



## Cambridge City Council Planning

**Date:** Wednesday, 6 October 2021

**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

#### Timings are included for guidance only and cannot be guaranteed

1 Order of Agenda

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

- **Part One**  
Major Planning Applications
- **Part Two**  
Minor/Other Planning Applications

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

(Pages 7 - 34)

#### Part 1: Major Planning Applications

5 20/02172/FUL - 11 Queen Ediths Way - 10am

(Pages 35 -  
162)

## Part 2: Minor/Other Planning Applications

6	21/01521/FUL - Land r/o 56-58 Cherry Hinton Road - 10:30am	(Pages 163 - 196)
7	19/1167/FUL and 19/1350/LBC - Public Toilet, Silver Street - 11am	(Pages 197 - 226)
8	21/00537/FUL - 29 High Street - 11:30am	(Pages 227 - 264)
9	21/00660/FUL - Land adj 131 Ditton Fields - 12noon	(Pages 265 - 292)
10	21/03469/FUL - 75 Cromwell Road - 12:30pm	(Pages 293 - 304)
11	21/03892/S106A - 75 Cromwell Road - 1pm	(Pages 305 - 312)

**Planning Members:** Smart (Chair), D. Baigent (Vice-Chair), Dryden, Flaubert, Gawthrop Wood, Porrer and Thornburrow

**Alternates:** Herbert, McQueen and Page-Croft

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- Website: <http://democracy.cambridge.gov.uk>
- Email: [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk)
- Phone: 01223 457000

## Public health and well-being for meeting arrangements

Whilst the situation with COVID-19 is on-going, the Council will be following the latest Government guidance in organising and holding its meetings.

We ask you to maintain social distancing at all times and maintain your face covering unless you are exempt or when speaking at the meeting. Hand sanitiser will be available on entry to the meeting.

If members of the public wish to address the committee please contact Democratic Services [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk) by 12 noon two working days before the meeting.

# Appendix 1 – Planning Policies and Guidance

(Updated September 2020)

## 1.0 Central Government Advice

1.1 National Planning Policy Framework (NPPF) February 2019 – 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 (NPPG)

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

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

### *Planning Obligations*

1.4 Community Infrastructure Levy (CIL) Regulations 2010 (as amended)

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.

The 2019 amendments to the regulations removed the previous restriction on pooling more than 5 planning obligations towards a single piece of infrastructure.

## 2.0 Development Plans

2.1 The Cambridgeshire and Peterborough Minerals and Waste Plan 2011

2.2 Cambridge Local Plan 2018

### 3.0 Supplementary Planning Documents

3.1 Sustainable Design and Construction 2020

3.2 Cambridge Flood and Water 2018

3.3 Affordable Housing 2008

3.4 Planning Obligations Strategy 2004

#### *Development Frameworks and Briefs*

3.5 The New Museums Site Development Framework (March 2016)

3.6 Ridgeons site Planning and Development Brief (July 2016)

3.7 Mitcham's Corner Development Framework (January 2017)

3.8 Mill Road Depot Planning and Development Brief (March 2017)

3.9 Land North of Cherry Hinton (February 2018)

3.10 Grafton Area of Major Change - Masterplan and Guidance (February 2018)

### 4.0 Use Classes

Use	Previous Use Class	New Use Class (Sept 2020)
Shops	A1	E
Financial and Professional Services	A2	E
Café and Restaurant	A3	E
Pub/drinking establishment	A4	Sui Generis
Take-away	A5	Sui Generis
Offices, Research, Light industry	B1	E
General Industry	B2	B2
Storage and Distribution	B8	B8
Hotels, Guest Houses	C1	C1
Residential Institutions	C2	C2
Gymnasiums	D2	E

Clinics, health centres	D1	E
Cinemas, concert halls, dance halls, bingo	D2	Sui Generis

**PLANNING**

29 July 2021

10.05 am - 6.15 pm

**Present:**

**Planning Committee Members:** Councillors Smart (Chair), D. Baigent (Vice-Chair), Flaubert, Gawthrope Wood and Porrer

**Officers:**

Delivery Manager Development Management: Nigel Blazeby

Area Development Manager: Lorraine Casey

Area Development Manager: Toby Williams

Interim Management Support: Fiona Bradley

Legal Adviser: Stephen Reid

Committee Manager: James Goddard

Committee Manager: Claire Tunncliffe

**Other Officers Present:**

Assistant Director: David Allatt (Cambridgeshire County Council)

Transport Assessment Manager: Jez Tuttle (Cambridgeshire County Council)

**FOR THE INFORMATION OF THE COUNCIL****21/72/Plan Apologies**

Apologies were received from Councillors Dryden and Thornburrow.

**21/73/Plan Declarations of Interest**

<b>Name</b>	<b>Item</b>	<b>Interest</b>
Councillor Baigent	All	Personal: Member of the Cambridge Cycling Campaign.
Councillor Baigent	21/75/Plan	Personal: Board member of Greater Cambridge Partnership. Chair of City Planning and Transport Committee.
Councillor Flaubert	21/75/Plan	Personal: General discussion of application information received from CamCycle. Discretion unfettered.

Councillor Porrer	21/76/Plan	Personal: Knew someone who lived in F1 and who was named in one of the appendices for the original application, but had no contact with them about this application so discretion unfettered.
Councillor Flaubert	21/77/Plan	Personal: Visited site. Discretion unfettered.
Councillor Porrer	21/77/Plan	Personal: General discussion of application with residents. Discretion unfettered.

### **21/74/Plan Minutes**

No minutes were submitted for approval by the Committee.

### **21/75/Plan 16/1134/OUT - West Cambridge Site Madingley Road - 10am**

The Committee received an application for outline planning permission with all matters reserved is sought for:

- Up to 370,000 sq m of academic floor space (Class D1 space), commercial/research institute floor space (Class B1b and sui generis research uses) of which not more than 170,000 sq m will be commercial floor space (Class B1b).
- Up to 2,500sqm of nursery floorspace (Class D1).
- Up to 4,000sqm of retail/food and drink floorspace (Classes A1-A5).
- Up to 4,100sqm and not less than 3,000sqm for assembly and leisure floor space;
- Up to 5,700sqm of sui generis uses, including an energy centre and data centre;
- Associated infrastructure, including roads (including adaptations to highway junctions on Madingley Road), pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping and earthworks; and demolition of existing buildings and breaking up of hard standing.

The Interim Management Support updated her report by referring to updated wording of conditions 9, 10 (plus informative), 22 (plus informative) and 23 in her presentation.

**Phasing** (*as amended – shown with strike through and underlining*)



9. Prior to or concurrently with the submission of the first reserved matters application for any development on the site, an Initial Site Wide Phasing Plan which accords with the S106 triggers shall be submitted to the local planning authority for approval. From the date of the approval of the Initial Site Wide Phasing Plan an ~~annual~~ Updated Site Wide Phasing Plan shall thereafter be submitted to the local planning authority ~~for information each year of the 20 year period hereby approved (condition 4) for~~ with the submission of each reserved matters application. ~~unless all reserved matters have already been submitted prior to this date.~~

The Initial Site Wide Phasing Plan shall include the expected sequence of delivery of development of the following elements:

- a) Provision of reserved matters parcels including amount of floor area
- b) Interventions to primary and secondary roads
- c) Junction improvements
- d) Provision of primary/secondary pedestrian and cycle links
- e) Strategic foul surface water features and SUDS
- f) Car parking including provision of EV charging points
- g) Provision of cycle parking
- h) Cycle and pedestrian routes and links
- i) Strategic electricity and telecommunications networks
- j) Environmental mitigation measures and landscaped areas
- k) Provision of on-site amenities and open space
- l) Public transport enhancements
- m) Energy infrastructure including the installation of gas fired boilers

No development approved under the first reserved matters application shall commence until such a time as the Initial Site Wide Phasing Plan has been approved. The Site Wide Phasing Plan shall then be updated and submitted with each reserved matters application to provide a position statement on progress and delivery of all the elements a) – ~~l~~ m) above. The development shall be carried out in accordance with the approved details (or subsequently approved phasing details).

**Reserve Matters Applications - Requirements for all reserved matters applications** *(as amended – shown with underlining)*

10. Reserved Matters Applications for all future development parcels shall be accompanied by the following:

- a) A plan defining the extent of the development parcel.
- b) Supporting statement, including:
  - Relationship with reserved matters applications already approved.
  - Contribution to the vision for West Cambridge set out in the Design and Access Statement Supplement and Design Guidelines.
- c) A schedule identifying the disposition of uses and amount of development within the development parcel including the gross internal area of all uses.
- d) Estimated timing of any outstanding plots under construction within Phase one.
- e) A statement which has regard to the triggers in the S106 Agreement, details of mitigation within that phase.
- f) A review of any previous monitoring and travel demand measures being delivered including traffic surveys and public transport use.
- g) A Transport Assessment and a linked air quality assessment together with a schedule of the mitigation measures required.
- h) The timing and provision and opening of access points into the site.
- i) Updated Travel Plan (including progress on travel plan implementation to date).
- j) Statement demonstrating compliance with the Site Wide Parking Strategy (required by condition 21).
- k) Open space, any interim open space and delivery of north – south green corridors.
- l) Strategic surface and foul surface water features and SuDS.
- m) Strategic electricity and telecommunications networks.
- n) Sustainability Statement and details of energy and heat networks.
- o) Environmental mitigation measures and landscaped areas.
- p) Public Art strategy.
- q) Waste management and minimisation plan.
- r) Any supplements to site wide strategies to address issues, including water management requirements, construction management and waste management, compliance with the site wide Woodland Management Strategy, site wide drainage strategy and the site wide Sustainability Strategy and Energy Strategy.
- s) Amenities Delivery Statement setting out how the development accords with the principles of the Amenities Delivery Strategy. The Statement shall include an updated baseline position of the current provision of amenities on the site; the amount of development which has been delivered (D1/B1 floor space); estimated numbers of staff

and students regularly using the site and the current ratios of amenities to number of users on the site.

- t) Design Guidelines Statement that demonstrates how the application accords with the approved Design Guidelines.

The development shall be carried out in accordance with the approved details. Reserved matters applications shall conform to the approved documents.

### **New informative to inform condition 10**

#### **Informative: Env Health – Air Quality Informative, Condition 10.**

Requirements for all reserved matters application any revised/updated air quality impact assessment and local air quality mitigation measures/scheme (including Electric Vehicle Charge Point provision) shall include consideration of the air quality baseline conditions, construction and operational phase impacts, cumulative impacts and any mitigation required. If a detailed Air Quality Assessment with atmospheric dispersion modelling is required, it should be carried out in accordance with the most up to date and relevant national/industry best practice guidance documents. The latest available emission factors, background maps and conversion factors shall be used. Guidance may be updated to reflect changes in Government policy; the latest versions of the relevant local policy and guidance should be consulted. Prior to carrying out the assessment, the applicant must discuss the specific details with the Environmental Health team to ensure that the AQA will consider all relevant matters and comply with current policy requirements. The Air Quality Assessment shall have regard to/be in accordance with the scope, methodologies and requirements of relevant sections of the *Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020'* or as superseded <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> - section 3.6 - *Pollution (pages 76-144)* and in particular subsection '*Air Quality - Cambridge' pages 113 to 128*. Due regard should also be given to relevant and current up to date Government/national and industry British Standards, Codes of Practice and best practice technical guidance.

**Reserved Matters Applications - Site Wide Parking Strategy: Car Parking, EV Charging and Car Club** *(as amended – shown with strike through and underlining)*

22. Prior to, or concurrently with the first submission of reserved matters application, a Site Wide Parking Strategy shall be submitted to and approved by the local planning authority. The strategy shall set out how parking provision will be phased throughout the development to ensure that a balance between sustainable travel provision is balanced with adequate on-site parking. The Strategy should identify how existing (underutilised) infrastructure is used, as well as temporary provision for parking, contractor parking during construction, and the phased delivery of Multi-Storey Car Parks. In providing this phasing the Strategy should identify the proposed Multi-Storey Car Park at the north east of the site, accessed off Clerk Maxwell Road as the final phase car park, and any reserved matters application for this building shall demonstrate the measures to reduce the need to travel to the site by car that have been implemented. This shall be demonstrated through providing details of:

- a) Provision of cycle hubs and other cycle parking on the site
- b) Facilities and storage for electric bikes
- c) Provision of segregated cycleways and pedestrian routes
- d) Public transport provided through the site including bus stop provision
- e) Car sharing schemes
- f) University parking permit allocation policy
- g) Any other relevant on or off-site mitigation measures provided which reduce the need to travel to the site by car.

The total number of car parking spaces for Phase One should not exceed 2,565 spaces with at least 5% of these spaces for disabled uses. The total number of car parking spaces for the full development should not exceed 4,359 spaces with at least 5% of these spaces for disabled uses.

The Site Wide Parking Strategy should also set out a site wide Electric Vehicle Charging Point provision and infrastructure strategy including an implementation plan.

The Site Wide Parking Strategy shall be appropriate for the proposed end use(s) of the development and shall provide full details of the provision of allocated parking spaces for dedicated electric vehicle charging in line with the principles set out in the NPPF, the Cambridge Local Plan and Cambridge City Council's Air Quality Action Plan. The strategy shall include consideration of both active (slow, fast and rapid) and passive electric vehicle charge point provision and design to enable

the charging of electric vehicles in safe, accessible and convenient locations.

The Site Wide Parking Strategy shall include the following:

~~Dedicated Slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of new permanent non-residential parking spaces and at least 10 Rapid Charge Points and 10 Fast Charge Points shall be installed across the site. The 10 Fast Charge Points shall be installed within Key Phase 1.~~

1. In Key Phase 1 dedicated slow electric vehicle charge points with a minimum power rating output of 7kW for at least 50% of new permanent non-residential parking spaces and at least 10 Rapid Charge Points and 10 at least Fast Charge Points shall be installed across the site.
2. For development beyond Key Phase 1, slow electric vehicle charge points with a minimum power rating output of 7kW shall be installed for at least 90% of new permanent non-residential parking spaces, or an alternative combination of slow, fast and rapid charge points in a strategy to be agreed with the local planning authority which should reflect demand for provision, available technology and Cambridge City Council policy at that time.
3. Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.
4. Electric vehicle charge points shall be compliant with BS7671 and BS61851 or as superseded.
5. The implementation plan shall set out the schedule for delivery of the EV infrastructure. Information should include numbers of charge

points, intentions for active and passive provision, location, layout (including placement of EV infrastructure), Charge Rates of active EV charge points (slow, rapid or fast) and availability of power supply.

