119m². The proposed development would result in the net loss of one retail unit and bring the total floor space down to 79m² between the two units. Thus there would be an overall loss of 40m² of retail floor space.
- 8.2 Policy 72 of the Cambridge Local Plan 2018 states that the loss of centre uses at ground floor level to non-centre uses will not be permitted, unless it is demonstrated that the use is no longer viable, by evidence of active marketing for at least 12 months, showing that the premises are not reasonably capable of being used or redeveloped for a centre use. The proposed ground floor unit would be a non-centre use as listed in the policy. There is no evidence that the units have been marketed, however it is officer's view that the loss of floor space and loss of one unit, and the inclusion of residential use at ground floor level would not harm the vitality and viability of the district centre.
- 8.3 Both the previous applications were not considered to harm the vitality and viability of the district centre. The site would retain two good-sized retail units which would be attractive to future occupants. This would provide an active retail frontage within the district centre. The proposal incorporates a commercial bin store into the ground floor footprint which provides improved servicing arrangements for the units. Policy 72 states that small units should not be joined together to make a larger unit unless it can be shown that this would add to the vitality or viability of the centre. Again, this was accepted in the previous applications. One of the units on site is extremely small at 13m² in size with a relatively niche layout, which makes this unit rather limited in terms of its market appeal to new tenants. The proposed retail units would be 31m² and 48m² which are considered to be of a more marketable size to new tenants, thereby supporting the vitality and viability of the district centre.
- 8.4 Policy 72 identifies residential use as being not suitable at ground level in district centres. However, paragraph 85 of the

NPPF (Feb 2019) states that planning policies should 'recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites'. The residential unit would be at the rear of the site, which has a deep footprint. It would not impact on the frontage other than a communal entrance, which is not uncommon where there are flats above retail units. It is considered that the ground floor residential unit would not harm the viability of the units, subject to the conditions recommended by the Environmental Health team.

- 8.5 Moreover, in addition to this, the inclusion of ground floor cycle parking and bin store for the residential unit – which occupies some of the footprint that could otherwise be incorporated into the retail units - provides a convenient arrangement for the future occupants. This is a material consideration, which in the 'planning balance' contributes to outweighing the loss of retail floor space.
- 8.6 Policy 22 of the Cambridge Local Plan 2018 relating to the Mitcham's Corner Opportunity Area states that 'where redevelopment occurs, opportunities should be taken to provide a mix of uses, including residential uses on upper floors'. The proposal would accord with this and the proposed ground floor unit would also contribute to the mix of units.
- 8.7 For these reasons, it is officer's view that the loss of retail floor space and the inclusion of a ground floor residential unit is acceptable in principle, in accordance with policies 72 and 22 of the Cambridge Local Plan 2018, and also paragraph 85 of the Framework (Feb 2019).

Residential use

- 8.8 The site is already used to accommodate three flats and the proposal would increase the total number of flats up to 11. Policy 3 'Spatial strategy for the location of residential development' of the Cambridge Local Plan 2018 supports the delivery of new homes, including the effective use of previously developed land and creating strong, sustainable, cohesive and inclusive mixed-use communities. As above, policy 22 of the Cambridge Local Plan 2018 supports residential uses on the upper floors within the Mitcham's Corner Opportunity Area, which is consistent with paragraph 85 of the Framework (Feb

2019) in supporting the vitality and viability of centres. Thus the proposal for additional residential units on the site is supported in principle.

Context of site, design and external spaces

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

- 8.9 The site is within the Central Conservation Area and occupies a prominent frontage location on the south side of Chesterton Road, which is also visible from views along the River Cam and Jesus Green to the south. Although within the conservation area, the application site is not specifically referenced in any conservation area appraisals. The site falls just outside the Riverside and Stourbridge Common conservation area appraisal, the Historic Core appraisal and the Castle and Victoria Road area appraisal.
- 8.10 The Jesus Green chapter of the Historic Core appraisal (2015) does reference the westward view from the Victoria Avenue Bridge as being an important view. The Mitcham's Corner Development Framework (2017) also identifies the view of the rear of the site as being a sensitive view from Jesus Green.
- 8.11 It is to be noted that the design of the building is very similar to the previous scheme. The Conservation Team support the proposal in terms of design and impact upon the Conservation area.
- 8.12 Whilst the characteristics, scale and materials of the existing building are in keeping with the context and street scene of the area, there is no objection to the principle of demolishing the building provided that any replacement development preserves or enhances the character and appearance of the conservation area. The existing building is considered to have little value as a heritage asset beyond its appropriate scale and layout.
- 8.13 The existing building has gaps and breathing space either side of it, which allow for glimpsed views from Chesterton Road of mature trees beyond. In addition, the size of the building and recessive roof form creates a building that is part of a fine-grained context that characterises the frontage eastwards of the site.

- 8.14 The adjacent property, the Tivoli Pub was damaged by a fire. The recently approved design of the building would be similar to the previous building. It would retain its unorthodox decorative parapet roof form which would be the most prominent element of the building. This would reflect the art deco period of the former cinema building. Whilst it is not specifically referenced in any conservation area appraisals, the Tivoli is considered to be the focal point of this section of Chesterton Road.
- 8.15 Cambridge Local Plan 2014 policies 57 'Designing new buildings' and 61 'Conservation and enhancement of Cambridge's historic environment' support high quality new buildings which are appropriate to the context. In addition, policy 22 'Mitcham's Corner Opportunity Area' states that 'The character of the area will be enhanced by creating a block structure and developing building forms that moderate the scale and massing of new development and respond to their context and the prevailing character of the area'.

Mitcham's Corner and Chesterton Road area

- 8.16 Policy 22 of the Cambridge Local Plan 2018 states that 'the character of the area will be enhanced by ... developing building forms that moderate the scale and massing of new development and respond to their context and the prevailing character of the area'. It goes on to state 'Mitcham's Corner and Chesterton Road will reinforce the 'high street' feel, using character and distinctiveness to their advantage'.
- 8.17 Further detail is provided in the Mitcham's Corner Development Framework SPD (2017). The SPD identifies the site as forming part of remnant of the historic High Street. Where redevelopment occurs, the opportunity to enhance the built form of the high street should be taken through the retention of the historic street frontage and/or the retention of its character. This means sensitive development that retains the existing built form characteristics such as scale, grain and rhythm of the frontage.
- 8.18 The front element of the building would appear as a two storey building with attic storey. The eaves line would reflect more the proportions of the existing dwelling on the site and the traditional terrace to the east, and would lower the apparent height of the building so that it would appear as subservient to the Tivoli. The arrangement of first floor windows and the 'step

in' of the dormers from the parapet wall would reflect more the finer grain and rhythm of the street scene.

- 8.19 The front element of the building would be parallel to the road and positioned at the back of the footpath. This continues the existing pattern of development with the retail frontages on the ground floor would contribute to activating the street scene. The result of this has also been to widen the gap between the proposed building and No. 20 Chesterton Road, albeit the single storey bin store would be attached to the side elevation. This retains some of the glimpsed views between the buildings that exist currently.
- 8.20 In terms of the materials, buff bricks and zinc cladding are proposed. This palette is supported by the Urban Design and Conservation team and reflects materials that have been used elsewhere within the vicinity, including the Student Castle Scheme. These materials are considered to be appropriate to the character of the conservation area and reflect a new vernacular for similar schemes that is emerging within the city. The proposal includes no soft landscaping at the front of the site, which is similar to the existing situation. The materials and landscaping are considered to be acceptable.