The strategy shall include the provision of a minimum of one car club or pool car vehicle with one dedicated car club or car pool parking space per 10,000sqm of new floor space. The new dedicated car parking spaces shall be for the exclusive use of car club or pool car vehicle(s). The car club parking spaces shall be provided in accordance with the approved strategy prior to the first occupation of the development that triggers an additional space and shall be maintained and retained thereafter.

### **New informative to inform condition 22**

#### **Informative: Env Health – Site Wide Parking Strategy, Condition 22.**

The Site Wide Parking Strategy, in particular the EV charging provision details, shall be in accordance with the scope, methodologies and requirements of relevant sections of the *Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020, or as superseded, <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> - section 3.6 - Pollution (pages 76-144) and in particular subsection 'Air Quality - Cambridge' pages 113 to 128. Due regard should also be given to relevant and current up to date Government/national and industry British Standards, Codes of Practice and best practice technical guidance.*

#### ***Reserved Matters Applications - Cycle Parking (as amended – shown with underlining)***

23. Any reserved matters application for new buildings or open space shall include details of facilities for the covered, secure parking of bicycles for use in connection with the approved development and demonstrate that the provision is in accordance with the approach to cycle parking approved as part of the Design Guidelines for the site and shall apply the principles within LTN 1/20 (or its successor). The facilities shall be provided in accordance with the approved details before use of the development commences and shall thereafter be retained and shall not be used for any other purpose.

The Committee received a representation in objection to the application from Chairman, Clerk Maxwell Road Residents Committee:

- i. The application should satisfy Local Plan policies 80 and 81.
- ii. Expressed concern the application would impact on traffic flow and parking in the area, specifically Clerk Maxwell Road.
- iii. The planned car park would open onto Clerk Maxwell Road. Cyclist commuters would also use this access, increasing traffic flow pressure.
- iv. Proposed JJ Thomson Avenue as an alternative access route.
  - a. Little or no impact on the greenway.
  - b. Road surface already exists.
  - c. Left turn off JJ Thomson Avenue.
  - d. no tail back to Madingley Road.
  - e. Provides vehicle reservoir.
  - f. Keeps site traffic on site.
- v. It was better to keep cars in one large car park than two smaller ones.
  - a. Concentrate parking near M11.
  - b. Away from residential.
  - c. Traffic off Madingley Road.
  - d. Partial sound barrier for site.

The Committee received a representation in objection to the application from CamCycle:

- i. It had been five years since the application had been submitted. The Applicant had made some positive changes.
- ii. Expected an increase in bus/bike traffic in Silver Street due to the application.
- iii. Referred to the Greater Cambridge Partnership scheme in the Officer's report. Public transport was a key issue for the site.
- iv. Took issue with the routes suggested as these would:
  - a. exacerbate existing traffic flow issues;
  - b. make the streets unsuitable for other users if buses increased traffic levels to those higher than road capacity could safely contain.

Professor Neely (Applicant) addressed the Committee in support of the application.

Councillor Nethsingha (Ward Councillor) addressed the Committee about the application:

- i. It had taken time for the application to progress to this stage.
- ii. Key issues:
  - a. Transport.
    - i. The proposal enormously increased the number of people and volume of traffic on-site.
    - ii. Highway Authority comments had led the University to focus more on public transport.
    - iii. The situation needed to be monitored and managed to review the impact of the site on the area as detailed applications came forward in future.
    - iv. Expressed disappointment that the planned car park remained at the Clerk Maxwell Road end of the site. This junction could not handle the extra volume in traffic.
    - v. Sought clarification that transport routes remained within the gift of Greater Cambridge Partnership and would not be set by the City Council Planning Committee at this meeting.
  - b. Height of new building.
  - c. Light pollution.

Councillor Porrer proposed amendments to the Officer's recommendation to include:

- i. Condition 22 or 23 should reference provision for adaptable bikes and cargo bikes.
- ii. An informative encouraging the Applicant to recycle grey water.

It was agreed in the meeting that condition 22 was the appropriate condition to amend.

These amendments were **carried unanimously**.

Councillor Gawthrope Wood proposed an amendment to the Officer's recommendation to include an informative to discourage the use of gas boilers, or to justify their use if implemented.

This amendment was **carried unanimously**.

The Committee:



**Unanimously resolved** to grant the application for outline planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. the prior completion of an Agreement under s106 of the Town and Country Planning Act 1990
- ii. the planning conditions set out in the Officer's report and amendments in presentation (listed above);
- iii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the amended conditions;
- iv. amend Condition 22 to reference provision for adaptable bikes and cargo bikes;
- v. informatives included on the planning permission in respect of:
  - a. encouraging the Applicant to recycle grey water;
  - b. discouraging the use of gas boilers, or to justify their use if implemented.

### **21/76/Plan 21/00264/FUL - Blocks B2 & F2 Devonshire Quarter Devonshire Road - 14.15pm**

The Committee received an application for full planning permission.

The application sought approval for erection of two new buildings comprising Class E(g)i/E(g)ii floorspace including ancillary accommodation/ facilities with associated plant and cycle parking for Block F2 and an Aparthotel (Class C1) with multi-storey car park for Network Rail, including car and cycle parking, for Block B2 with associated plant, hard and soft landscaping and permanent access from Devonshire Road to the Cambridge Station Car Park, utilising the existing pedestrian and cycle access, restricted to emergency access to the railway only.

The Area Development Manager updated his report by referring to updated condition wording 9 and 11 and the addition of condition 9a on the amendment sheet. (Amendments shown with strike through and underlining/italics.)

#### Proposed revised condition 9

9. Behind One Station Square, a 3m wide zone to enable cyclists to pass and connect to Station Road from Great Northern Road shall be maintained at all times. The bollards, trees and benches as shown on

plan ref: MMD-217382-C-DR-10-XX-5028 ~~P1~~P2 shall be replaced with cycle friendly alternative bollards at minimum 1.5m spacing, trees and benches relocated prior to the occupation of either B2 or F2, whichever is the sooner.

Reason: In the interests of providing a high-quality cycling link through the CB1 areas (Cambridge Local Plan 2018 policies 25, 56, 57, 59 and 80).

#### Proposed additional condition 9A

9A. Prior to the commencement of development of B2, a Taxi Management Plan (TMP) shall be submitted to and approved in writing by the Local Planning Authority. The TMP shall include:

- a. Transitional arrangements for the management of over-ranked taxis within the CB1 locality displaced by the B2 building, including arrangements for the provision of on the ground marshals (number, time, duration and location), enforcement scope and monitoring.
- b. Permanent arrangements and their phased implementation to assist with the management of taxi arrivals and departures from Station Square including reasonable endeavours to utilise ANPR technology and to develop a digital application for use by taxi drivers. It shall include monitoring provisions.
- c. The results of stakeholder engagement which has informed the proposed transitional and permanent arrangements as per a) and b) above.

The permanent arrangements set out in the approved TMP shall be subject to a TMP Review, submitted to the local planning authority immediately following the expiry of one year following the commencement of development of B2. It shall include the results of any monitoring, consultation with stakeholders and suggested revisions to the TMP as appropriate. The TMP and any revisions thereof shall be implemented in accordance with the approved details prior to the commencement of development of B2 and shall continue to be implemented for the lifetime of the development.

Reason: In the interests of encouraging the effective management of taxis within the CB1 area (Cambridge Local Plan 2018 policies 25, 56, 57, 59 and 80).

Proposed revised condition 11

Great Northern Road Zebra Crossing

11. Prior to the occupation of the F2 building, the proposed zebra crossing to the immediate west of the Great Northern Road mini-roundabout as shown on plan reference MMD-217382-C-DR-10-XX-5027\_P7 shall be provided as part of the public realm improvements unless the outcome of a Road Safety Audit indicates that it should not, in which case an alternative scheme shall be submitted to and approved in writing by the Local Planning Authority and provided within the same timescale. The final positioning of the crossing should be located as close to the eastern termination point of Great Northern Road as allowed for through the outcome of the road safety audit.

Reason: In the interests of high safety (Cambridge Local Plan 2018 policy 80).

The Committee received a representation in objection to the application from the Chair of South Petersfield Residents Association:

- v. Block B2 height and mass
  - a. Queried justification for overstepping outline plan footprint by 7 metres? This appeared purely operational, not justified in planning terms.
  - b. Out of scale with 2 storey homes on Devonshire Rd and Devonshire Mews, and by comparison with F2.
  - c. Application would be prominent in views along Devonshire Rd from Mill Rd.
  - d. Would provide no amenity to local community.
  - e. Architecture was wholly unremarkable, with no heritage connection as a gateway from the Mill Rd Conservation Area.
- vi. Displacement of over ranked CCLT taxis

- a. The fact that the station masterplan envisaged removal of over ranking in the station car park does not absolve the applicant of responsibility for the impacts of removing this facility.
  - b. Station Area Development Framework required waiting capacity for 30 taxis.
  - c. Outline plan required:
    - i. 20 spaces in the taxi rank (only possible if vehicles queuing to enter the rank are also counted).
    - ii. 8 taxi pick up/set down bays.
    - iii. 16 private vehicle pick up/set down bays.
    - iv. 5 disabled parking bays.
    - v. 2 disabled drop off bays.
  - d. Proposed taxi management plan refers to: “Manage the initial transition when the existing surface car park is decommissioned (to allow construction of B2).” This will be an issue beyond the “transition period.”
  - e. Expressed concern over the size of area affected by ‘taxi waiting’. This covered the station area and nearby roads such as Tenison Avenue, Devonshire Rd, behind One Station Square and Mill Park.
  - f. Took issue with the proposal that the operation of the taxi rank will be monitored on a regular basis and any operational issues raised with the stakeholder group.
- vii. Future proofness of B2.
- a. Multistorey car park likely to be required for extension of cycle park.
  - b. Applicant argues convertibility is not a material consideration. Planning policy supports our view that it is, and therefore should be conditioned as such.
- viii. Cycle route
- a. Commended the Applicant on engaging closely with residents to design and refine a protected cycle route between Devonshire Rd and Station Rd.
  - b. Details are still needed for:
    - i. Changes to Station Rd, e.g. to the County taxi rank.
    - ii. Replacement of speed bumps on Mill Park Rd.
    - iii. Consistent route signage.

- c. A protected route through Station Square was still needed for those travelling to the station, local shops and bars; and also living in or visiting the Railyard student accommodation.
- ix. Great Northern Rd
  - a. Maximum delivery vehicle sizes must be agreed and enforced to avoid unnecessary danger to people walking and cycling especially through the space behind One Station Square.
  - b. With the loss of parking spaces on Great Northern Rd, the remaining spaces need to be re designated for deliveries and short stay parking (to better serve residents of the road).
- x. Great Northern Road mini-roundabout
  - a. The walking route in front of F2 would be busy.
  - b. Suggested moving the pedestrian crossing away from the corner of Sainsbury's and closer to the mini-roundabout.
  - c. Suggested raising the crossing and tightening corner radius out of Station Square to keep vehicle speeds low. Alternatively, please create a conventional side road crossing arrangement.

Mr Derbyshire (Applicant's Agent) addressed the Committee in support of the application.

Councillor Robertson (Ward Councillor) addressed the Committee about the application:

#### Cycle route

A safe space was required for:

- i. A cycle route during construction.
- ii. A cycle route across the service yard which had a turning head for lorries. Queried if the turning head could be retained if a (3m) cycle lane went through it.
- iii. Cyclists and pedestrians between buildings B2 and F2.

#### Parking

- iv. The car park should be adaptable (including access ramps and parking spaces) so it could become cycle parking in future (if there was demand).
- v. A link would then need to be installed between the upper floor of the car park and the cycle park to facilitate entry/exit.
- vi. Current cycle parking was not secure. Future parking facilities should be.

#### Buildings

- vii. B2 was still too big and would dominate Devonshire Rd housing. The application was different to what was given permission in outline planning permission.
- viii. B2 should not be built closer to Devonshire Rd housing.
- ix. F2 building first and higher floors stopped the planting of trees as the floors overhung cycle routes. The ground floor had been cut away to allow space for cycle routes.

### The Committee:

**Unanimously resolved** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- vi. the planning conditions set out in the Officer's report and amendment sheet.
- vii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include the following minor, non-significant amendments to those conditions and/or significant amendment or additional conditions.

### **21/77/Plan 20/01229/FUL - 34 Barrow Road - 16.00pm**

The application sought approval for erection of a new residential dwelling following demolition of the existing dwelling.

The Planning Officer updated their report by referring to the amendment sheet highlighting a response of objection received from City Councillor Copley.

The Planning Officer also informed the Committee that although the National Planning Policy Framework (NPPF) was revised in 2021 this did not alter the assessment or the recommendation of this application.

The Committee received representations in objection to the application from the following:

Resident of 36 Barrow Road

- i. Disappointed the applicant and agent had declined to engage directly with residents.
- ii. The only amendment made by applicant in response to resident's objections were to reduce the ridge height by a 'pencil length' and obscure glaze half of the master bedroom window on the south elevation.

- iii. Believed the Planning Officers' determination was not accurate by stating the application was for a two-storey dwelling; the application was a three-storey dwelling in a conservation area defined by two-story houses.
- iv. No. 36 Barrow Road had been described as diminutive in the Planning Officer's report. The dwelling had a roof height higher than 9 other houses in proximity. However, it would be made to feel diminutive next to the proposed three-storey building, 662sqm, with a higher ridge height of 1m.
- v. The proposed massing was too big for the immediate context.
- vi. The overbearing design would affect the residential amenity in lieu of the boundary trees.
- vii. There would be no opportunity to plant natural screening along the boundary behind the annex, garage, and bin store.
- viii. Questioned why a boundary tree planting plan not been insisted upon.
- ix. The proposed replacement of mature boundary trees between the houses was not feasible.
- x. The application needed to be redesigned to preserve the boundary trees and uphold the character of the conservation area.
- xi. The footprint of the single storey annex (36 Barrow Road), garden and bin store had always been built up to the boundary of 34 Barrow Road. The boundary walls had not changed.
- xii. Requested the same condition for the first-floor window position for fixed obscure glazing be included to the five third storey windows at head heighted.
- xiii. Was one of thirty-four residents who had objected to this application.
- xiv. The application has put the conservation area at risk by breaching the City Council's terms of reference and would set a harmful precedence.

#### Public speaker on behalf of 32 Barrow Road

- i. The application had failed to acknowledge the limitation of the plot and believed it to be over ambitious with too much accommodation on site.
- ii. The submission failed to disguise the scale and massing and causing significant harm to the character of the conservation area.
- iii. In addition to the loss of trees on the site, the root protection of trees on 32 Barrow Road would be compromised.

- iv. The room in the roof space was itself a family home sized accommodation of 146m<sup>2</sup> exceeding all national space standards for family homes.
- v. The proposal would cause significant harm to the residents of 32 Barrow Road due to the domineering and overbearing appearance when viewed from the garden and the rear facing rooms in the home; the application filled up the entire width of the plot of 32 Barrow Road.
- vi. The attempt to disguise the bulk of the proposed property did not work. The front elevation and the rear elevation were too far apart, the side elevations that give way to the harm.
- vii. The harm was less than substantial harm to the conservation area; the statutory test of such harm was that there must be public benefit to outweigh that harm. The proposed replacement home was not sufficient not outweigh that harm.
- viii. Asked that the Committee protect the conservation area in the area.

The following written statement was read out by the Committee Manger on behalf of a local resident:

- i. Strongly objected to this proposal, as many others have done in the past. Both myself and many other residents were shocked that it had been permitted to reach committee stage.
- ii. The design of the proposed dwelling continues to grossly offend the principles of the conservation area. It is an over imposing structure that negatively dominates the residences around it, steals light, adversely impacts the street scene, damages the natural environment and will be harmful to the health and wellbeing of the residents of Porson and Barrow Roads. The City Council should be mindful of this harm, and its legal and moral responsibility to its residents.
- iii. Despite significant objections by residents since last year, the proposal essentially remains largely unchanged since these objections were made. This is a designated conservation area, and the City Council is ignoring the principles of this designation. Conservation areas are meant to have extremely strict rules about development that may infringe on a designated area. We are hopeful that the Council will be transparent about why they have chosen to be so dismissive of this in this particular case, on this



plot. The Council has not permitted many less intrusive schemes in conservation areas in Cambridge. This lack of consistency needs to be defended in relation to this application.

- iv. You will also no doubt be aware that the 20th Century Society has made strong representations to the Council, sharing the expert view that the existing house is of architectural merit, such that it should be designated a Building of Local Interest. The proposal should be refused even on this point alone, much as there are so many other reasons to refuse it, and little of merit to support it.
- v. Hoped that the City Council Planning Department would heed the overwhelming objections to this proposal and refuse it. We hope that the view that the existing dwelling will be designated a building of local interest. We are hopeful we will not need to pursue resolution of this matter in the Courts.

Mike Derbyshire, Bidwells (Applicant's Agent) addressed the Committee in support of the application.

Councillor Hauk (Ward Councillor) addressed the Committee about the application:

- i. Agreed with the Planning Officer that the application provided accessible living accommodation and a good level of indoor and outdoor amenity.
- ii. Did not agree with the Planning Officer's comments the proposed development would preserve the appearance of the conservation area and would not have significant adverse impact on the amenity of the surrounding occupants.
- iii. The Barrow Road Conservation Area Appraisal from June 2016 outlined the features and characteristics of the Barrow Road area that would be diminished by the proposed development.
- iv. The appraisal stated that "The road is distinguished by its low-density layout with wide green verges planted with flowering cherry trees behind which stand detached two-storey houses" that give a "predominant impression of greenery and openness" (section 3.1). "The relationship between the buildings and their leafy setting is particularly important for the road's distinctive character. " (4.). Key characteristics are that "architectural unity is ensured by the common scale of the houses: all were originally designed as detached two storey dwellings and have the same ridge height."
- v. The recommendation of the appraisal emphasised preservation of the roofs, the common ridge height and the character of the road should be preserved.

- vi. In order to develop a design that was appropriate for the immediate neighbourhood in the Barrow Road conservation area there is no evidence that the applicant, or their agent, proactively engaged with local residents outside the generic planning process.
- vii. The proposed development had been referred to as a two-storey building. This would appear as a three-storey building which would impact the local amenity.
- viii. The proposal was different to all other houses in the area who have changed their two-storey storage space into living space and this would stand out with its three-storey appearance.
- ix. The application proposed a third storey of 146m<sup>2</sup> occupying most of the footprint in depth and breadth, which was out of context with the neighbourhood and character of the conservation area.
- x. The floorspace would increase by 2.8 times, twice that of neighbouring properties and the ridge height would be more than 10% higher of its closest neighbours.
- xi. The proposed building would have the highest ridge height in the neighbourhood by over 9m. The case officer acknowledged that the ridge height had been reduced, but this was only by 17cm.
- xii. Ridge heights varied across Barrow Road, which was a long road, but this application would stand out in terms of height and massing within the immediate neighbourhood.
- xiii. Section 6.2 of the Planning Officer's report referred to 36 Barrow Road as diminutive. This was not the case.
- xiv. The application was not sympathetic to the local characteristics and history; it was not consistent with the height and form of neighbouring properties and over all street scene.
- xv. The Barrow Road Conservation Area's boundary tree design precedent should be preserved, enhanced, and respected when designing 34 Barrow Road. Replacement trees would take many years to reach the same level of biodiversity
- xvi. With regards to the application for 33 Porson Road, close to the application, the Tree Officer commented on "the important boundary trees that contribute significantly to the character of the conservation area". As a result, the owners redesigned their building to sit further away from the boundary trees (just under 6 metres).
- xvii. According to policy development would not be permitted which involves felling of trees of amenity or other value unless there are benefits to the public; asked what those were benefits as believed to be none.

Councillor Copley (Ward Councillor) addressed the Committee about the application through a written statement read by the Committee Manager:

- i. it is a great concern about the balance between tree and other habitat loss in the City of Cambridge in the context of ongoing development.
- ii. Reference the view of the Tree Officer which was as follows: "the development requires the loss of a number of trees that will impact on the contribution the site makes to amenity and character of the conservation area." As we have heard at the recent Full Council meeting, many trees replanted die. Furthermore, the time taken for newly planted trees to reach maturity is an order of several decades.
- iii. Climate change is an urgent and pressing issue and has been declared as a climate emergency by the City Council in 2019.
- iv. Object to the assumption that newly planted trees can be counted as equivalent to mature trees (irrespective of whether they have suffer disease). Policy 59 part b states that "existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are retained and protected".
- v. Ask the committee to request the applicant finds a proposal that does not require the loss of the mature trees on this site. I cannot see that this application will provide any other improvements for the residents of the City of Cambridge - as it will not alleviate the housing crisis (via for example providing affordable homes) and results in the loss of a building of unusual architecture from a celebrated architect (see the objection on the planning portal listed under Jesus College).
- vi. Understood that planning committees were very restricted in their decision making but put to you that policy 59.b should not be breached via acceptance of this application."

Councillor Thornburrow who had given apologies for the meeting addressed the Committee about the application through a written statement read by the Committee Manager:

- i. This is an important Conservation Area in Cambridge. Most the homes were designed by the same architect, Norman Myers, between 1931 and 1939, while the building under consideration is one of two modernist buildings in this important conservation area. It was built in 1956 to a design by David Roberts.
- ii. From our planning training we know that in a conservation area, special attention should be given to development that preserves or enhances the desirability of preserving or enhancing the character or appearance of the conservation area.
- iii. There is legal precedent that this duty creates a "strong presumption" against granting planning permission for developments that would harm a conservation area, and that therefore decision makers must give

- considerable importance to any harm to the conservation area arising from the proposal.
- iv. Believed this proposal would cause harm to the Conservation Area and should be rejected on these grounds.
  - v. The Design and Access Statement for the proposed replacement house at 34 Barrow Road claims that it: 'will be of an Arts & Crafts style of a similar scale to and with details seen on other nearby dwellings' (para 3.0). This is highly questionable.
  - vi. There is a marked architectural consistency in the houses in Barrow Road, which were mostly designed by the same architect, Norman Myers, between 1931 and 1939. They were individual designs but shared a basic design strategy of a two-storey rectangular block across the site frontage, with a moderately steep, hipped roof of plain tiles without dormers; the eaves height aligning with the first-floor window head. This basic element was varied by selecting from a palette of secondary architectural features, producing a pleasant and subdued mixture of regularity and variety.
  - vii. The proposed house does not share this design strategy and does not form a natural addition to the Myers streetscape: it is considerably larger, taller, and coarser. The stated design objective is to fit into the existing context, but it fails.
  - viii. The essence of Arts & Crafts architecture is not the haphazard sprinkling of architectural details that were popular in the first decade of the 20th century, but an architectural integrity that unifies function, form, material and details in a considered and satisfying whole. An Arts & Crafts building can be in many different styles, but a feeble pastiche like the proposed replacement house at 34 Barrow Road cannot be considered a valid Arts & Crafts design.
  - ix. The proposed replacement house attempts to pack a greatly increased floor area on the site and incorporates a large second floor (second floors are not characteristic of Barrow Roadhouses). Others have written about the functional shortcomings, and headroom at second floor is a real issue, but it is not my concern here
  - x. The street elevation is dominated by two gables (also not characteristic of Barrow Roadhouses), which have a roof pitch of about 50 degrees, but to accommodate the large second floor area the roof between these gables is spread. It has a substantially lower pitch of about 38 degrees which is not shown on the elevation drawings.
  - xi. David Roberts (1911-82) was the most important local architect working in Cambridge in the 1950s and '60s. Many of Roberts' buildings have been demolished, but this should not be taken as a justification for

- further demolition; on the contrary, increased consideration should be given to conserving his remaining buildings.
- xii. Roberts was in practice from 1948 to 1982 and 34 Barrow Road dates from 1956, only twenty years after the pre-war houses in Barrow Road.
  - xiii. The intervening period was dominated by World War II and the post-war creation of the Welfare State; the revolution in society, politics and the economy was matched by a revolution in architecture.
  - xiv. Traditional styles like the late Arts & Crafts of Norman Myers in Barrow Road were swept away. The critic John Summerson said: 'There is now, what there was not before the war, a real school of modern design in Great Britain. ... [There is] an agreement to be radical ... This radicalism is the great thing in English architecture today' (Modern Architecture in Britain, ed. T Dannatt, 1959, p.27). David Roberts designed the house at 34 Barrow Road in this new spirit. His design is as a strong marker of the cultural context of the 1950s as Norman Myers' houses are markers of the cultural context of the 1930s; and its contribution to Cambridge's architectural heritage is far greater than the pastiche Arts & Crafts design of the proposed replacement.
  - xv. 34 Barrow Road is a good design of the 1950s. The taut, geometrical forms and slender detailing were not the result of penny-pinching – they were the aesthetic objective. Compare the two- storey block at 34 Barrow Road with the side wing of Alvar Aalto's celebrated Villa Mairea of 1938-39, a major work of an acknowledged master of modern architecture. Both designs have exactly the same unadorned rectangular massing with evenly-spaced windows of similar proportions; the west-facing windows of 34 Barrow Road have the same asymmetrical arrangement of wide-and-narrow panes. The building cost for 34 Barrow Road was £6000, a good budget for the 1950s: it was an ambitious, deliberately radical design.
  - xvi. Like all buildings of the 1950s, 34 Barrow Road falls short of today's expectations in many respects, such as thermal insulation, kitchen layout and design, provision of bathrooms, etc, but there would be no difficulty in upgrading these features (just at the 1930s houses in Barrow Road are upgraded). The size of 34 Barrow Road is also smaller than would be expected in high-status detached house today. However, it is perfectly possible for a sympathetic design to expand 34 Barrow Road while retaining its architectural character and cultural significance.
  - xvii. The proposed replacement house at 34 Barrow Road is a poor imitation of the Arts & Crafts style that tries to pack a greatly increased floor area onto the site, despite functional shortcomings. It is an inappropriate design that does not respect the quiet, unassuming quality of Norman Myers' pre-war houses. It fails to meet the stated objective of fitting

- comfortably into the existing context and by no stretch could it be called Arts & Crafts.
- xviii. The existing house of 1956 by David Roberts is a good design that is a strong marker of the cultural context of the 1950s. The taut, geometrical forms and slender detailing were a deliberate aesthetic choice, comparable to contemporary work by other major architects. The house could be renovated to meet current performance standards, and expanded sympathetically to retain its architectural character and cultural significance.
- xix. The replacement of David Roberts' house by the proposed design would impoverish the architectural heritage of Cambridge. This view is supported by the Twentieth Century Society and Cambridge Past Present and Future.
- xx. The replacement of this significant building, with this failed attempt to echo the Arts & Crafts style of nearby houses would harm this conservation area. It should be refused under
- Policy 55: Responding to context
  - Policy 57: Designing new buildings
  - Policy 61: Conservation and enhancement of Cambridge's historic environment
  - Policy 62: Local heritage assets
  - NPPF para 124, 127, 194 and 196
- xxi. Others argue that the application should also be refused under Policies 50, 52, 58, 59, 60 and 70. All the arguments put forward should be considered as grounds for refusal.

Councillor Robertson (Ward Councillor) addressed the Committee about the application:

- i. It should be recognised that Barrow Road was a very special road within Cambridge.
- ii. Residents had chosen to keep the road private, retain the gas lighting and preserve the arts and crafts style of the house.
- iii. The existing house at 34 Barrow Road did not intrude on the street scape and was low profile.
- iv. Agreed that development needed as the house had stood empty for a long period of time. The proposed replacement was for a massive structure and out of scale with all the houses in Barrow Road.
- v. The proposed application would dominate the immediate neighbouring properties and cause unnecessary loss of trees.

- vi. Other houses in the area were half the size to the proposed application. Special attention should be given to development in a conservation area which should preserve and enhance the character and appearance of the area.
- vii. The proposed building was clearly three-storey and should not be referred to as a two-storey building.
- viii. Would urge the Committee to reject the case officers' comments that the proposed house would sit well in the road.