Views from Jesus Green and the River Cam

- 8.21 The view of the rear of the site from Jesus Green is seen as being a sensitive view. The existing two-storey building is set well back from the River Cam frontage and development close to the river is typically domestic in scale and modest in appearance, such as Riverside Court. The application proposes the retention of a mature tree at the rear of the site, which would partially screen the building and visually soften the impact of the proposal in views from Jesus Green, as well as replacement planting. The proposed design including the setting back of the mansard roof and the proposed materials help to minimize the impact of the rear elevation.
- 8.22 For these reasons, the proposal would be appropriate to the Mitcham's Corner and Chesterton Road area context and would not harm views from Jesus Green and the River Cam. As such, the proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 59, 57, 61 and 22 and the Mitcham's Corner Development Framework SPD (2017).

Residential Amenity

Impact on amenity of neighbouring occupiers

1 Riverside Court

- 8.23 The 1st reason for refusal on the previous application was the impact upon the adjacent property 1 Riverside Court. This reason for refusal was upheld by the Inspector at appeal. 1 Riverside Court is a two storey dwelling located to the east of the site. It has a ground floor and first floor window which both serve kitchens/dining areas. The existing view from these windows takes in a parking courtyard, the rear of 20 Chesterton Road and the side and rear of the existing building at 18 Chesterton Road.
- 8.24 The applicant has used the 45 degree rule of thumb method from these windows in an attempt to address the 1st reason of refusal. The neighbouring properties have raised concerns that this is not an accurate way to assess the impact of outlook. Officers acknowledge this point. However, the 45 degree rule of thumb can be used as an indicator for identifying the most sensitive parts of a view from a window.
- 8.25 The Inspector states in paragraph 6 of the appeal decision that: *the side elevation of the proposed building would be significantly deeper and taller than the existing building. It would, therefore, close off the current gap to the rear of the existing building, notwithstanding that the new building would be set back from the boundary. This gap, and the sky view it affords is closer to the affected windows than the gap to the side of No 20. As such, it makes a considerably greater contribution to the outlook from the affected windows. Its loss, and replacement at close range with the three storey side elevation of the appeal building, would have a significantly enclosing effect on the outlook from both kitchen windows. The impact from the ground floor window would be particularly harmful.*
- 8.26 The proposed scheme still projects to the rear past the existing building footprint. The applicant has amended various features of the scheme. The third floor of the proposal has been pulled further to west. Removing the third floor of the element from the eastern section of the development completely. The proposed

2nd floor element directly to the rear of the existing building has been pulled in further to the west and off the boundary. This would provide terrace areas. The setting in of this section of the development would provide an area of relief. The cumulative effect of the removal of the eastern 3rd floor element, and the pulling in of this 2nd floor element would provide a gap, and while the gap would be limited, it would provide a sky view. While the proposed development would still cause a degree of harm, it is considered harm is not significant.

8.27 The Inspector states in paragraph 7 of the appeal decision: *In reaching this conclusion I have also had regard to the 'Neighbouring Outlook Study' submitted by the appellant. Whilst the views it depicts correspond reasonably well with what I saw on the site visit, inevitably, the static 'head on' and 'oblique' viewpoints used do not adequately convey the actual experience of looking out of the windows. The extent of the proposed building's enclosing effect shown in the oblique view is a truer reflection of the actual overall impact.*

8.28 It is to be noted that the case officer has visited 1 Riverside Court and has experienced looking out of the ground floor and first floor windows. This site visit has informed the above opinion that the proposed scheme has reduced the impact upon No.1, and therefore has gone far enough to address the 1st reason for refusal.

8.29 In terms of overlooking, the windows in the side elevation are limited to narrow slot windows, some of which are inset or obscured. There would be no significant overlooking from these windows towards the kitchen windows of No. 1. There would be some views from the larger first floor kitchen window of Flat 5 and the bedroom window of Flat 9 towards the kitchen windows. However, these would be at least 8m from window to window, and would be oblique and elevated views. It is considered that these views from these windows would not result in a significant loss of privacy for the occupants of No. 1 Riverside Court.

8.30 No. 1 has a side garden which occupies the land between the southern boundary of the application site and the river. This has been assessed in terms of the overbearing impact and overlooking from the windows and balconies on the rear elevation. It is worth noting that the impact on the amenity space was not a reason for refusal on the previous application.

Under the current proposal, there would be fewer balconies on the rear elevation and these would be further from the boundary than the previous scheme. The balconies would have 1m high screens. Although there would be views over these screens, the views from the balconies and the roof terrace would be towards the southernmost part of the garden only and not the whole garden. While there are currently no significant views from the existing flats on the application site towards the side garden, the garden is heavily overlooked by users of the footpath on the southern side of the river and those on the river itself. Thus there is already a lack of privacy, it is acknowledged that the views from the river are different in nature than those from balconies, being more transitory. Notwithstanding that, the proposal is not considered to significantly overlook this garden area.

- 8.31 In terms of loss of light, the proposed works would be situated to the north-west of the neighbour at no.1 Riverside Court. The applicant has submitted a shadow study which shows there would be no harmful loss of light experienced at this neighbouring property both in terms of the impact on windows and overshadowing of amenity space.

No. 20 Chesterton Road

- 8.32 No.20 Chesterton Road is a three storey semi-detached residential unit to the east of the site. The upper ground floor has large windows on the rear and side elevation serving the primary living space including the kitchen and living room. There are also bedroom windows on the first and second floor rear elevation. The previous application was considered to be acceptable in terms of impact upon No.20. Given the siting and distance of No.20 from No.18, the proposal would not have a significant overbearing or enclosing impact on the rear windows. In terms of overlooking, there would be no direct views towards the window on the side elevation subject to securing the obscure and fixed glazing of the two windows annotated on the proposed side elevation through a condition. There would be oblique views from the unobscured windows towards the side and rear windows of No. 18 which would not result in a significant loss of privacy due to the angle and the separation distance.

Wider area

8.33 The Environmental Health Team has recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. This advice is accepted and the conditions are recommended accordingly. The impact of additional demand for car parking spaces on residential amenity is assessed in the 'car parking' section below.

8.34 For the above reasons, it is considered that the proposal overcomes the 1st reason for refusal on the previous scheme (18/0506/FUL) and the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan 2018 policies 57 and 35.

Amenity for future occupiers of the site

8.35 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units comply and exceed the standards. The 2nd reason for refusal on the previous application (18/0506/FUL) was due to the scheme failing to provide an acceptable level of amenity for future occupiers due to bedroom sizes, limited outlooks and the lack of private amenity space/quality of private amenity space. The proposed bedroom and flat sizes in the current scheme all accord with the space standards. All units now have an acceptable level of outlook. In this regard, the units would provide a high quality internal living environment for the future occupants. The floor space of the proposed units is presented in the table below against the requirements of policy 50.

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit (m ²)	Difference in size
1	1	2	1	50	52.7	+2.7
2	2	4	1	70	77	+7
3	1	1	1	37	41.8	+4.8
4	1	2	1	50	52.7	+2.7
5	2	4	1	70	74.1	+4.1
6	1	1	1	37	45.9	+8.9
7	1	1	1	37	39	+2
8	1	2	1	50	52.7	+2.7

9	2	3	1	61	73.8	+12.8
10	1	1	1	37	40.7	+3.7
11	1	2	1	50	50.1	+0.1

- 8.36 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. As stated above, the 2nd reason for refusal on the previous application (18/0506/FUL) was due to the scheme failing to provide private amenity space for all units and failing to provide an acceptable level of quality of private amenity space. The scheme includes direct access to private amenity areas for all units. Units 3 and 7 have smaller balconies which would look onto the side elevation of the adjacent Tivoli Pub building. However, these units would also have winter gardens looking onto Chesterton Road. These have to be winter gardens due to potential noise impact from Chesterton Road. Units 3 and 7 are also 1 bed units. It is considered that this would provide an acceptable level of amenity space for these units. In regard to the rest of the units, it is considered that the balconies and terraces for each of the units would provide an acceptable level of external amenity area. Therefore, the proposed development would overcome the 2nd reason for refusal on the previous application (18/0506/FUL) as it would be in compliance with Cambridge Local Plan 2018 policies 50 and 57. A condition is recommended to erect privacy screens on the western (side) and eastern (side) elevations of the balconies for units 5 & 9 and the southern (Side) elevation of the balcony of unit 11 to ensure no overlooking.