#### The Committee:

**Resolved (by 2 votes to 2, and on the Chair's casting vote)** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer.

- i. With delegated authority to Officers to draft the conditions of the windows on the second floor (if the windows were above 1.7m in height they would not be obscured glazed but if below a condition would be added for these windows to be obscured glazed) in consultation with the Chair, Vice Chair and Spokes.

#### **21/78/Plan 21/00383/FUL - 5 Luard Close - 16.30pm**

The Committee received an application for full planning permission.

The application sought approval for demolition of existing house and garage and erection of 5-bedroom house with integral garage and new crossover with dropped kerb.

The Planning Officer referred to details on the amendment sheet highlighting the additional condition requested by the Highways Authority and the drainage condition previously recommended by Highways would be removed as no longer considered necessary.

Drawing number 6321-1 01B shows that the private water generated by the site will not fall towards the adopted public highway and thus the condition requested by the Highway Authority in its comments of 6th July is not required.

The Plan also shows a soakaway in the front garden, and the Highway Authority requests the following condition be applied in respect of the same:

A proposed soakaway to the front of the property be situated so no part of the same is within 5m of any part of the carriageway in Luard Close (this would comply with the guidance within the current building regulations).

Reason: to prevent any potential future degradation of the adopted public highway.

The Highway Authority seeks that the 'site plan' submitted on the 19th July does not form part of the approved documents as it contains information that will relate to the Traffic Management Plan and this has the potential to create conflict between two documents.

Councillor Porrer proposed an amendment to the Officer's recommendation that a condition be added to include an EV charging point on site.

This amendment was **carried unanimously**

Councillor Porrer requested that the wording to condition 20 be revised to ensure biodiversity net gain and an additional informative added to encourage the use of air source heat pumps as part of the condition regarding carbon reduction.

These amendments were **carried unanimously**.

The Committee:

**Unanimously resolved** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. the planning conditions set out in the Officer's report and amendment sheet;
- ii. delegated authority to officers, in consultation with the Chair, Vice Chair and Spokes, to draft and include revised condition 20 and additional conditional for the EV charging point.
- iii. Informative (with delegated authority for officers to draft this in consultation with the Chair, Vice Chair and Spokes) to be included on the planning permission for the use of air source heat pumps.

**21/79/Plan 21/00437/FUL - 31 Newnham Road - 17.00pm**

This item was deferred.



**21/80/Plan 21/00434/HFUL - 167 Chesterton Road - 17.30pm**

The Committee received an application for full planning permission.

Councillor Porrer proposed an amendment to the Officer's recommendation that an informative be added regarding a party wall agreement.

This amendment was **carried unanimously**.

The Committee:

**Unanimously resolved** to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to the conditions recommended by the Officer and the following:

- i. informative (with delegated authority for officers to draft this in consultation with Chair, Vice Chair and Spokes) to be included on the planning permission for a party wall agreement.

The meeting ended at 6.15 pm

**CHAIR**

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**PLANNING COMMITTEE**

**7th October 2020**

<b>Application Number</b>	20/02172/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	24th April 2020	<b>Officer</b>	Mary Collins
<b>Target Date</b>	11th September 2020		
<b>Ward</b>	Queen Ediths		
<b>Site</b>	Land At 11 Queen Ediths Way Cambridge Cambridgeshire		
<b>Proposal</b>	The erection of new buildings to provide 40 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works		
<b>Applicant</b>	c/o Agent One Station Square Cambridge CB1 2GA		

<b>SUMMARY</b>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• It provides high-quality visitor accommodation fronting a main road in an area with good public transport accessibility.</li> <li>• Measures to promote non-car modes of travel, all of which can be secured by condition, are sufficient to ensure the development does not put</li> </ul>
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	<p>pressure on on-street car parking.</p> <ul style="list-style-type: none"> <li>• The height, massing, materials and detailed design of the building, are appropriate to the context, and will not cause visual harm to the surrounding area</li> <li>• Protected trees to the street frontage are respected</li> </ul>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is situated on the northern side of Queen Edith's Way.

Three trees along the southwest boundary of the site have Tree Preservation Orders (TPO) on them.

1.2 11 Queen Edith's Way formerly comprised a detached dwelling, extension and two brick outbuildings, with associated hard surfaced parking and patio spaces. The previous use of the building and site was as a care home. The structures have been demolished down to the foundation pads and portions of the hard surfacing have been removed. The front garden space remains soft landscaping, with a hard-surfaced access drive providing vehicle access to the site. The site is surrounded by adjacent dwellings and gardens on the north, east and west, and Queen Edith's Way to the south. The site features a sunken garden roughly central to the former front garden space.

## 2.0 THE PROPOSAL

2.1 The original proposal was for the erection of new buildings to provide 53 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works.

2.2 Amendments have been made as a response to comments received from Urban Design and the Tree Officer and these include:

- Updated site layout, building layout and elevation plans
- Updated shadow study document
- Updated street scene visualisation
- Updated Arboricultural Impact Assessment

The amendments consist of a reduction in the scale and mass of the proposed buildings as well as providing a repositioning of buildings within the site. Consequential to the amendments the number of units of visitor accommodation has reduced to a total of 40 overall.

### **Block A**

2.5 Storey. Pair of canted gables linked with light grey zinc tile roof. Approximately 9.45 metres high to ridge, 6.7 metres to eaves level

Approximately 21 metres overall in width. Two storey element 16 metres wide.

Single storey 5 metres wide

Ventilation stacks to each end. Single storey flat roofed element to side. Single storey flat roofed section to rear linking to Block B.

15.5 deep with single storey flat roof linking section approx. 3 metres high.

17 No. (min. 25m<sup>2</sup>) units

### **Block B**

2.5 Storey. Ridge Height 9.45 metres. Pair of canted gables linked with light grey zinc tile roof. Ventilation stacks to each end.

Approximately 16.6 metres wide and 14 metres deep. 6.7 metres to eaves level

15 No. (min. 25m<sup>2</sup>) units,

### **Block C**

Single Storey 8 No. (min. 25m<sup>2</sup>) units in two buildings of four units each.

Single storey, canted gables to front,

4.8 metres to highest ridge height, 2.5 metres to eaves, Rear elevation is 15.7 metres wide. 12.7 maximum depth

Front elevation has gable projecting into application site by approximately 6 metres.

Block C2 has an L shape footprint and C1 is rectangular in footprint.

Blocks C1 and C2 are situated at the far end of the application site close to the boundary with Holbrook Close.

The materials proposed to all the proposed blocks are light grey standing seam roof finish and red brick walls and ventilation stacks.

Cycle parking is proposed to the western side of the site. With 44 spaces being provided. Car parking is within the basement and comprises 14 spaces including 5 accessible spaces.

The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water.

Refuse storage would be at basement level.

2.3 The application has been accompanied by the following documents:

- Drawings
- Planning Statement
- Flood Risk Assessment and Drainage Strategy
- Preliminary Ecological Appraisal
- Biodiversity Net Gain Assessment
- Sustainability Statement
- Transport Statement
- Tree Survey and Arboricultural Impact Assessment

### 3.0 SITE HISTORY

Reference	Description	Outcome
18/1904/DEMDET	Prior notification of the demolition of the main building (including extension) and two brick outbuildings.	Approved 16.05.2019
17/1317/CLUED	Application for Certificate of Lawfulness under Section 191 for continued use of the property for any permitted Class C2 activity without restriction to 14 residents.	Withdrawn 05.12.2017
16/1913/FUL	Change of use from a residential care home (use class C2) to Guest House (use class C1) - 26 letting rooms plus managers flat and associated external works.	Refused 04.12.2017

### 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	1 3

Plan 2018	17 28 30 31 32 33 34 35 36 47 50 51 55 56 57 59 69 70 71 77 81 82
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### 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2021 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A)
Previous Supplementary Planning	Sustainable Design and Construction 2020 Cambridgeshire and Peterborough Flood and Water Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010) Public Art (January 2010)
Material Considerations	City Wide Guidance Air Quality in Cambridge – Developers Guide (2008) Arboricultural Strategy (2004)



	<p>Balanced and Mixed Communities – A Good Practice Guide (2006)</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>Cambridge Sub-Region Culture and Arts Strategy (2006)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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## 6.0 CONSULTATIONS

### Planning Policy

- 6.1 The proposal for serviced apartments (sui generis) is considered acceptable from a policy perspective, subject to suitable conditions to limit minimum and maximum lengths of stays and the proposals is not used for any other purpose other than for visitor accommodation.

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

Original submission

- 6.2 Highway Authority requests that the application be refused on the grounds of highway safety. As described within the Transport Statement the footway to the front of the property is a shared use facility for both pedestrians and cyclists. While suitable pedestrian visibility splays have been shown and given the roads geometry suitable inter vehicle visibility splays can be achieved the applicant has failed to show suitable motor vehicle to cycle splays from the proposed access, which will be to the detriment of highway safety.

The above request may be overcome if the applicant provide a plan showing that splays of 2.4m x 14m (assuming an approach speed of 12mph) can be achieved within land under the control of the applicant or that is adopted public highway.

Revisions

Drawing number 1841 1-10 Rev A showing the proposed vehicle-cyclist visibility splays to the shared use path overcomes the Highway Authority's request that the application be refused.

Recommend conditions:

- Traffic Management Plan
- Proposed motor vehicle access to the development be at least 5m wide for a distance of at least 5m into the applicant's property from the boundary of the adopted public highway, to enable two average sized domestic vehicles to pass each other with relative ease while both are off the adopted public highway.
- Two pedestrian visibility splays of 2m x 2m as shown on drawing number 1841/1-10 shall be maintained in perpetuity free from obstruction exceeding 0.6m above the level of the adopted public highway

- The proposed access 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.
- The proposed access be constructed using a bound material for a distance of not less than 5m into the site from the boundary of the adopted public highway, to prevent debris spreading onto the adopted public highway.
- Demolition and construction vehicles with a gross weight exceeding 3.5 tonnes shall enter and leave only between hours of 9.30 – 15.30 seven days a week.

### **Cambridgeshire County Council Transport Assessment Team**

#### 6.3 Response dated 31<sup>st</sup> July 2020

Holding Objection: Insufficient detail has been presented to make a sound statement. Issues related to the Transport Statement will need to be addressed before the transport implications of the development can be fully assessed.

1<sup>st</sup> April 2021

No Objection subject to Mitigation Package: Sufficient detail has been presented to make a sound assessment. Indicative Mitigation: Should the development go ahead the developer should be conditioned to provide a Travel Plan.

### **Environmental Health**

#### 6.4 No objection subject to conditions:

CE05C – construction hours

CE15C – collection during construction

CE16P – construction/demolition noise/vibration & piling

CE14P – dust condition

Plant/machinery/equipment – noise assessment and any noise insulation / mitigation scheme

External lighting

Unexpected Contamination

Electric Vehicle Charge Points – Communal Parking

The lower ground floorplan indicates two areas of plant. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water.

Noise levels from plant and equipment associated with the application requires assessment to ensure local amenity is protected. It is required that 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 sound level ( $L_{A90}$ ) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Whilst requirements are for the rating level not to exceed the background sound level at the application site boundary, if the plant is roof mounted and / or nearby noise sensitive receivers are in closer proximity than the site boundary and / or the site boundary is afforded shielding from the application building parapet, the nearest noise sensitive receiver would be the required assessment location.

As noise sensitive premises (apartments) are located within the site boundary, the glazing of the apartments and amenity areas will also be a location for the rating level of all plant not to exceed the existing background sound level ( $L_{A90}$ ).

The application site has a very favourable land-use history and the associated risk from potentially contaminated land is considered to be low. The site appears to have been in residential use since the 1920s and became a residential care home for the elderly in the early 1980s. Due to the piecemeal expansion of the original dwelling during its time as a care home, it is considered reasonable to impose a condition relating to the discovery of unexpected contamination as a precautionary measure.

## **Refuse and Recycling**

- 6.5 Bin stores not indicated. The vehicle would not be able to go up the private drive, so bins would need to be sited, or placed on collection days by the main road. As these are serviced apartments, unclear who would put bins out, unless they have a

managing agent do it, or have a bin store near the main road. As these are serviced apartments, maybe they should be trade?

## **Urban Design**

### 6.6 Original comments

By virtue of the proximity of the proposed buildings to existing trees considered important to the character of the site, the scheme has failed to satisfactorily resolve the issue of impact on these trees. A scheme that satisfactorily works around the trees is likely to require an amendment to site footprint and therefore the number of units. Furthermore, in the absence of supporting information, unable to adequately assess the proposed scale and massing, particularly of Block A, and the relationship with adjoining properties. Therefore, taking the above into account, the proposed scheme is not supported in Urban Design terms.

#### Revised comments – first amendment

The revised drawings include changes to the site layout, bike storage and additional information including a basic Shadow Study and Street Elevation.

### **Scale and massing**

We previously raised concern around the scale & massing of the proposed scheme, its scale relationship to neighbouring buildings and potential impact to amenity of No.13 Queen Edith's Way. The Street Elevation shows that the proposed scheme is both significantly taller and wider than the neighbouring buildings.

Block A, which introduces massing to the front (south) of the site, clearly has a role to play in maintaining the character and rhythm of the street scene, and a scaled transition between neighbouring dwellings No.9 &13 Queen Edith's Way is needed. As currently shown as a full 3 storey form, the top ridge height of ~8.8m, and gable height of ~9.2m reads as a building that is significantly taller. Whilst the more recent development to the west of the site is taller (~8.3m) than no.9 Queen Edith's Way (~6.8m), the

building forms are well articulated with a smaller footprint and an upper floor that is subservient, reading as an attic space. The proposed Block A, which is forward of the existing building line, is taller than the recent new development and significantly taller than the buildings adjacent to it, creating an uncomfortable scale relationship. As shown in the Shadow Study, the width and height of Block A will cast a shadow over the entire front façade of No. 13 Queen Edith's Way in the late afternoon of the Spring & Autumn Equinox, overshadowing the building and front garden amenity space when it wasn't previously. Furthermore, the scale of the building combined with the orientation of the site, will cast a shadow over the proposed courtyard for much of the year, resulting in a poor-quality amenity space.

The proposed scale and massing of Block A, its scale relationship with adjoining properties and its impact to neighbouring amenity is not acceptable in urban design terms and as such a different form is needed. A reduced building height and footprint for Block A, that sits better within the prevailing context and mitigates impact to amenity is required. Subsequently, Block B will require a revised assessment and a reduced scale may be needed here too. Taking the above into account, the proposed scheme does not comply with Policy 55, 56 & 57 of the Cambridge Local Plan 2018, and is not supported in Urban Design terms.

Revised comments – second amendment

The building setback and reduced length of Block A brings the eastern side further west by ~2m and provides space for a planted boundary on the eastern edge of the site. This, along with the reduced massing to a single storey and flat roof on the western side of Block A, and the overall reduction in ridge height creates a better scale relationship with the neighbouring properties, No.9 & 13 Queen Edith's Way, and as such is considered acceptable in design terms.

The stepped layout of Block A & B, and the subsequent change to the proposed courtyards allows sunlight to the external amenity across the day on the Spring/Autumn Equinoxes, greatly improving the quality of these amenity spaces.

The applicant has provided a shadow study that demonstrates there is some impact in the afternoon to the neighbouring property of No.13 Queen Edith's Way in terms of overshadowing, however it is limited to 5pm onwards on the Spring/Autumn Equinoxes, and therefore is considered acceptable.

Taking the above into account, the proposed scheme is now supported in Urban Design terms. Recommend conditions requiring materials and sample panel.

### **Senior Sustainability Officer (Design and Construction)**

- 6.7 The general approach to sustainable design and construction is supported. An indicative water efficiency specification has been provided demonstrating water use of no more than 110 litres/person/day in line with the requirements of policy 28 of the Local Plan. This should be secured by condition. With regards to climate adaptation and the issue of overheating, a combination of measures are proposed including the role of the green infrastructure on the site in helping to shade the buildings and provide evaporative cooling. Would recommend that as part of the detailed design, overheating analysis be undertaken using current and future climate scenarios to double check that the measures proposed will be sufficient.

With regards to energy and meeting the carbon reduction requirements set out in policy 28 (using the approach for residential development) it is proposed to utilise fabric efficiency measures coupled with the use of communal air source heat pumps. Together these measures are predicted to reduce emissions by over 60%, an approach that is supported. Query whether the claimed efficiencies can be met if the system is providing all of the hot water demands of the site, and an alternative approach may be needed for domestic hot water.

The proposed scheme is supported in sustainable construction terms subject to submission of a plan showing the location of the proposed air source heat pumps.

Revised comments

Further amendments have resulted in a reduction in the number of apartments from 53 to 40. While this will not alter the general energy strategy, which utilises communal air source heat pumps located in a basement plant area, it will lead to a change to the submitted carbon calculations.

### **Access Officer**

- 6.8 3 Blue Badge Parking Spaces need to be marked as close to lift core as possible. The lift needs to be position so that it has 1.4 metre depth from the doorway. (Officers note three blue badge spaces are located in the parking basement directly adjacent to the lift).

### **Head of Streets and Open Spaces (Tree Team)**

- 6.9 Original submission

Not supported and is recommended for refusal because of the impact on trees that contribute significantly to amenity. Relocation of the vehicular access is supported and necessary to provide adequate access for construction traffic, while safeguarding the retention of T1 and T2.

#### Revised drawings

Amendments made to the scheme create a defensible and sustainable relationship between trees and buildings. Confirm therefore support of the amended scheme subject to conditions:

- Prior to commencement submission and approval of a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837 2012. Pre-commencement site meeting shall be held to discuss details of the approved AMS.
- Implementation of approved tree protection methodology.
- Replacement of any tree shown to be retained on the approved tree protection methodology if removed, uprooted, destroyed or dies within five years of project completion.

### **Head of Streets and Open Spaces (Landscape Team)**

- 6.10 Original comments



Landscape has concerns about the edges of the site and the space left for thresholds and boundaries to suit the residential context of the area. The buildings require more space around them for thresholds, adequate boundary planting and maintenance access.

Little room has been provided to safeguard existing on and off-site trees and allow for their maturity to be reached.

It is considered that the site is slightly over developed and does not allow for meaningful and practical external environments for the residents to enjoy.

#### First revision

There is a feeling that there is not enough space to achieve this in the spaces retained for external use. The frontage court will be busy place with cycles moving in and out and the rear court is quite small when you factor in additional space for threshold planting. It is considered that the site is slightly over developed and does not allow for meaningful and practical external environments for the residents to enjoy and the addition of basic boundary treatment.

#### Second revision

The amended submission for a reduced number of units and redistribution of the buildings.

Previous concerns regarding quantity of communal open space have been addressed with an additional area of green space being released under the large tree towards the rear of the site.

The site plan still does not show how any thresholds will be treated, particularly around communal garden areas or in front of the large windows at ground floor level. It is considered that this can be left to detailed design under condition.

The nature of this type of development, frees it from some of the features we would expect to find in a standard residential development, such as private amenity space, however, this leads to a need for high quality communal spaces that function well for the residents.

It should be noted that cycle parking must be both covered and secured for the benefit of the residents. Updated details for cycle parking arrangement will be needed under condition.

### **Cambridgeshire County Council (Flood and Water Management) LLFA**

#### 6.11 Original comments

The concept of the surface water strategy is supported by the LLFA. However, clarity is required on the layout of the surface water drainage network.

#### Revised comments

Objection removed based on submitted Flood Risk Assessment & Surface Water Drainage Strategy, which demonstrate that surface water from the proposed development can be managed through the use of permeable paving over all site access and pedestrian areas.

Infiltration testing indicates that rates are better in the south of the site, and therefore all subbase of permeable paving to the pedestrian areas in the north, will be wrapped in an impermeable membrane. A perforated pipe will pick up surface water and distribute it to the subbase of the site access road, which will be permeably paved with direct infiltration through the subbase. There is provision of geo-cellular storage beneath a section of the permeable paved access road, providing additional volume for the 1% Annual Exceedance Probability (AEP) storm event, including an allowance for climate change. The surface water drainage will be maintained by a management company. Request that a detailed scheme be secured by condition.

### **Head of Streets and Open Spaces (Sustainable Drainage Officer)**

- 6.12 The proposals have indicated that a suitable surface water drainage scheme can be delivered. However further refinement of the design including further infiltration tests are required to ensure that the design follows the drainage hierarchy and can

be maintained for the lifetime of the development. This can be secured by condition

### **Head of Streets and Open Spaces (Nature Conservation Officer)**

Original comments

- 6.13 Prior to the ecology survey the site appears to have been largely cleared of buildings and vegetation that may have supported protected or notable species. Given the sites scale, location within an area of mature gardens and the proposed number of units would request that a minimum 10% biodiversity net gain is achieved for the site through appropriate landscaping, habitat creation and biodiversity features. The requirement to be determined through use of the DEFRA Biodiversity Net Gain metric (Version 2) and agreed prior to determination to ensure the site has the capacity to accommodate. Details of the proposals can be secured within a landscape and / or ecological design strategy condition and should focus on tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators and gaps in boundaries for hedgehogs.

Comments following submission of Biodiversity Net Gain assessment

The assessment demonstrates a net gain of 39.25%. Content with the assumptions. The protection of retained trees is critical to achieving this. Request green roof and bird/bat box conditions.

### **Environment Agency**

- 6.14 Have reviewed the information provided and have no formal comment to make on this application but offer the following guidance:

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary. Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space.

The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

Flood Risk Assessment. The sewerage system at present has available capacity for these flows.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, AW is unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be reconsulted to ensure that an effective surface water drainage strategy is prepared and implemented

**Cambridgeshire Constabulary (Architectural Liaison Officer)**

- 6.15 Have reviewed documents and drawings in relation to community safety and reducing vulnerability to crime – whilst happy to support the design and layout would like to see an external lighting plan when available.

**Cambridgeshire County Council (Archaeology)**

- 6.16 The County Council's records indicate that this site lies in an area of archaeological potential.

The site should therefore be subject to a programme of archaeological investigation secured through a planning condition.

**Developer Contributions Monitoring Unit**

6.17 The Developer Contributions Monitoring Unit (DCMU) does not propose to seek specific S106 financial contributions under the council's Planning Obligation Strategy SPD 2010, as Cambridge City Council does not seek S106 financial contributions from such developments.

### **Cambs Fire and Rescue**

6.18 Should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

### **Cambridge Airport**

6.19 The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. Therefore, have no objection to this proposal.

However, would ask to be informed of any intended crane usage so can assess these against any potential infringement of our safeguarded slopes.

### **Public Art**

6.20 Concerned that a Public Art Delivery Plan has not been submitted to support the planning application, as per the requirements of the Council's Public Art Policy. It is crucial to integrate public art at the earliest stage of the design process, need to agree principles, approach and budget.

6.21 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 Councillor McGerty has commented on this application. If minded to approve the application, would be grateful if you would please allow the Planning Committee to consider it as believe it has a detrimental impact of its surrounding environment and residents.

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

- 1 Alfred Close (Objects)
- 3 Alfred Close (Objects)
- 21 Bowers Croft (Objects)
- 7 Queen Edith's Way
- 8 Queen Edith's Way (Objects)
- 9 Queen Edith's Way (Objects)
- 12 Queen Edith's Way (Objects)
- 13 Queen Edith's Way (Objects)
- 9 Wessex Court 21 Queen Edith's Way (Objects)
- 26 Queen Edith's Way (Objects)
- 30 Queen Edith's Way (objects)
- 60 Holbrook Road (Neutral) – changed to objection on the amendments
- 62 Holbrook Road (Objects)
- 64 Holbrook Road (Neutral)
- 66 Holbrook Road (Objects)

Cambridge Past, Present and Future

Objects to this application because it adds to the continuing, unwelcomed and seemingly unplanned, transformation of this neighbourhood from large, private residential properties to

apartments and flats and now potentially apart-hotels. These buildings have a different scale, massing and design. This neighbourhood is not identified in the Local Plan as an area of change yet we are seeing many applications come forward, which cumulatively will transform this neighbourhood. In our view this scale of transformation should be part of the local planning process, which allows local communities to have a say on transformational changes to their neighbourhood - rather than have them imposed on them piecemeal by individual planning applications such as this one.

The proposed apartments are located to serve Addenbrooke's and Cambridge Biomedical Campus, however the Local Plan has already included provision to serve this market, Policy 17.

No justification for change of use is provided (Policy 3) nor justification for the loss of local residential care (Policy 47). • A previous application 16/1913/FUL for change of use from residential care home (C2) to Guest House (C1) for 26 letting rooms was refused due to lack of evidence that loss of residential care in this location was acceptable and the desire for short-stay accommodation to be based in the city centre. The city already has a problem with AirBnB type accommodation (eg. CB1).

## 7.2 The representations can be summarised as follows:

### Planning history of site

Previous application No. 16/1913/FUL for the change of use from a residential care home (use class C2) to a Guest House (use class C1) was refused. it is not clear whether the demolition of the care home removed the requirement for the developer to comply with the Cambridge Local Plan regarding the supported housing.

For all purposes the current proposals are again for the hotel / apartment hotel which is completely inappropriate for the residential nature of the area. There are no precedents of this

type of buildings and this scale in the area. There is no evidence that this type of accommodation is in demand in this area which is not town centre location

### Loss of care home facility C2

The previous building at 11 QEW (The Hollies Care Home) provided specialist care and accommodation for up to 22 people some of whom were living with dementia.

Despite the C2 classification and refusal for the change to C1 class with 26 rooms (16/1913/FUL) and additionally the local planning authority wishing for the property to continue to be used for C2 uses, the developer took the decision to demolish the building, presumably so no evidence of its former use remained.

Insufficient evidence has been put forward as to whether the loss of a residential care home is acceptable in this area and whether there is a quantified need for this type of tourist accommodation in this edge of city centre location.

11 Queen Edith's Way should be considered as specialist residential floorspace given the nature of the care it provided. The developers have not provided any justification for why there is no local need nor demand for the space to be retained as a care home (which was why the previous development was declined). There are no other care-home options within Queen Edith's meaning residents requiring specialist care must move to a different area. Policy 75: Healthcare facilities

This is further justification for why this asset should remain as a community-based asset serving local elderly residents requiring specialist care that would potentially otherwise remain in Addenbrooke's utilising valuable bed space and resource when care could be better served in the primary care sector.



If there is no requirement for the developer to build a new care home to replace the one they demolished, then they should build houses on the land that is now empty, the houses that would be more sympathetic and more appropriate for this residential location.

### **Proposed use of building / management of serviced apartments**

Queen Edith's Way is a residential area with a selection of large domestic houses and flats and apartments, all mostly set well back from the road. The properties are in the main owned and rented and lived in by settled residents who look after their neighbourhood and are not transient.

The sui genesis proposal is not going to a settled one with people coming and going at all hours with a 90-day maximum tenancy.

Unclear how the development will be managed to control noise or other potentially antisocial behaviour by its short-term residents.

The proposal suggests a dedicated manager will be on site 24-hours per day; again, this can't be policed and will have little effect on managing 53 rooms with the potential to house 100+ residents.

The proposed erection of 53 rooms on 3 storeys could lead to up to 100 residents on the site at one time. At peak times, access to the site will be significantly restricted via the single access entrance. Too many rooms are being crammed into the site.

The size of the development is not compatible with the style and size of other dwellings in the area.

This area of Queen Edith's Way does not lend itself to short term lettings on this scale. These latest plans show studio flats/apartments, with a one room area of average 25 sq metres,

nothing that compares with the many apartment properties in the vicinity with separate kitchens, bathrooms and bedrooms.

Possible cafe and the break-out room only shows table and chairs. Will this mean there will be a steady stream of journeys of takeaways and deliveries of food at meal times from early morning to late evening? The apartments are described as being serviced, this means many linens' changeovers and cleaning which will add to the noise and disturbance.

The Break-out/dining room has an outside door. Need for 24 hr presence to ensure no non-residents are invited in. The 24 hour management presence will probably involve 3 different personnel, are they going to be live in or live out both to start with and when the proposed building is handed over to a letting agency, what then?

The developer quotes that there is current demand for 18,600 short stay nights a year for the visitors to Cambridge Biomedical Campus. The proposed development would provide 15,476 nights a year assuming a 80% occupancy level. Given that many of these nights would not warrant a serviced apartment and taking into account the availability of hotel accommodation in the town centre, it seems unrealistic to expect the development to be viable based on the developer's planning statement.