Accessible homes

- 8.37 The residential element of the development has been assessed for compliance with the requirements of Part M4 (2) of the Building Regulations and Policy 51. A condition is recommended to secure this requirement.

Refuse Arrangements

- 8.38 The bins would be located in an integrated store within the building that would be accessed from the front of the site. The proposal is therefore compliant with policy 57 of the Cambridge Local Plan (2018).

Highway Safety

- 8.39 The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety. The proposal would therefore be compliant with policies 81 and 82 of the Cambridge Local Plan (2018).

Car and Cycle Parking

Car Parking

- 8.40 The proposal would provide no car parking on site. The site and the streets in the immediate vicinity of the site predominantly fall within the controlled parking zone. The residents of the new dwellings will not qualify for Residents' Permits within the existing Residents' Parking Schemes operating on surrounding streets. The site is located in very close proximity to the City Centre on Chesterton Road. Appendix L of the Cambridge Local Plan 2018 states developments should provide at least one accessible on- or off-street car parking bay designated for Blue Badge holders, even if no general parking is provided. The proposal includes no parking provision for disabled people for the residential or retail units. While this is contrary to the policy, in these particular circumstances, this is similar to the existing situation where the units are serviced by the ample controlled parking along Chesterton Road which would be available for Blue Badge holders, including immediately outside the site.
- 8.41 Therefore, it is officer's view that the proposal would not increase parking pressures on nearby streets to an unacceptable degree and would not therefore be detrimental to the amenity of nearby residents. The proposal would be in accordance with Cambridge Local Plan 2018 policy 82.

Cycle Parking

- 8.42 The 3rd reason of refusal on the previous application (18/0506/FUL) was due to an inadequate provision of cycle parking. This reason for refusal was not upheld by the Inspector at appeal. The proposal provides 21 cycle spaces in an integrated cycle store. This is accessed from Chesterton Road using a 1 in 4 ramp either side a set of stairs. A further 2 cycle spaces are located nearer the entrance to Chesterton Road for

non-standard cycles and less able people. It is considered the level of cycle parking provision is policy compliant with appendix L of the Cambridge Local Plan 2018 and the cycle parking arrangements are convenient in accordance with policy 82 of the Cambridge Local Plan 2018.

Integrated water management and flood risk

- 8.43 Following the submission of additional supporting drainage information, the Lead Local Flood Authority has advised that a surface water drainage strategy can be secured by condition in this case. This condition is therefore recommended. This overcomes the 4th reason for refusal on the previous application (18/0506/FUL). In line with Policy 31, a condition regarding the provision of green or brown roofs on the flat roofs within the development has been recommended. Subject to these conditions, the proposal is compliant with the paragraph 163 of the National Planning Policy Framework (2018) and policy 31 of the Cambridge Local Plan (2018).

Trees

- 8.44 No comments have been received from the Tree Officer on this application. There are five trees at the rear of the application site, which are protected by virtue of the conservation area. The three largest trees are readily visible from views along Jesus Green to the south and are also visible from Chesterton Road through the upper-level gaps between no.18 and its two neighbouring buildings. Trees play an important role in lining the north bank of this section of the River Cam and have considerable public amenity value in terms of their contribution to the character and appearance of the area.
- 8.45 The impact of the loss of the trees on the character of the area and the inadequacies of replacement planting was a reason for refusal on an earlier application, which was not supported by the Tree Officer or the Landscape Officer. The current application proposes to retain the largest tree at the rear of the site with some lower quality trees proposed to be removed as per the previous application. This proposed tree removal/retention was supported on the previous application. The Tree Protection Plan shows that the proposed building would be outside the root protection area of the retained tree.

- 8.46 As per the previous application, conditions are recommended to secure an arboricultural method statement and tree protection plan. Suitable replacement planting could be provided by way of the landscaping condition. Subject to the above conditions, the proposal complies with Cambridge Local Plan 2018 policies 71 and 61.

Archaeology

- 8.47 No comments have been received from the Historic Environment Team. However, previously a archaeology condition has been recommended. This condition is therefore recommended.

Affordable Housing

- 8.48 The proposed development is for a scheme of 11 units. As there is currently 3 dwellings on the site, the proposal would result in a net increase of 8 dwellings. Policy 45 of the Cambridge Local Plan (2018) states that affordable housing provision should be calculated on the basis that the thresholds are to be considered against the net increase in the number of units on the site. As the proposed net increase of units on the site would be below the threshold, there is no policy basis to require affordable housing provision as part of this application.

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

Third Party Representations

- 8.49 The third party representations have been dealt with in the preceding paragraphs.

9.0 CONCLUSION

- 9.1 The proposal overcomes the previous reasons for refusal on 18/0506/FUL that were subsequently upheld at appeal and would provide a high quality development that respects the character of the area, would not have an adverse impact upon the occupiers of neighbouring properties and would provide an acceptable level of amenity for future occupiers.

10.0 RECOMMENDATION

APPROVE subject to conditions

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

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

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

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

3. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the Local Planning Authority:

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)

- General environmental setting.

- Site investigation strategy based on the information identified in the desk study.

(b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the Local Planning Authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

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

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the Local Planning Authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

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

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5.

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.

9. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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

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

10. No development shall take place above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter 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, 57 (for new buildings) and/or 58 (for extensions))

11. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59)

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

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

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

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

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

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

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

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

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

16. Prior to the occupation of the development or the commencement of the use, a noise assessment detailing noise levels emanating from all plant, equipment and vents, relative to background levels, shall be submitted to, and approved in writing by, the Local Planning Authority.

If the assessment demonstrates that noise levels exceed the background level at the boundary of the premises, having regard to adjacent noise sensitive premises, a mitigation scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the Local Planning Authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

17. No external lighting shall be installed other than in accordance with a detailed lighting scheme that has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall specify the method of lighting (including details of the type of lights, orientation/angle of the luminaries, the headgear cowling, the spacing and height of lighting columns), the extent/levels of illumination over the site and on adjacent land and measures to be taken to contain light within the curtilage of the site. The scheme shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of residential and visual amenity (Cambridge Local Plan 2018 policies 34 and 55)

18. No deliveries shall be received at, or despatched from the ground floor retail units outside of the following times:
Weekdays and Saturdays: 07.00hrs-21.00hrs
Sundays and Public Holidays: 09:00hrs-19:00hrs.

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

19. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to internal design, the building fabric, glazing, provision of alternative background and purge ventilation) to reduce the level of noise experienced at the residential units internally and externally as a result of the proximity of the habitable rooms and balconies to the high ambient noise levels from traffic Chesterton Road shall be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal and external noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area. (Cambridge Local Plan 2018 policy 35)

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

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

21. Prior to the occupation of the commercial uses hereby permitted, a water efficiency specification, based on the BREEAM Wat01 Water Calculator Methodology, shall be submitted to the local planning authority. This shall demonstrate the achievement of 2 credits for water efficiency (Wat01) and that the development will 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)

22. The approved approach to meeting the predicted 12.57% reduction in carbon emissions, as set out in the letter from Green Heat dated 18 January 2019) and proposed renewable energy technologies as shown on drawing number PL10 shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28).

23. The proposed retail units shall be constructed in accordance with the strategy for enhancing the environmental performance of the non-residential aspects of the scheme, as set out in the BREEAM Pre-Assessment Criteria Summary Report prepared by Green Heat Ltd (4 February 2019). Any change to the performance standards set out in this report shall be in accordance with a revised scheme submitted to and approved in writing by the local planning authority.

Reason: Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

24. No development above ground level, other than demolition, shall commence until full details of green roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. Details of the green roof(s) shall include plan and sections showing the make-up of the sub-base to be used and include the following:
- a) Roofs can be biodiverse based with extensive substrate base 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,
 - c) The 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) The green roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter,
 - e) 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,
 - f) A management/maintenance plan approved in writing by the Local Planning Authority,
 - g) Evidence of installation shall be required in photographic form prior to handover.

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).

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

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

26. No above ground works, apart from demolition, shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall be based upon the principles within the agreed Flood Risk Assessment & Drainage Strategy prepared by Andrew Firebrace Partnership Limited (ref: SN/18/0363) dated 12th February 2019 and shall also include:
- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
 - b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
 - c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
 - d) Full details of the proposed attenuation and flow control measures;
 - e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
 - f) Full details of the maintenance/adoption of the surface water drainage system;
 - g) 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 appropriate surface water drainage. (Cambridge Local Plan 2018 Policy 31).

27. 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 building. The submitted details should identify

runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

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

28. Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

29. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

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

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

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

31. Prior to the commencement of the development hereby approved, with the exception of below ground works and demolition, full details of the 1.7m solid privacy screens to be erected on the balconies on the western (side) and eastern (side) elevations of units 5 and 9 and the southern (side) of unit 11 shall be submitted to and approved in writing by the local planning authority. The screens shall be erected prior to occupation of units 5, 9 and 11 in accordance with the approved details and shall thereafter be retained and maintained.

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

32. Prior to the occupation of units 6 and 10, the following windows shall be fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 in obscurity) and shall be non-opening unless the part of the window, door or opening is more than 1.7m above the finished floor level of the room in which it is installed. For the avoidance of doubt, these windows are:
- The first floor window serving the living room on the east facing elevation of unit 6
 - The first floor window serving a living room on the east facing elevation of unit 10
- The development shall be retained as such thereafter.

Reason: In the interests of residential amenity and for the amenity of future occupiers (Cambridge Local Plan 2018 policies 55 and 57)

33. No demolition/development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation (WSI) which has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:
- a) the statement of significance and research objectives;
 - b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
 - c) The programme for the analysis, publication & dissemination, and deposition of resulting material. Part (c) of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI. Developers will wish to ensure that in drawing up their development programme, the timetable for the investigation is included within the details of the agreed scheme.

Reason: To ensure that the significance of historic environment assets is conserved in line with NPPF section 12 and Policy 61 of the Cambridge Local Plan 2018

PLANNING COMMITTEE

8th January 2020

Application Number	19/1047/S73	Agenda Item	
Date Received	29th July 2019	Officer	Lewis Tomlinson
Target Date	28th October 2019		
Ward	Arbury		
Site	157 Histon Road		
Proposal	S73 application to vary condition 14 of planning permission C/95/0110 (as amended 14/0505/S73) to allow delivery hours to between 07:00hrs and 22:00hrs Monday to Saturday and 09:00hrs and 19:00hrs on Sundays and Bank Holidays (Amended description).		
Applicant	ALDI Stores Ltd. c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> ○ The proposed amended hours would not result in a significant increase in noise and disturbance upon the residential amenity of neighbouring properties
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is located within a District Centre, as identified in the Cambridge Local Plan 2018 and occupied by retailer 'Aldi'. Between the site and Histon Road to the east is a petrol filling station. Immediately adjacent to the north is another supermarket currently occupied by retailer 'Iceland'. There is an existing access to the south of the site from Histon Road which leads to the customer parking area and the service depot to the rear of the store (west). Further customer car parking is located to the front of the store, immediately behind the petrol station.

- 1.2 To the north of the site there are 2-storey semi-detached properties with their gardens facing due south (Windsor Road). To the west are a small group of large detached 2-storey dwellings, with relatively small gardens arranged in an informal manner (Nursery Walk). No. 8 Nursery Walk is closest to the boundary with the Aldi store. To the south is a three storey block of student accommodation at Masters House.
- 1.3 The site is located within a Tree Preservation Order Area.

2.0 THE PROPOSAL

- 2.1 Planning application reference C/95/0110 (also known as C/0110/95) was granted permission on 26 April 1995 for the erection of an A1 retail building and associated car parking and landscaping to be occupied by operator 'Aldi'.
- 2.2 Condition 14 of this approval reads;

Deliveries to the development hereby approved shall only take place between 0730 hours and 2100 hours Monday to Saturday and deliveries by articulated vehicles shall be restricted to a maximum of two for each retail unit per day.

Reason: To protect the amenities of adjoining properties.

- 2.3 This condition was varied under subsequent application 11/0384/S73. Permission was granted to also allow deliveries to also take place between 0900 hours and 1700hours on Sundays and Bank Holidays.
- 2.4 Application 12/0996/S73 sought to vary condition 14 of planning permission reference C/95/0110 to permit deliveries between 06:30 and 23:00 hours Monday - Saturday, and 08:30 - 18:30 hours Sundays and bank holidays. This was refused on 1st November 2012.
- 2.5 In 2013 permission was sought to allow extended delivery hours to between 7.00 and 22.00 Monday to Saturday (13/0209/S73). Permission was granted at Planning Committee on 5 June 2013 to vary the delivery times for a temporary period of one year.
- 2.6 A subsequent application (14/0505/S73) proposed amending condition 14 to extend the delivery hours to between 7.00 and

21.00 Monday to Saturday and 9:00 and 17:00 on Sundays and Bank Holidays. This was approved at Planning Committee.

- 2.7 A further application (16/2236/S73) proposed to amend condition 14 of permission C/95/0110 to read: Deliveries to the existing retail unit at unit 1, 157 Histon Road, Cambridge shall only take place between the hours of 0600 and 2300 hours Monday to Saturday and 0800 hours and 2200 hours Sundays and Bank Holidays. This was refused under delegated powers on the 27th April 2017 for the following reason:

1. The application to vary condition 14 of planning permission C/95/0110 would harm the amenity of nearby residents in terms of noise pollution. The Noise Report and Technical Note accompanying the application demonstrates that the proposed delivery hours would be harmful to residential amenity particularly properties on Nursery Walk and at Masters House. The noise report does not justify that the proposed extended hours would be acceptable, as it fails to adequately assess the impact of noise on nearby residential properties to allow an alternative set of delivery times to be reasonably considered by the Council, in consultation with nearby residents. Given the location of the delivery bay adjacent to residential properties, the application has not adequately responded to its immediate context because it has failed to demonstrate that it would not lead to a significant adverse impact on the amenity of nearby residents or that mitigation measures available through the imposition of conditions could satisfactorily mitigate the potential harmful impact. The proposal is therefore contrary to policies 3/4 and 4/13 of the Cambridge Local Plan (2006) and the National Planning Policy Framework 2012.

- 2.8 The current application sought to amend condition 14 of permission C/95/0110 (as amended 14/0505/S73) to allow delivery hours to between 07:00hrs and 22:00hrs Monday to Saturday and 09:00hrs and 21:00hrs on Sundays and Bank Holidays. Following consultation with the Environmental Health

Team, the application description was amended to the following:

S73 application to vary condition 14 of planning permission C/95/0110 (as amended 14/0505/S73) to allow delivery hours to between 07:00hrs and 22:00hrs Monday to Saturday and 09:00hrs and 19:00hrs on Sundays and Bank Holidays.