Future use of the building

Whilst understand that the proposed development is for serviced apartments (sui generis) for a maximum 90-day stay, request that a guarantee is given by the Council that the use of the site will not be changed from this, to become a hotel, full-time accommodation for students, Air B&B, or personal ownership/permanent residents.

Impact on surrounding area

The scale of the proposal is completely inappropriate. Developments on the street are either a single or double plot of land with nothing like the proposed density of habitation.

The size of the apartments and the density is not in keeping with the surrounding area or neighbouring properties. The properties will be higher than the neighbouring properties and impact the light / visual appeal of the neighbours. Whereas most houses are set back from the road, this stacking of units in the development will bring them closer to the road than surrounding houses.

### Privacy issues

Block A elevations show floor to ceiling windows at each end of the corridors; the position of which give direct viewing into a doorway, 2 bathrooms, a kitchen area and upper hallway of 9 Queen Edith's Way, plus views into 13 Queen Edith's Way

Security and Noise: Construction of a solid wall (allowing through-access for hedgehogs) approximately 1 metre from the existing dividing hedges between Block C at 11 Queen Edith's Way and the properties at 60 and 62 Holbrook Road - with access behind this wall restricted to maintenance staff only, and with the existing boundary hedges fully preserved.

The first and especially the top floor windows of Block B facing North will have views into the gardens and the windows of (Nos 58, 64 and 64A) in Holbrook Road. To reduce loss of privacy, request that:

- mature evergreen trees are planted in the grassed courtyard to obscure the view from Block B windows (North side) overlooking our gardens and houses.

Parking requirements/Parking on adjacent roads

There will be a parking allowance for 16 cars at no 11 Queen Edith's Way which means that many of its occupants are likely to park on the adjacent roads elsewhere where there is already over capacity. This will cause potentially illegal parking on pavements, double yellow lines or adjacent roads.

Non-compliant with parking requirements (See Table L.2 of the Cambridge Local Plan 2018) which requires Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms

The servicing of rooms will require significant staffing; the number of staff on-site at any one time has not been assessed as part of the application, making it impossible to evaluate the parking requirements. It is also questionable whether serviced apartments will require more parking than hotels given it's marketed towards those relocating or on secondment; those people are likely to bring more cars into Cambridge (compared with visitors) adding parking pressure to the surrounding area which has no parking restrictions.

### **Noise and disturbance**

The new access road is very close to the boundary, therefore causing car lights glare and fumes into 2 bedrooms.

Would be significantly increased with the comings and goings of some 40 residents. Queen Edith's Way is an A road and this volume of traffic will cause blockages. an increase in daily visitors to service / clean these apartments. Traffic will also be increased from deliveries from food, linen, bins, cleaners, couriers etc. serviced apartments are not in keeping with the current usage of the road. This is a quiet residential area. As residents/ home owners we should not be subjected to the comings and goings of strangers who stay for only a couple of nights / weeks in these serviced apartments. The nature of the proposed development raises concerns relating to security & pride in the environment.

With so many short-term residents living on the site, there will be a greater security risk, increase in noise.

## Drainage issues

An underground stream is present at 11 Queen Edith's Way, and that water drains from this site to a neighbour's garden. Would want confirmation that there is no increased risk of flooding to this or surrounding properties as a result of the specific development proposals - in particular the basement car park. This will be difficult on this site due to levels of underground water and chalk base. The bore holes done as part of the application are not deep enough to assess whether water exists below ground to the level of the car park. On site, there is a hole approximately 3 meters deep which constantly has water in it irrespective of season or rainfall. Suggesting the planned car park will enter the water table, potentially dispersing water to neighbouring properties.

## Revisions

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

- 21 Bowers Croft
- 60 Holbrook Road
- 62 Holbrook Road
- 64 Holbrook Road
- 9 Queen Ediths Way
- 12 Queen Edith's Way

The representations can be summarised as follows:

Objections still stand

Where is the assessment on the scale and massing relative to 9 and 13 QEW? Where is the refuse tracking plan?

Consideration should be given to the impact of COVID-19 and a new working from home culture (particularly within the companies this development was proposed to serve); is this development really a viable commercial proposal?

Block A has reduced footprint and a 44cm height reduction. However, the design of Block A remains 14% higher than the development at 3-5 QEW and 40% higher than 9 QEW. Given the natural gradient of QEW, it will be considerably higher than 13 QEW. While Block A has been reduced to 1 story directly adjacent to 9 QEW, the fact is the scale of Block A will still be over-bearing due to the nature of the design.

Similarly, the reduction of 44cm to Block B will have little impact on reducing the overshadowing

Development is non-compliant with the RECAP Waste Management and Design Guide 2012

The 3 floor accommodation buildings overlook adjacent properties.

Flooding

Loss of light

Security and Noise

Loss of privacy

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

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received the main issues are as follows:

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**

#### National Policy (NPPF)

8.1 The revised National Planning Policy Framework was published July 2021. National policy in the NPPF includes the presumption in favour of sustainable development at the heart of the planning system. This sets a clear expectation on planning authorities to plan positively to promote development and create sustainable communities.

#### National Guidance (NPPG)

8.2 The NPPG provides several paragraphs about housing for older people of which 'Specialist housing for older people', lists different types of specialist housing (not exhaustive) designed to meet the diverse needs of older people. These include: Age-restricted general market housing; Retirement living or sheltered housing; Extra care housing or housing-with-care; and Residential care homes and nursing homes. Any single development may contain a range of different types of specialist housing. Paragraph: 010 Reference ID: 63-010-20190626

The adopted Cambridge Local Plan 2018

- 8.3 Policy 77: ‘Development and expansion of visitor accommodation’ outlines the types and locations for new visitor accommodation supported by the policy. These include “larger high-quality hotels beyond the city centre ... and at Cambridge Biomedical Campus (including Addenbrooke’s Hospital). New visitor accommodation should be located on the frontages of main roads or in areas of mixed-use or within walking distance of bus route corridors with good public transport accessibility.”
- 8.4 Furthermore, Local Plan paragraph 8.53 clearly states: “The Council will take steps to ensure that apart-hotel and serviced apartment units approved for use as visitor accommodation will not be used for any other purpose. This may include the imposition of conditions to ensure maximum lengths of stay (typically 90 days) and a restriction on return visits. The applicant will need to explain how they expect the site to operate and agree to the 90-day maximum stay requirement which will need to be conditioned.”
- 8.5 Policy 77 does not expressly support this site as a named location for visitor accommodation, which would include the serviced apartments. However, the site is located within a highly sustainable location as detailed within the supporting Transport Statement. Bus stops are located nearby on Hills Road which provide access to high quality and regular bus services across the city. Likewise the site lies upon Cambridge’s signed primary cycle network providing quick, easy and safe access to the City Centre and Cambridge Central Railway Station. As such, services and facilities in these locations are sustainably accessible from the site. Similarly, a range a services and facilities including; convenience store, public house, chemist and takeaway food is available in close proximity of the site at the Neighbourhood Centre on Wulfstan Way. Officers conclude that spatially the site is located in a suitable location and there are no express policies that would prohibit the development of a serviced apartment use on this site.
- 8.6 The supporting text to the policy at para 8.46 states that there is a projected requirement for ‘*around 1,500 new bedrooms over the next 20 years*’, and this is predicated on a study undertaken in 2012 entitled ‘Cambridge Hotel Futures’.



- 8.7 The figure of 1,500 new hotel bedrooms is not a cap on overall provision. For it to be a cap it would have to be expressed as such within the text of the policy.
- 8.8 The NPPF sets out that policies for assessed need should be as a minimum, and this is consistent with the way in which policy 77 is worded.
- 8.9 Policy 77 does not cap the provision of new visitor accommodation. The principle of the serviced apartment use, being located in a highly sustainable location with excellent public transport links and within walking distance of Addenbrookes, is acceptable and officers are satisfied from the evidence supplied by the applicant that there would be sufficient demand for the serviced units.
- 8.10 With regard to the appropriateness of the development, the site is accessed from Queen Edith's Way, approximately 250 metres away from bus stops on Long Road and 500 metres from Wulfstan Way Neighbourhood Centre. The site is also approximately 500 metres from Addenbrooke's Hospital.
- 8.11 The proposal for 40 serviced apartments (sui generis) is located within a residential location and has the potential to generate many extra journeys to and from the site by both service vehicles and occupants coming and going. Minimum stays of 4 nights should be considered to ensure local residential amenity is not adversely affected. The applicant's voluntary agreement to the 90-day maximum stay requirement will need to be conditioned along with a restriction on return visits. The residential nature of the proposal also means that it is important than the proposal is conditioned to ensure it is only used for visitor accommodation and not for any other purpose.
- 8.12 The proposed serviced apartments are well located to serve Addenbrooke's and the Cambridge Biomedical Campus. The Local Plan includes provision to serve this market on campus through Policy 17, albeit a new hotel on campus has not come forward and been built to cater for the increased demand arising from the expansion, including for large employers such as AstraZeneca or Abcam. There are no imminent plans for hotel provision on the campus at present. It is also acknowledged the impact that COVID-19 has had and the new working from home

culture. However, this is a long-term investment and the proposed apartments would still contribute to providing visitor accommodation. There is no evidence that proposal is in any way unviable. As such the proposal for 40 serviced apartments (sui generis) is considered acceptable from a policy perspective, subject to suitable conditions to limit minimum and maximum lengths of stays and the proposal is not used for any other purpose other than for visitor accommodation.

8.13 Concerns have been raised regarding the loss of the former care home and the appropriateness of the use in principle, and Officers have taken advice from the Policy team who have commented as follows:

8.14 'The site appears to have last been occupied by The Hollies Care Home, <https://www.cqc.org.uk/location/1-107911906/contact>. If it was registered with the Care Quality Commission, this would suggest it last provided 'Extra care housing or housing-with care.

8.15 From the definitions provided by the NPPG (Paragraph: 010 Reference ID: 63-010-20190626) usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24-hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre. In some cases, these developments are known as retirement communities or villages - the intention is for residents to benefit from varying levels of care as time progresses. From this, the site's former use would appear to be class-use type C2 (Residential institution).

8.16 Under the Cambridge Local Plan 2018, this type of specialist housing is not protected. Clearly, if the site's former use is something else then this would require further assessment regarding compliance with the Cambridge Local Plan 2018.'

8.17 As the use formerly carried out on the site was not protected, there is no requirement for a proposal in the same use to be provided on site. In this case, policy 47 is not engaged and the

former use as a C2 care home is not protected, given that there is no existing care home floorspace on the site at present.

8.18 With regard to policy 3 and the representations made by Cambridge Past Present and Future, the site is not in housing use presently and there is nothing to protect in terms of existing housing. The Local Planning Authority is not reliant on this site for housing in its housing trajectory and it can demonstrate a 5-year housing supply.

8.19 Officers therefore consider the principle of the proposal is acceptable, and whilst the specific site is not referenced by policy 77 of the Cambridge Local Plan 2018 and is outside the City Centre, the location of the site is appropriate for a serviced apartment use and accords with many of the spatial qualities set out within the text of the policy.

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

8.20 Queen Edith's Way has a varied architectural vernacular, with predominantly early-mid 20th century, 2.5 storey detached houses, with the addition of several more contemporary developments. Whilst there is considerable architectural variety, gable fronted and pitched forms are a typical feature and the street is characterised by dense greenery with mature trees and hedgerow boundary treatment.

8.21 A key consideration is the impact of the proposed development to existing residential dwellings to the east and west of the site and the proposals response to the local character. The ability to retain the existing trees along the adjoining boundaries is considered important to the overall acceptability of the scheme.

8.22 The existing building line to this stretch of road is staggered with properties to the west of the site such as 9 Queen Edith's Way set further forward in their plots and closer to the frontage with Queen Edith's Way and properties to the east such as 13 Queen Edith's Way being set behind deeper front gardens and sited further back from the frontage.

8.23 Block A introduces massing to the front (south) of the site. Block A would be approximately 9.45 metres to ridge level and would present an elevation 21 metres in width to the street frontage.

- 8.24 The proposal would respect this existing staggered pattern of development by being set behind the principal elevation of 9 Queen Edith's Way and forward of the principal elevation of 13 Queen Edith's Way. The building would play a role in maintaining the character and rhythm of the street scene and a scaled transition between neighbouring dwellings at Nos 9 and 13 Queen Edith's Way.
- 8.25 The ridge height, scale and massing creates an acceptable relationship with the neighbouring properties, No.9 and 13 Queen Edith's Way, and as such is considered acceptable in design terms.
- 8.26 The building is inset from the eastern boundary and this provides space for a planted boundary on the eastern edge of the site which would act as a buffer between the Block A and the adjacent residential property and provides visual spacing between the building and 13 Queen Edith's Way. To the western side, the reduced massing close to the boundary with a single storey, flat roofed element would provide visual spacing to this side of the building.
- 8.27 The stepped layout of Block A and B, allows sunlight through to the external amenity space and the proposed courtyards situated on the northern side of Block A on the day on the Spring/Autumn Equinoxes, and this provides a good quality amenity spaces for future occupiers.
- 8.28 The proposed buildings would respect the canopy and root zone of trees particularly to the frontage of the site and the trees would serve to partially screen the proposed building from view. The retention of these trees would be a positive contribution to the character and appearance of the area.
- 8.29 The proposal has been amended and has the support of the Council's Urban Design Team.
- 8.30 Nearby heritage assets are not affected by the proposal. There is archaeological interest at the site and a condition requiring a scheme of archaeological investigation would be covered by a pre-commencement condition.
- 8.31 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59, 61 and 71.

## **Public Art**

- 8.32 A Public Art Delivery Plan has not been submitted to support the planning application, as per the requirements of the Council's Public Art Policy. Public art is no longer secured via a planning obligation. A condition to require submission of a Public Art Strategy is considered necessary.
- 8.33 The proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010

## **Carbon reduction and sustainable design**

- 8.34 The applicants have suitably addressed the issue of sustainability and renewable energy. With regards to energy and meeting the carbon reduction requirements set out in policy 28 it is proposed to utilise fabric efficiency measures coupled with the use of communal air source heat pumps. Together these measures are predicted to reduce emissions by over 60%, an approach that is supported although an alternative approach may be needed for domestic hot water. Subject to conditions, the proposal is in accordance with Cambridge Local Plan (2018) policy 27, 28 and 30) and the Greater Cambridge Sustainable Design and Construction SPD 2020.

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

- 8.35 There is an underground stream present at 11 Queen Edith's Way, and it is understood that water drains from this site into a neighbouring garden, neighbours want confirmation that there is no increased risk of flooding to this or surrounding properties as a result of the specific development proposals - in particular the basement car park. The LLFA are satisfied that surface water from the proposed development can be managed through the use of permeable paving over all site access and pedestrian areas.

Infiltration testing indicates that rates are better in the south of the site, and therefore all subbase of permeable paving to the pedestrian areas in the north, will be wrapped in an impermeable membrane. A perforated pipe will pick up surface water and distribute it to the subbase of the site access road, which will be permeably paved with direct infiltration through the

subbase. There is provision of geo-cellular storage beneath a section of the permeable paved access road, providing additional volume for the 1% Annual Exceedance Probability (AEP) storm event, including an allowance for climate change. The surface water drainage will be maintained by a management company.

- 8.36 The Council's Drainage Officers and the LLFA have recommended that a condition requiring details of a surface water drainage scheme be submitted and implemented in accordance with these details. This would ensure that the site is drained without causing flooding or other drainage issues inside or outside the application site. It is the opinion of Officers that subject to compliance with these conditions, 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**

- 8.37 Environmental Health Officers are satisfied that the proposal would not detrimentally harm the amenity of future occupants or adjacent residents and recommend conditions relating to the construction and operational phases in particular to the noise mitigation of any future plant.
- 8.38 Subject to the recommended conditions, the applicants have suitably addressed the issues above, and Officers consider the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35, 36.

#### **Inclusive access and amenity of future occupiers**

- 8.39 Blocks A and B have lift access to all floors with level access to the ground floor. Block C is single storey and would have level access into the building. The proposed scheme (Sui Generis) is clearly not a residential dwelling use, and whilst 22 of the proposed units are north facing single aspect, they are serviced apartments and only going to be occupied for a maximum of 90 days.
- 8.40 The courtyard areas proposed are intended to provide visual amenity by way of a pleasant setting to the buildings rather than functional amenity such as sitting out space etc. Officers

consider the level of sunlight/daylight that these areas will receive in the same way as one would for a residential scheme. Any shadow in these areas is not harmful in planning terms. Notwithstanding the use, access to a landscaped shared space for guests to enjoy during their stay would surely be desirable.

- 8.41 The proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

### **9 Queen Edith's Way**

- 8.42 This property is situated to the west. Concern has been raised regarding the impact of this property through overlooking and loss of light. Block A would be sited approximately 2 metres from the common boundary and would project approximately 5 metres beyond the rear elevation of this property. It would be set back behind the principal elevation by about 5 metres.
- 8.43 The closest section of Block A would be single storey with a flat roof. Given the relationship with this existing property Officers consider that Block A would not be detrimental.
- 8.44 Block B would be set further from the boundary with this property and sufficiently separated and at angle so that a detrimental loss of privacy through overlooking from first and second floor windows would not arise.
- 8.45 Block C is inset from the common boundary and sited at the far end of the application site. Given its position and single storey scale, it is not considered to detrimentally impact on this property.

### **13 Queen Edith's Way**

- 8.46 This property is situated to the east of the application site and has a deep front garden with the house set back further from the frontage with Queen Edith's Way than number 9.
- 8.47 Concern has been raised regarding densification of the plot, overshadowing and overbearing and that there is a difference in

ground levels with the application site being higher and subsequent impact from Block B. There is also concern regarding the proximity of the access road serving the site and basement carpark and disturbance though the use of this access with associated car lights glare and fumes into bedrooms.

8.48 Block B is approximately 6 metres to the west and projects beyond the rear wall of this property by approximately 5 metres but does not project forward of its principal elevation. Block B will not block any sunlight to the front garden The rear garden of this property is north facing and quite dark and cold.

8.49 Given the set back of Block B behind this property, it is considered that there would not be detrimental loss of privacy to the front garden

8.50 Block C is set in from the boundary by approximately 2 metres with the roof sloping up and away from the boundary. There are mature trees to the boundary which would serve to screen the proposal from view from the rear garden.

8.51 Officers consider the main impact to 13 Queen Edith's Way would be to its front outlook. Block A would be constructed totally forward of the principal elevation of this dwelling. It would be set in by approximately 8.8 metres from the common boundary and would extend approximately 16 metres at two and a half storey level.

8.52 The submitted Shadow Study includes an assessment for 5pm on the spring (and autumn) equinox, at this point in the day on the spring and autumn equinox the sun is very close to setting at 5pm and in practical terms is almost dusk. Critically, at 3pm on the spring (and autumn) equinox, there will be no shadow cast onto no.13 Queen Edith's Way.

8.53 With regard to privacy through inter-looking between first and second floor windows, given the separation of the proposed buildings and the angle between windows, a detrimental loss of privacy would not arise as a result of the proposal.

8.54 To the sides of both Block A and B at first and second floor level windows are proposed to serve corridors. A condition is



recommended that these windows are obscurely glazed to prevent a detrimental loss of privacy through overlooking.

- 8.55 To mitigate the impact of headlights, vehicle noise and fumes, a condition requiring an acoustic fence along access driveway as well as a buffer zone of planting shall be attached.

### **Nos 58, 64 and 64A Holbrook Road**

- 8.56 These three properties adjoin the application site to the north. Concern has been raised regarding potential for overlooking from Block B and noise from future plant sited to the rear of Block C and security.
- 8.57 Block C would be built in close proximity to the common boundary. The block which is single storey would be inset from the boundary and would have a roof sloping up and away from the boundary. In terms of loss of outlook and overbearing, the proposal is not considered to have a detrimental impact.
- 8.58 With respect to security, neighbours have requested the construction of a solid boundary wall and the planting of a hedge along the newly built wall with a thickness width of at least 2 feet to ensure sufficient security and privacy. This will form part of any hard/soft landscaping scheme.
- 8.59 The north elevation of Block B shows that the windows on the 2nd floors would give views towards the rear gardens of these properties. Block B is set in from the rear boundary and residential gardens by a distance of 23 metres. The back to back distance between the building would be greater. As such it is considered that a detrimental loss of privacy through overlooking should not arise as a result of the proposal, given there would also be a degree of screening provided by Blocks C1 and C2.
- 8.60 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Refuse Arrangements

- 8.61 The refuse bin store would be at lower ground floor level of Block A/B, shown on drawing 2-10 C. Bins would need to be wheeled up the access route to the underground parking area, so there would be conflict with cars as well as being difficult to manage the bins.
- 8.62 The applicant has confirmed that bins would be handled by the management of the facility (which would be present on site 24/7). Officers consider that a condition is necessary requiring details of how this will be managed.
- 8.63 Subject to condition, the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 56.

### **Highway Safety**

- 8.64 Subject to conditions, relating to the provision of intervisibility splays for pedestrians and vehicles, as well as drainage and materials for the proposed access the proposal is acceptable in terms of its impact on highway safety. The Transport Assessment Team have accepted the findings of the Transport Note that the proposed development of 53 units contributes to an average increase in two-way traffic of just 1.4% on a weekday and therefore the proposal is likely to have no significant impact on the existing traffic flows on Queen Edith's Way. Targets/Measures of the travel plan would be used to discourage the use of the private motor vehicle encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking and would be subject to a condition.
- 8.65 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

- 8.66 Parking requirements of the Cambridge Local Plan 2018, Appendix L, require Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms for hotel use. As this is short term visitor accommodation, rather than a specific hotel use, where a number of visitors may arrive and stay at the same time and visit by coach, this is not considered necessary in this instance.

8.67 In respect to car parking (as for hotels) one space is required for every eight guests plus one space for every two members of staff.

Based on an occupancy of two guests per room, there would be 80 guests and this would equate to 10 spaces required. There are two proposed employees. 14 spaces are proposed with 5 being accessible spaces. This is considered sufficient onsite parking provision.

8.68 Secure and covered cycle parking is to be provided to the western side of the application site for approximately 44 cycles. The requirement is as for hotels, two for every five members of staff and two for every ten bedrooms. This would equate to 8 spaces required for guests with two for staff. The level of cycle parking provided is acceptable.

8.69 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

### **Trees**

8.70 The proposal respects existing protected trees on the application site and creates a defensible and sustainable relationship between these trees and the proposed buildings.

8.71 Subject to conditions requiring the submission and implementation of an Arboricultural Method Statement and tree protection during the construction period, the proposal is compliant with Cambridge Local Plan (2018) policy 71.

### **Biodiversity**

8.72 The Council's Ecologist recommends that given the site's scale, location within an area of mature gardens and the proposed number of units that a minimum 10% biodiversity net gain is achieved for the site through appropriate landscaping, habitat creation and biodiversity features.

8.73 The requirement shall be determined through use of the DEFRA Biodiversity Net Gain metric (Version 2) and agreed prior to determination to ensure the site has the capacity to accommodate. Details of the proposals can be secured within a landscape and / or ecological design strategy condition and

should focus on tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators and gaps in boundaries for hedgehogs.

- 8.74 The proposal is compliant with Cambridge Local Plan (2018) policy 70.

### **Third Party Representations**

- 8.75 Neighbours expressed concern regarding potential future use of the building. A condition will be attached to restrict the use of the premises as serviced apartments only. This will ensure the use cannot be changed without re-examination of its impact and without the express grant of planning permission. In relation to the security and access to areas of the building and accommodation, a condition will be attached requiring a security management plan to ensure 24 hour service is implemented to ensure the development is safe for users as well as respecting the amenity of neighbouring properties. With regard to noise from any plant sited to the rear of Block C, this would be subject to a condition.

### **Section 106**

- 8.76 Developer Contributions Monitoring Unit (DCMU) does not propose to seek specific S106 financial contributions under the council's Planning Obligation Strategy SPD 2010, as Cambridge City Council does not seek S106 financial contributions from such developments.

## **9.0 CONCLUSION**

- 9.1 Section 38(6) of the 2004 Planning and Compulsory Purchase Act requires that planning applications are 'determined in accordance with the development plan unless material considerations indicate otherwise'. The development accords with the Development Plan for the following reasons.
- 9.2 The previous use has ceased and the building has been demolished. There is no policy protection for the former C2 use as a care home under policy 47.
- 9.3 The principle of serviced apartments is acceptable. Whilst the specific location is not expressly supported by policy 77, the

spatial location of the site is such that it is acceptable and sustainably located.

- 9.4 Officers are satisfied that this is a genuine proposal for high-quality visitor accommodation in an appropriate location, and that any future deviation from that use, or that quality, can be prevented by conditions.
- 9.5 The range of measures included to facilitate and encourage the use of non-car modes by guests, both of which can be secured into the future by conditions, are sufficient to ensure compliance with local plan policy 82 on parking management, and to protect local streets against any exacerbation of on-street parking stress
- 9.6 The proposal is also in accordance with local plan policies on sustainability, biodiversity and trees, waste storage, highway safety and parking, and subject to an extensive list of conditions, should be approved. The development accords with the Development Plan and there is no material reason to resist the proposal.

## **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. 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.

4. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of the meeting will be forwarded to the LPA Tt officer for approval.

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.

5. 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.

6. 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

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

The principle areas of concern that should be addressed are:

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

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

Reason: To ensure that before development commences,

highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

8. No above ground works 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 full accordance with the approved details prior to occupation of the first dwelling.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment & Surface Water Drainage Strategy prepared by MTC Engineering (Cambridge) Ltd (ref: 2415-FRA&DS-Rev E) dated November 2020 and shall also include:

- a) Full results of the proposed drainage system modelling for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) 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;
- b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- c) Full details of the proposed attenuation and flow control measures;
- d) Site Investigation and test results to confirm infiltration rates;
- 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;

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

The maintenance plan shall be carried out in full thereafter.

#### Reason

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



9. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

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

10. 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)

11. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

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 an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2018 policy 61)

12. No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include brickwork; windows; doors and entrances; porches and canopies; roof cladding; external metal work, rain water goods, edge junctions and coping details; colours and surface finishes. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

13. No brickwork above ground level shall be laid until a sample panel 1.5x1.5m has been prepared on site detailing the choice of brick, bond, coursing, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

14. The flat roof(s) hereby approved shall be a Green Roof or Brown Roof in perpetuity unless otherwise agreed in writing by the Local Planning Authority. A Green Roof shall be designed to be

partially or completely covered with plants in accordance with the Cambridge Local Plan 2018 glossary definition, a Brown Roof shall be constructed with a substrate which would be allowed to self-vegetate.

Reason: To ensure that the development integrates the principles of sustainable design and construction and contributes to water management and adaptation to climate change (Cambridge Local Plan 2018 policies 28 and 31)

15. 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).

16. Prior to the first occupation or bringing into use of the development, hereby permitted, two pedestrian visibility splays of 2m x 2m as shown on drawing number 1841/1-10 shall be provided each side of the vehicular access.

The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

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

17. The vehicular access and driveway hereby approved shall be constructed using a bound material for the first 5 metres from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. The motor vehicle access to the development shall be at least 5m wide for a distance of at least 5m into the applicants property from the boundary of the adopted public highway, to enable two average sized domestic vehicles to pass each other with relative ease while both are off 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)

18. The premises shall be used for serviced apartments only and for no other purpose (including any other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: For the avoidance of doubt, and because use of the building for any other purpose would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 57, and 81)

19. The maximum cumulative stay in the serviced apartments by any individual occupier shall be 90 days in any twelve months.

Reason: To ensure that the serviced apartments are not used as permanent residential accommodation or student accommodation, which would give rise to substantially different impacts and because the scheme may otherwise require the need for affordable housing, or a formal agreement to occupy with an educational institution. (Cambridge Local Plan 2018 policies 45, 46, 50, 51, 77 and 78.)

20. The proposed serviced apartments shall keep records of the lengths of stay of all guests and shall retain them for 24 months. The said records shall be made available to the local planning authority on request, within seven days.

Reason: To ensure that use of the proposed building only as visitor accommodation can be satisfactorily monitored (Cambridge Local Plan 2018 policy 77).

21. No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts has been submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and retained as such.