- 2.9 The amended description therefore means the application seeks to increase the delivery times by 1 hour in the Monday to Saturday and by 2 hours in the evenings on Sunday and Bank Holidays.
- 2.10 The reasons given for the proposed revision to the delivery hours is that Aldi has experienced significant growth in recent years and it will allow Aldi the flexibility to adapt to their future retail demands. The store has also recently undergone an extensive refurbishment.
- 2.11 The application is accompanied by the following supporting information:
- Environmental Noise Report (ENR), prepared by Sharps Redmore and dated 23rd July 2019 (ref 1616464)
 - Aldi Management Delivery Plan

3.0 SITE HISTORY

Reference	Description	Outcome
11/0384/S73	S73 application to vary condition 14 of planning permission reference C/95/0110 to permit deliveries between 09:00 and 17:00 hours on Sundays and Bank Holidays.	Approved with condition
12/0996/S73	S73 application to vary condition 14 of planning permission reference C/95/0110 to permit deliveries between 06:30 and 23:00 hours Monday - Saturday, and 08:30 - 18:30 hours Sundays and bank holidays).	Refused
13/0209/S73	A S73 application to vary condition 14 of permission	Approved 11 th June

	C/95/0110 to allow extended delivery hours to between 7:00am and 10:00pm Monday to Saturday. (This granted temporary consent for 1 year)	2013 with conditions
14/0505/S73	S73 application to vary condition 14 of planning permission C/95/0110 to allow delivery hours to between 07:00hrs and 21:00hrs Monday to Saturday and 09:00hrs and 17:00hrs on Sundays and Bank Holidays (Amended description).	Approved 6 th August 2014 with condition
15/0914/FUL	Extension to foodstore	Approved 25 th August 2015 with conditions
16/2236/S73	Deliveries to the existing retail unit at unit 1, 157 Histon Road, Cambridge shall only take place between the hours of 0600 and 2300 hours Monday to Saturday and 0800 hours and 2200 hours Sundays and Bank Holidays.	Refused 27 th April 2017

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

5.1 Central Government Advice

National Planning Policy Framework 2019
Planning Practice Guidance 2014
Circular 11/95 – The Use of Conditions in Planning Permissions
(Annex A)

5.2 Cambridge Local Plan 2018

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 35, 55

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 No significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

Environmental Health Team

- 6.2 When considering the numerical assessment (the rating level) alongside the context (the existing noise environment when the store is closed), we are unable to recommend approval of the current proposals and consider that they are contrary to Policy 35 (Protection of human health and quality of life from noise and vibration) of the Cambridge Local Plan 2018.
- 6.3 It is our opinion that the extended hours during which deliveries to the store could take place, and the additional number of deliveries on Sundays and Bank Holiday Mondays, would unacceptably harm the living conditions of the nearby residents, particularly at Masters House, through the generation of undue noise and disturbance on those days.
- 6.4 As a compromise, we recommend the following delivery hours:

Monday-Saturday (excluding Bank Holidays): 07.00hrs-22.00hrs: We are aware that the store has operated within these hours previously without complaint.

Sundays and Bank Holidays: 09.00hrs-19.00hrs: This still gives an extension to the allowable delivery hours and does not impinge on the Sunday / Bank Holiday Monday mid-evening hours or Bank Holiday Monday mornings when local residents can reasonably expect a higher standard of amenity.

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

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations in objection:

- 5 Nursery Walk
- 8 Nursery Walk
- 9 Nursery Walk
- 11 Nursery Walk
- 5 Windsor Walk
- 7 Windsor Walk
- 9 Windsor Walk

- 7.2 The representations can be summarised as follows:

- The proposed extension of the times is not acceptable
- Not only is Aldi located close to residential properties both in Nursery Walk, Windsor Road and the flats in Master House, but the delivery bay is adjacent to the properties in Nursery Walk.
- It is extending into the time when people expect to have peace and quiet to enjoy the amenity of their homes and not to be disturbed by noisy deliveries arriving at Aldi and continuing to generate noise as the lorries are unloaded.
- The current proposals are beyond the hours when it should be acceptable for a commercial property to carry out its work.
- The existing delivery hours generate disturbance particularly during the summer months and the enjoyment of the gardens 5,7,8 and 9 Nursery Walk and also the gardens of Windsor Walk is often disturbed by the noise of engines left running for up to an hour or more. application will lead to significant adverse effects and impacts on the health and quality of life/amenity from noise and vibration of the residents in Nursery Walk and those in Master House and that the mitigation proposed is insufficient to reduce this adverse impact. This application is contrary to the adopted Cambridge Local Plan Policy 35: Protection of human health and quality of life from noise and vibration.

- This application covers the whole of 157 Histon Road. If this permission to extend delivery times is granted, the extended permission will apply to Iceland in addition to the Aldi store.
- This application would also incentivise Aldi to progress towards 24 hour operations at this location, which would be completely unacceptable for a residential area.

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

- 153A Histon Road

7.4 The representations can be summarised as follows:

- Request a condition that Aldi lorries do not enter or exit the site via the private roadway which runs between our property 153a Histon Road and 1 Longview Terrace (Light Blue Travel)

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

8.0 ASSESSMENT

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

1. Principle of variation

Principle of variation

8.2 Policy 35 (Protection of human health and quality of life from noise and vibration) of the Cambridge Local Plan 2018 states that: development will be permitted where it demonstrated that:

- a. it will not lead to significant adverse effects and impacts, including cumulative effects and construction phase impacts wherever applicable, on health and quality of life/amenity from noise and vibration; and
- b. adverse noise effects/impacts can be minimised by appropriate reduction and/or mitigation measures secured

through the use of conditions or planning obligations, as appropriate (prevention through high quality acoustic design is preferable to mitigation).

- 8.3 Paragraph 180 of the National Planning Policy Framework 2019 states that: planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

- 8.4 Condition 14 of planning permission C/95/0110 has been varied on a number of occasions since permission for a retail store was approved in 1995. The current permanent delivery hours were approved under permission reference 14/0505/S73 which allowed delivery hours to between 07:00hrs and 21:00hrs Monday to Saturday and 09:00hrs and 17:00hrs on Sundays and Bank Holidays.

- 8.5 As explained above, the application originally seeks to increase the delivery times by 1 hour in the evenings from Monday to Saturday and by 2 hours in the evening on Sundays and Bank Holidays.

- 8.6 Objections have been received from 5, 8, 9, 11 Nursery Walk and also properties along Windsor Walk. Properties No. 8, 10 and 11 Nursery Walk are the closest properties to the delivery area and their rear gardens border the Aldi site. The property of No. 8 Nursery Walk is the closest to the delivery yard and is located 1m from the boundary with the Aldi site and is 7m from the delivery area at Aldi. The garden is located 6m away from the delivery loading area but adjoins the Aldi site. Masters House is also located close to the delivery area and lorries pass by the front of this building to access the delivery yard. It is located 12m from the delivery bay.

- 8.7 The deliveries for the Aldi store take place at the rear of the site, towards the western site boundary. The closest properties are along Nursery Walk, Masters House and Windsor Road. Nursery Walk contains large family houses that are particularly close to where lorries reverse and unload.
- 8.8 The Environmental Health Team was consulted as part of the application and assessed the following Environmental Noise Report (ENR), prepared by Sharps Redmore and dated 23rd July 2019 (ref 1616464). In summary, the report presents the following details:
- Results of background noise monitoring carried out at two receptor locations; NL1 (representing Nursery Walk) and NL2 (representing Masters House) carried out on 11th, 12th and 15th May and 26th June 2019.
 - Results of monitoring of delivery noise levels, carried out during a delivery on 15th May and 26th June 2019.
 - An assessment of noise from deliveries against the existing noise climate in accordance with BS4142:2014 and giving consideration to the WHO “Guideline Values for Community Noise”.
 - Details of mitigation measures proposed; such as provision of an acoustic barrier between Nursery Walk and the loading bay and also use of a Delivery Noise Management Plan (DMP).
- 8.9 Environmental Health Team considered the submitted numerical assessment (the rating level) alongside the context (the existing noise environment when the store is closed), and were unable to recommend approval of the original proposals, in relation to Sundays and Bank Holidays, as it considered that they are contrary to Policy 35 (Protection of human health and quality of life from noise and vibration) of the Cambridge Local Plan 2018. It was the Environmental Health Team’s opinion that the extended hours during which deliveries to the store could take place, and the additional number of deliveries on Sundays and Bank Holiday Mondays, would unacceptably harm the living conditions of the nearby residents, particularly at Masters House, through the generation of undue noise and disturbance on those days.
- 8.10 The Environmental Health Team agrees the following hours for Monday to Saturday (excluding Bank Holidays):

Monday-Saturday (excluding Bank Holidays): 07.00hrs-22.00hrs.

8.11 This is because the Environmental Health Team is aware that the store has operated within these hours previously without complaint.

8.12 The Environmental Health Team proposes the following compromised hours for Sundays and Bank Holidays:

Sundays and Bank Holidays: 09.00hrs-19.00hrs.

8.13 This would still give an extension to the allowable delivery hours and would not impinge on the Sunday or Bank Holiday mid-evening hours or indeed the mornings on Bank Holiday Mondays, during which time local residents can reasonably expect a higher standard of amenity. The applicant has accepted the delivery hours proposed by the Environmental Health Team.

8.14 A document titled 'Aldi Delivery Management Plan' was submitted alongside the application. While this contains best practice for store workers and drivers, it isn't something that could be reasonably enforced and therefore is not recommended to be condition.

8.15 A neighbor has raised concern that the application covers the whole of 157 Histon Road and that if this permission to extend delivery times is granted, the extended permission will apply to Iceland in addition to the Aldi store. The red line does not include the Iceland store. Concerns have also been raised that this application would also incentivise Aldi to progress towards 24 hour operations at this location, which would be completely unacceptable for a residential area. Any extension of the opening hours would require a separate planning application.

8.16 A neighbour has requested a condition that would ensure Aldi lorries do not enter or exit the site via the private roadway which runs between our property 153a Histon Road and 1 Longview Terrace (Light Blue Travel). This is a private road so it is a civil matter and not something that could be controlled through condition.

8.17 It is to be noted that the properties of Nursery Walk will benefit from an acoustic screen. A condition is recommended requesting full details of this.

8.18 In consideration of all the submitted information, comments from the neighbouring properties and the advice from the Environmental Health Team, officers accept the advice from the Environmental Health Team and consider the proposed amended hours would not have significant adverse effects on health, the environment or amenity in accordance with Policy 35 of the Cambridge Local Plan 2018.

10.0 RECOMMENDATION

APPROVE

1. Prior to the bringing into use of the hereby permitted extended delivery hours, full details of the acoustic barrier for the properties on Nursery Walk shall be submitted to and approved in writing by the Local Planning Authority. The acoustic barrier should be constructed prior to the bringing into use of the hereby permitted extended delivery hours in accordance with the approved details, and shall be maintained in accordance with these details thereafter.

Reason: To protect/safeguard the health and quality of life (amenity) of residential premises in accordance with the National Planning Policy Framework 2019 and aims of Policy 35 of the Cambridge Local Plan 2018.

PLANNING COMMITTEE

8th January 2020

Application Number	18/1553/FUL	Agenda Item	
Date Received	10th October 2018	Officer	Lewis Tomlinson
Target Date	5th December 2018		
Ward	East Chesterton		
Site	1 Maitland Avenue		
Proposal	Erection of a detached building containing 1no. 2-bed and 1no. 1-bed duplex apartments, with associated car parking and landscaping.		
Applicant	Mr & Mrs Rust 18 Waterside Isleham Ely CB7 5SH		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The design and scale of the proposed development would not have an adverse impact on the character of the surrounding area; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; - The proposed development would provide a high quality living environment for the future occupiers;
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site consists of land directly to the side of 1 Maitland Avenue. Behind the site is a Ridgeons site as well as a passageway leading to Nuffield Road. The site does not fall within a Controlled Parking Zone. There are no site constraints.

2.0 THE PROPOSAL

- 2.1 The proposal seeks planning permission for the erection of a 2.5 storey building containing two duplex flats (1x2 bed and 1x1 bed). It would be accessed from Green Park. It would have one off-street car parking space per dwelling, and would also provide cycle and bin storage within the boundary of the proposed dwellings.
- 2.2 The scheme has been amended since submission to address concerns regarding the compliance with Policy 50 and 51.

3.0 SITE HISTORY

- 3.1 15/0480/FUL for Erection of two flats (withdrawn).

15/1316/FUL for Erection of two flats (withdrawn).

4.0 PUBLICITY

- 4.1 Advertisement: No
Adjoining Owners: Yes
Site Notice Displayed: Yes

5.0 POLICY

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

PLAN		POLICY NUMBER
Cambridge Local Plan 2018		1, 3
		31, 32, 35, 36
		50, 51, 52, 55, 56, 57, 59
		80, 81, 82

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

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The proposal should have no significant impact on the public highway. Recommend the inclusion of conditions regarding unbound material, erection of gates, access, surface run off and visibility splays.

Drainage Officer

First comments

- 6.2 Insufficient surface water drainage details submitted.

Comments following submission of the drainage strategy

- 6.3 No objection.

Environmental Health

- 6.4 No objection subject to the inclusion of conditions regarding construction hours, collection during construction, piling and unexpected contamination.

Urban Design

- 6.5 It is considered that there are no material Urban Design issues with this proposal.

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

7.0 REPRESENTATIONS

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

- 43 Green Park
- Camcycle

- 7.2 The objections can be summarised as follows:

- Overdevelopment
- The site is located on a sharp bend. There is not enough space for potentially 3 cars to park on the site. This would result in cars having to park on both sides of the road which would further aggravate an existing parking problem.
- Emergency services and refuse lorries already have difficulty with accessing Gainsborough Close

- 7.3 An objection has been received from Camcycle:

- The proposed garage would be under the size requirements of a garage within the Cycle Parking Guide SPD.

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

8.0 ASSESSMENT

- 8.1 From the consultation responses and representations received and from the inspection of the site and the surroundings, the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Surface water drainage and flood risk
5. Refuse arrangements
6. Highway safety
7. Car and cycle parking

Principle of Development

- 8.2 Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally.

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

- 8.3 As the proposal is for the subdivision of an existing residential plot, policy 52 of Cambridge Local Plan (2018) is relevant in assessing the acceptability of the proposal.
- 8.4 Policy 52 of the Cambridge Local Plan (2018) states that: Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:
- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
 - b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
 - c. the amenity and privacy of neighbouring, existing and new properties is protected;
 - d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
 - e. there is no detrimental effect on the potential comprehensive development of the wider area.

- 8.5 It is officer's view that the proposal complies with the above five criteria and the reasons for this are set out in the relevant sections of this report.