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

22. Prior to the installation of any external artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any external artificial lighting of the site and an external artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. External lighting on the development must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

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

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 34)

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

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

24. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating a minimum of 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW to communal / courtyard parking spaces, designed and installed in accordance with BS EN 61851 shall be submitted to and approved in writing by the Local Planning Authority.

Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity

distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

The active electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with Policy 36 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

25. No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

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

26. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

27. No development above ground level, 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 and boundary treatment including details of planting buffer and acoustic fence alongside access road

adjacent to 13 Queen Edith's Way and brick wall to boundary with Holbrook Close ; 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)

28. 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)

29. No development above ground level, 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. This shall include acoustic fence alongside access road adjacent to 13 Queen Edith's Way and brick wall to boundary with Holbrook Close. 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)

30. Prior to the commencement of development above slab level a scheme of biodiversity enhancement shall be supplied to the local planning authority for its written approval. The scheme must include details as to how a 10% net gain in biodiversity has been accomplished.

The scheme shall include:

Gaps in boundary treatments to ensure hedgehog and amphibians can move between adjoining gardens.

Areas of vegetation to be retained and enhanced for nesting birds and proposed new plantings.

Tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators

The approved scheme shall be fully implemented within an agreed timescale unless otherwise agreed in writing

Reason: To maintain, enhance, restore or add to biodiversity in accordance with Policy 70 of the Cambridge Local Plan 2018.

31. The development hereby permitted shall not be occupied until a management plan for waste storage, which specifies how waste will reach the storage area, how the storage area will be secured, monitored and cleaned, how waste collection teams will access the area and how bins will be returned to storage,



has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to thereafter.

Reason: To ensure appropriate waste storage (Cambridge Local Plan policy 57)

32. The development shall not be occupied until a security management plan for the building has been submitted to, and approved in writing by, the local planning authority. The security management plan shall include details of the following matters:
- o control of access to the serviced accommodation and the basement from the community area,
  - o control of access to the lift,
  - o control of access to individual floors of the serviced accommodation, and
  - o control of access from the street to the rear courtyard.

The approved security management plan shall be implemented prior to occupation and maintained thereafter.

Reason: To ensure the development is safe for users. (Cambridge Local Plan 2018 policy 56)

33. 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) and to avoid car parking impact in surrounding streets. (Cambridge Local Plan 2018 policy 82)

34. Prior to first occupation of the development, hereby permitted, or commencement of the use, full details of facilities for the covered, secure parking of bicycles for use in connection with

the development shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or the use commences and shall be retained in accordance with the approved details thereafter.

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

35. Prior to the first occupation of the development, hereby permitted, 3 Blue Badge Parking Spaces shall be marked out as close to lift core as possible and shall be retained for this purpose thereafter. The car parking spaces shall be provided in accordance with the approved drawings.  
The lift needs to be position so that it has 1.4 metre depth from the doorway and shall be retained thereafter.

Reason: To ensure that provision is made for disabled and inclusive parking. (Cambridge Local Plan 2018 policy 82)

36. Prior to the occupation of the development, hereby permitted, the first floor side facing windows in the east and west elevation of Block A and the first and second floor side facing windows in the east and west elevations of Block B, shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent to a level of 1.7 metres above internal floor level and shall be non openable below 1.7 metres. The glazing shall thereafter be retained in perpetuity. No other openings shall be made to the side elevations of the building without the express consent of the Local Planning Authority.

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

37. No development above ground level, other than demolition, shall commence (or in accordance with a timetable agreed in writing by the Local Planning Authority), until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;

- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 55 and 56 of the Cambridge Local Plan 2018.

38. The development, hereby permitted, shall not be used or occupied until revised carbon calculations are submitted showing that the proposed development delivers at least a 19% reduction in carbon emissions compared to Part L 2013. Further information should also be submitted in relation to the proposed communal air source heat pumps, including details of ducting to connect the heat pumps to the outside air. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority before the development is first occupied.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised approach to meeting a 19% reduction in carbon emissions shall be submitted to and approved in writing by the local planning authority. The approved revised approach shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

39. No apartment(s) shall be occupied until a final water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by 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 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 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

40. The development shall not be brought into use until a scheme for the provision of fire hydrants has been implemented in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interests of residential safety (Cambridge Local Plan 2018 policy 56).

## **INFORMATIVES**

1. If a construction dust assessment or suppression management plan is required reference and regard shall be given to various national and industry best practical technical guidance such as:
  - o Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)' <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd>
  - o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
  - o Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)
  - o Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).
2. To satisfy standard condition (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

3. To satisfy the condition requirements the applicant/developer will need to demonstrate that practical consideration has been

given to all aspects of Electric Vehicle (EV) charge point infrastructure installation and that the provision of an operational EV charge point or multiple points is deliverable, as part of the residential and/or commercial development. The intention or commitment in principle to install an active EV charge point will not be considered acceptable.

Information should include numbers of charge points, intentions for active and passive provision, location, layout (including placement of EV infrastructure), Charge Rates of active EV charge points (slow, rapid or fast) and availability of power supply. Further information on things to consider when designing and delivering EV charge points and the information required to discharge the associated planning condition can be found at <https://www.cambridge.gov.uk/air-quality-guidance-for-developers>

4. The details required to discharge the submission of materials condition above should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.
5. **Pollution Control**  
Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

#### Green Roofs

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

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

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

#### Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

#### Section 3 - Used Water Network

This response has been based on the following submitted documents: Flood Risk Assessment. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

(1) INFORMATIVE - 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.

(2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

(3) INFORMATIVE - 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.

(4) INFORMATIVE - 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.

(5) INFORMATIVE: 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.

7. Where a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.

The number and location of Fire Hydrants will be determined following Risk Assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition, published January 2007.

Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5, Section 16.

If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required, the details of which can be found in the attached document.

8. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water. Should this change where new developments produce combustion emissions to air all gas boilers must have low NOx emissions (boilers that meet a dry NOx emission rating of 40mg/kWh).
9. Please inform Cambridge International Airport of any intended crane usage so they can survey these for any infringements of Obstacle Limitation Surfaces.
10. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A)



produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water. Should this change where new developments produce combustion emissions to air all gas boilers must have low NOx emissions (boilers that meet a dry NOx emission rating of 40mg/kWh).

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**Application Number** 20/02172/FUL **Agenda Item**

**Date Received** 24th April 2020 **Officer** Mary Collins

**Target Date** 11th September 2020

**Ward** Queen Ediths

**Site** Land At 11 Queen Ediths Way Cambridge Cambridgeshire

**Proposal** The erection of new buildings to provide 40 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works

**Applicant** c/o Agent One Station Square Cambridge CB1 2GA

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• It provides high-quality visitor accommodation fronting a main road in an area with good public transport accessibility.</li> <li>• Measures to promote non-car modes of travel, all of which can be secured by condition, are sufficient to ensure the development does not put</li> </ul>
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	<p>pressure on on-street car parking.</p> <ul style="list-style-type: none"> <li>• The height, massing, materials and detailed design of the building, are appropriate to the context, and will not cause visual harm to the surrounding area</li> <li>• Protected trees to the street frontage are respected</li> </ul>
RECOMMENDATION	APPROVAL

## 1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is situated on the northern side of Queen Edith's Way.

Three trees along the southwest boundary of the site have Tree Preservation Orders (TPO) on them.

1.2 11 Queen Edith's Way formerly comprised a detached dwelling, extension and two brick outbuildings, with associated hard surfaced parking and patio spaces. The previous use of the building and site was as a care home. The structures have been demolished down to the foundation pads and portions of the hard surfacing have been removed. The front garden space remains soft landscaping, with a hard-surfaced access drive providing vehicle access to the site. The site is surrounded by adjacent dwellings and gardens on the north, east and west, and Queen Edith's Way to the south. The site features a sunken garden roughly central to the former front garden space.

## 2.0 THE PROPOSAL

2.1 The original proposal was for the erection of new buildings to provide 53 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works.

2.2 Amendments have been made as a response to comments received from Urban Design and the Tree Officer and these include:

- Updated site layout, building layout and elevation plans
- Updated shadow study document
- Updated street scene visualisation
- Updated Arboricultural Impact Assessment

The amendments consist of a reduction in the scale and mass of the proposed buildings as well as providing a repositioning of buildings within the site. Consequential to the amendments the number of units of visitor accommodation has reduced to a total of 40 overall.

### **Block A**

2.5 Storey. Pair of canted gables linked with light grey zinc tile roof. Approximately 9.45 metres high to ridge, 6.7 metres to eaves level

Approximately 21 metres overall in width. Two storey element 16 metres wide.

Single storey 5 metres wide

Ventilation stacks to each end. Single storey flat roofed element to side. Single storey flat roofed section to rear linking to Block B.

15.5 deep with single storey flat roof linking section approx. 3 metres high.

17 No. (min. 25m<sup>2</sup>) units

### **Block B**

2.5 Storey. Ridge Height 9.45 metres. Pair of canted gables linked with light grey zinc tile roof. Ventilation stacks to each end.

Approximately 16.6 metres wide and 14 metres deep. 6.7 metres to eaves level

15 No. (min. 25m<sup>2</sup>) units,

### **Block C**

Single Storey 8 No. (min. 25m<sup>2</sup>) units in two buildings of four units each.

Single storey, canted gables to front,

4.8 metres to highest ridge height, 2.5 metres to eaves, Rear elevation is 15.7 metres wide. 12.7 maximum depth

Front elevation has gable projecting into application site by approximately 6 metres.

Block C2 has an L shape footprint and C1 is rectangular in footprint.

Blocks C1 and C2 are situated at the far end of the application site close to the boundary with Holbrook Close.

The materials proposed to all the proposed blocks are light grey standing seam roof finish and red brick walls and ventilation stacks.

Cycle parking is proposed to the western side of the site. With 44 spaces being provided. Car parking is within the basement and comprises 14 spaces including 5 accessible spaces.

The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water.

Refuse storage would be at basement level.

2.3 The application has been accompanied by the following documents:

- Drawings
- Planning Statement
- Flood Risk Assessment and Drainage Strategy
- Preliminary Ecological Appraisal
- Biodiversity Net Gain Assessment
- Sustainability Statement
- Transport Statement
- Tree Survey and Arboricultural Impact Assessment

### 3.0 SITE HISTORY

Reference	Description	Outcome
18/1904/DEMDET	Prior notification of the demolition of the main building (including extension) and two brick outbuildings.	Approved 16.05.2019
17/1317/CLUED	Application for Certificate of Lawfulness under Section 191 for continued use of the property for any permitted Class C2 activity without restriction to 14 residents.	Withdrawn 05.12.2017
16/1913/FUL	Change of use from a residential care home (use class C2) to Guest House (use class C1) - 26 letting rooms plus managers flat and associated external works.	Refused 04.12.2017

### 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	1 3

Plan 2018	17 28 30 31 32 33 34 35 36 47 50 51 55 56 57 59 69 70 71 77 81 82
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### 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2021 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A)
Previous Supplementary Planning	Sustainable Design and Construction 2020 Cambridgeshire and Peterborough Flood and Water Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010) Public Art (January 2010)
Material Considerations	City Wide Guidance Air Quality in Cambridge – Developers Guide (2008) Arboricultural Strategy (2004)



	<p>Balanced and Mixed Communities – A Good Practice Guide (2006)</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>Cambridge Sub-Region Culture and Arts Strategy (2006)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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## 6.0 CONSULTATIONS

### Planning Policy

- 6.1 The proposal for serviced apartments (sui generis) is considered acceptable from a policy perspective, subject to suitable conditions to limit minimum and maximum lengths of stays and the proposals is not used for any other purpose other than for visitor accommodation.

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

Original submission

- 6.2 Highway Authority requests that the application be refused on the grounds of highway safety. As described within the Transport Statement the footway to the front of the property is a shared use facility for both pedestrians and cyclists. While suitable pedestrian visibility splays have been shown and given the roads geometry suitable inter vehicle visibility splays can be achieved the applicant has failed to show suitable motor vehicle to cycle splays from the proposed access, which will be to the detriment of highway safety.

The above request may be overcome if the applicant provide a plan showing that splays of 2.4m x 14m (assuming an approach speed of 12mph) can be achieved within land under the control of the applicant or that is adopted public highway.

Revisions

Drawing number 1841 1-10 Rev A showing the proposed vehicle-cyclist visibility splays to the shared use path overcomes the Highway Authority's request that the application be refused.

Recommend conditions:

- Traffic Management Plan
- Proposed motor vehicle access to the development be at least 5m wide for a distance of at least 5m into the applicant's property from the boundary of the adopted public highway, to enable two average sized domestic vehicles to pass each other with relative ease while both are off the adopted public highway.
- Two pedestrian visibility splays of 2m x 2m as shown on drawing number 1841/1-10 shall be maintained in perpetuity free from obstruction exceeding 0.6m above the level of the adopted public highway

- The proposed access 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.
- The proposed access be constructed using a bound material for a distance of not less than 5m into the site from the boundary of the adopted public highway, to prevent debris spreading onto the adopted public highway.
- Demolition and construction vehicles with a gross weight exceeding 3.5 tonnes shall enter and leave only between hours of 9.30 – 15.30 seven days a week.

### **Cambridgeshire County Council Transport Assessment Team**

#### 6.3 Response dated 31<sup>st</sup> July 2020

Holding Objection: Insufficient detail has been presented to make a sound statement. Issues related to the Transport Statement will need to be addressed before the transport implications of the development can be fully assessed.

1<sup>st</sup> April 2021

No Objection subject to Mitigation Package: Sufficient detail has been presented to make a sound assessment. Indicative Mitigation: Should the development go ahead the developer should be conditioned to provide a Travel Plan.

### **Environmental Health**

#### 6.4 No objection subject to conditions:

CE05C – construction hours

CE15C – collection during construction

CE16P – construction/demolition noise/vibration & piling

CE14P – dust condition

Plant/machinery/equipment – noise assessment and any noise insulation / mitigation scheme

External lighting

Unexpected Contamination

Electric Vehicle Charge Points – Communal Parking

The lower ground floorplan indicates two areas of plant. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water.

Noise levels from plant and equipment associated with the application requires assessment to ensure local amenity is protected. It is required that 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 sound level ( $L_{A90}$ ) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Whilst requirements are for the rating level not to exceed the background sound level at the application site boundary, if the plant is roof mounted and