Context of site, design and external spaces

- 8.6 Maitland Avenue and Green Park is characterised by pairs of two storey semi-detached housing and two storey terraced

housing. The site is located at the end of a group of terraced properties which are set at an angle to the road. The site itself is of a triangle shape. Given the tight corner nature of the site, the proposed dwellings have been designed in a contemporary style to respond to the shape of the site. The proposed building would be slightly taller than its neighbours but given the difference in design and style, this is considered acceptable. A materials condition is recommended to ensure the proposal would be of a high quality finish.

- 8.7 The design of the proposal is considered to be acceptable and would not constitute as overdevelopment of the site in accordance with Cambridge Local Plan (2018) policies 52, 55, 56 & 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The building is adjacent to 1 Maitland Avenue. The building would follow the existing rear building line of the adjacent property 1 Maitland Avenue until further in the site when it chamfers out slightly. This is far enough away from the common boundary to not have a significant impact in terms of outlook or loss of light. To avoid overlooking of the main private amenity area of 1 Maitland Avenue, a condition is recommended to obscure glaze the first floor single pane window serving the lounge of unit 2 on the south facing elevation. There are 1st floor and 2nd floor windows on the south east facing elevation but these would look towards the rear of the garden of 1 Maitland Avenue. Therefore, not causing an significant overlooking impact. A condition is also recommended to provide a 1.7m privacy screen on the south and south east elevation of the 2nd floor private amenity terrace to ensure the terrace does not overlook 1 Maitland Avenue.
- 8.9 The potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing has been assessed. Officers are satisfied that the proposed building due to its orientation, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the residential amenity of the neighbouring occupiers such that it would warrant refusal. To ensure the residential amenity of the

occupiers of the neighbouring properties are protected in the future and to also ensure that the proposed amenity space is retained, it is recommended to remove permitted development rights under Class A (alterations including insertion of new windows), Class B (loft conversions, rear dormers), C (roof alterations) and Class E (outbuildings).

Wider area

8.10 The Environmental Health Team has recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. This advice is accepted and conditions are recommended accordingly.

8.11 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is compliant with Cambridge Local Plan (2018) policies 35, 36, 52, 55 and 56.

Amenity for future occupiers of the site

8.12 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. The proposed units would comply with the standards. In this regard, the unit would provide a high quality internal living environment for the future occupants. 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 ²)	Proposed size of unit	Difference in size
1	1	2	3	58	62.6	+4.6
2	2	4	2	79	79	0

8.13 Policy 50 of the Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. Unit 1 would have access to a private amenity terrace on the 2nd floor with access. As unit 1 would be a 1 bed dwelling, this is considered acceptable. Unit 2 would be a 2 bed dwelling and would have access to the private garden to the rear of the site.

8.14 It is officer's view that the proposal provides an acceptable living environment and an appropriate standard of residential

amenity for future occupiers in accordance with Cambridge Local Plan (2018) policy 50.

Accessible homes

- 8.15 The applicant has stated that the development has been assessed for compliance with Policy 51 and complies with the requirements of Part M4 (2) of the Building Regulations. A condition is recommended to secure this requirement.

Surface water drainage and flood risk

- 8.16 The Drainage Officer has not raised any objections. However, surface water drainage condition is recommended. Subject to this condition, the proposal is compliant with the National Planning Policy Framework (2019) and policy 31 of the Cambridge Local Plan (2018).

Refuse Arrangements

- 8.17 A bin store is proposed within the rear garden for unit 2 and proposed within a store at the front of unit 1 which would provide adequate waste storage. The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.18 A neighbouring property has raised concerns that the addition of further cars parking on the street would cause highway safety issues especially for larger vehicles such as refuse vehicles or emergency services vehicles. The Highway Authority has been consulted as part of the application and is satisfied there would not be any adverse impact upon highway safety. The recommended conditions are all included apart from the visibility splays which would fall outside of the application site. The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car Parking

- 8.19 The proposal includes 1 off-street car parking space per dwelling. This complies with the maximum standards in the

Cambridge Local Plan (2018) and is considered an acceptable level of car parking provision. The site is also in close proximity to Milton Road and Cambridge North Station.

Cycle Parking

- 8.20 The applicant is amending the plans to address Camcycle's comments regarding cycle parking arrangements.

9.0 CONCLUSION

- 9.1 The proposed development would not amount to overdevelopment of the site nor would it have an adverse impact upon the character of the area, the amenity of neighbouring properties or the future occupants of the development.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

Reason: In accordance with the requirements of Section 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, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter 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, 57 (for new buildings) and/or 58 (for extensions))

4. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

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

5. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: To prevent surface water discharging to the highway, in the interests of highway safety (Cambridge Local Plan 2018 policy 81).

6. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

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

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

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

8. Prior to the occupation of the development, hereby permitted, the first floor window serving the lounge on the south-east facing elevation of unit 1 shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The glazing shall thereafter be retained in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55, 57/58).

9. Prior to the occupation of the development hereby approved, 1.7m solid privacy screens are to be erected on the south facing and south east facing of the 2nd floor private amenity terrace of unit 2. The screens shall thereafter be retained and maintained.

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

10. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:

1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage.
(Cambridge Local Plan 2018 policies 31 and 32)

PLANNING COMMITTEE

8th January 2020

Application Number	19/1154/S73	Agenda Item	
Date Received	13th September 2019	Officer	Andy White
Target Date	8th November 2019		
Ward	Arbury		
Site	1 Redfern Close		
Proposal	Section 73 application to vary condition 2 (Approved Drawings) and 11 (Materials) of permission 18/0560/FUL (Erection of 1 x 3bed detached dwelling, with associated access and landscaping, following the demolition of the existing garage of No.1 Redfern Close) to increase to a 1 x 4-bed dwelling incorporating a rear dormer.		
Applicant	GU & SUN c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposal would respect character of the area;</p> <p>The proposal would respect the amenity of neighbouring properties;</p> <p>The proposal complies with the Council's car parking standards and is not considered to compromise highway safety</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is situated on the north-west corner of a crossroads at the junction of Brimley Road with Redfern Close, Wynborne Close and Durnford Way. The existing dwelling is semi-detached with a conservatory to the rear.

- 1.2 Redfern Close is a cul-de-sac and comprises a mixture of pairs of semi-detached and detached dwellings. The site is not within a conservation area and the site falls outside the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The application is made under section 73 of the Town and Country Planning Act and seeks to alter the planning permission granted by 18/0560/FUL for the erection of a detached 3-bed dwelling (111sqm gross internal floor area), with associated access and landscaping, following the demolition of the existing garage of No.1 Redfern Close [garage has been demolished since that planning permission was granted]. The change to the approved scheme is a dormer in the roof space which will accommodate an additional bedroom with en-suite bathroom.
- 2.2 The dwelling would have a pitched roof and would be similar in appearance to the existing neighbouring dwelling. The materials proposed are brick and tiles. The existing vehicular access from Redfern Close would be widened to provide a car parking space for the new unit and the existing dwelling. Bin storage would be provided at the rear accessed via a gap of 1m between the dwelling and the site boundary.
- 2.3 The proposed dormer would project from the roof plane by a maximum of 2.7m, would be 1.7m in height, with maximum width of 5.6m. The design of the dormer has been amended in the course of the consideration of the application to reduce the volume of the proposed dormer with a consequent reduction in the number of additional bedrooms proposed within the roof space.

3.0 SITE HISTORY

Reference	Description	Outcome
18/0560/FUL	3-bed detached dwelling with associated access and landscaping following demolition of existing garage	Conditional Permission 3.8.18
17/1850/FUL	Two storey side and front extension and change of use to a 7 person HMO (House in Multiple Occupation).	Withdrawn

4.0 PUBLICITY

4.1	Advertisement:	No
	Adjoining Owners:	Yes
	Site Notice Displayed:	No

5.0 POLICY

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

5.2 Cambridge Local Plan 2018

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3 28, 31, 32, 35, 36 50, 51, 52 55, 56, 57 71 80, 81, 82

Central Government Guidance	National Planning Policy Framework March 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)

	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material Considerations	<u>City Wide Guidance</u> Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001). Cambridge and Milton Surface Water Management Plan (2011) Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010) Cambridge City Council (May 2007) – Sustainable Design and Construction: Cambridgeshire Design Guide For Streets and Public Realm (2007) Cycle Parking Guide for New Residential Developments (2010)

6.0 CONSULTATIONS

County Highways Authority

- 6.1 The Highways Authority raised no objection to the proposal and suggested that planning conditions be attached relating to preventing surface water draining onto the highway and the provision of visibility splays for the driveways.

Environmental Health

- 6.2 Development is acceptable subject to standard conditions relating to the control construction/demolition hours, piling and a dust informative, and electric vehicle charge points

Streets and Open Spaces (Landscape Team)

- 6.3 Development is acceptable subject to a condition relating to cycle storage

Drainage

- 6.4 No comments.
- 6.5 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations objecting to the proposal:

- o 2 Redfern Close
- o 4 Redfern Close
- o 11 Redfern Close
- o 18 Montgomery Road

- 7.2 The objections are summarised as follows:

- o The property (No.1) was sold, renovated and has no parking space so neighbours are parking on the street.
- o Risk of collision with oncoming cycle or cars
- o A 5-bedroom property will increase the number of vehicles wanting to park on the street. There is no on-street parking in front of the proposed house as it is a corner plot and has double yellow lines. Parking on Brimley Road will exacerbate an already difficult and dangerous highways situation. There WILL be accidents and likely a fatality at some point.
- o 5-bedroom house with only the small remaining garden will not be restricted to a family home. This will almost certainly bring a further deterioration in friendly family neighbourhood nature of the street. Short term renters and HMO occupiers do not tend to mix with their neighbours. This has already been seen with some of the properties already permitted to do this. One house in particular often has parking blocking the pavement and transient residents.
- o A more transient population makes neighbour support much more difficult and leads to a less peaceful and safe

environment. The rental of 1 Redfern Close has led to renters bringing considerable distress with inconsiderate parking which on multiple occasions completely blocked the pavement forcing pedestrians into the street or blocked neighbour's driveways.

- o A 5-bedroom property on such a small plot will not be a family house or have adequate parking provision.
- o This plot [No.1 plus proposal] will have 8 bedrooms. This is 1 bedroom more than the application 17/1850/FUL which was rejected by the Highway Agency.

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

8.0 ASSESSMENT

Principle of Development

8.1 Policy 3 of the Cambridge Local Plan (2018) states that proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining land uses. The site is within an existing residential area and therefore the proposal for an additional unit is compatible with the surrounding land uses and planning permission 18/0560/FUL is extant. As such the principle of residential development has been established

8.2 The site forms part of the curtilage of No. 1 Redfern Close and therefore policy 52 for the sub-division of existing plots applies. The assessment of 18/0560/FUL considered the proposal having regard to the then adopted plan policy relating to sub-division. As there is no significant change to the wording of the current Policy it is not proposed to repeat the exercise. As such the following assessment will consider the impact of the proposed dormer

Context of site, design and external spaces

8.3 The only part of the proposal to be assessed is the dormer, which has been amended in the course of the proposal. The dormer has the appearance of a modern dormer with roof space about the cheeks and set up from the eaves. The windows are smaller in size than those on the first floor of the building

meaning that the dormer does not have the appearance of a full second storey when viewed from Brimley Road.

- 8.4 It is considered that the proposal has an acceptable impact upon the street scene and is compliant with Cambridge Local Plan (2018) policies 52, 55, 56 and 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.5 The proposed dormer window would not provide significant harm to any occupier of a neighbouring dwelling as the windows would be set back from the rear wall of the proposed dwelling.

Amenity for future occupiers of the site

- 8.6 The proposed floor areas of all four bedrooms is over the minimum sized areas set out in Policy 50. The property has sufficient garden area for family accommodation as per the assessment for 18/05606/FUL.

Car and Cycle Parking

o Car parking

- 8.7 The garage to the existing dwelling has been demolished, however the host dwelling would retain one car parking space on the driveway in front of the property which would be able to be provided once the development commences. The new dwelling would also have one car parking space. This is in accordance with the Council's adopted car parking standards and complies with Cambridge Local Plan (2018) policy 81. The third party comments relating to the lack of provision of a parking space when the neighbouring dwelling was sold needs to be considered in light of the fact that planning permission 18/0560/FUL has yet to be commenced, it is that planning permission or this one if granted that will trigger the need to provide the widened drop kerb which will enable a parking space to be provided at the neighbouring dwelling in accordance with the site plans of either permission.
- 8.8 Third parties have raised concerns about the proposed car parking levels and the impact of additional demand for on-street

parking. As with the previous proposal there would be no policy basis on which to recommend refusal of the application on parking grounds. The proposal provides off-street parking for both units. The Highways Authority has raised no concerns about additional demand for on-street car parking spaces or any highway safety issues resulting from the parking provision.

- o Cycle parking

- 8.9 The proposed site plan shows a cycle store within the rear garden which would provide space to park two cycles in accordance with the Cycle Parking Guide for New Residential Developments (2010). The store would be accessible from the street via a side gate onto Brimley Road. In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.10 The only other issues raised in third party representations that have not been addressed in the previous paragraphs relate to the potential occupiers of the dwelling and potential security issues arising and the potential for the dwelling to become an HMO. The occupiers of a proposed new house is of no concern to the planning authority as any issues arising from the behaviour of any resident of any area would be a matter for the appropriate authorities. Having regard to comments about an HMO, the application is for a dwelling not an HMO. A change to an HMO accommodating more than six people would require planning permission.

9.0 RECOMMENDATION

APPROVE subject to the following conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of planning permission 18/0560/FUL which was issued 3rd August 2018.

Reason: In accordance with the requirements of Sections 73 and 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

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

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

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

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

4. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

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

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

5. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:

1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage. (Cambridge Local Plan 2018 policies 31 and 32)

6. Prior to the commencement of use of the widened access hereby approved, the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification. The access and parking areas shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site. The parking area shall be laid out prior to first occupation of the dwelling hereby approved and the access and parking areas shall be retained in accordance with the approved plans and free of obstruction thereafter.

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

7. Prior to the commencement of use of the widened vehicle access hereby approved, two 2.0 x 2.0 metre visibility splays shall be provided as shown on the approved drawings. Thereafter this area shall be retained and kept clear of all planting, fencing, walls and the like exceeding 600mm high.

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

8. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved vehicular access unless details have first been submitted to and approved in writing by the Local Planning Authority.

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

9. Notwithstanding the provisions of Schedule 2, Part 1, Class 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 enlargement, improvement or other alteration of the dwellinghouse(s) shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

10. Notwithstanding the provisions of Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

11. No development shall take place above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter 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, 57 (for new buildings) and/or 58 (for extensions))

12. Prior to the occupation of the development, hereby permitted, the curtilage(s) of the approved dwelling(s) shall be fully laid out and finished in accordance with the approved plans. The curtilage(s) shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 52, 55 and 56)

13. No development above ground level, other than demolition, shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2018; Policy 82)

HIGHWAYS INFORMATIVE: This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

DUST INFORMATIVE: As the proposal involves demolition of a garage, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance
https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf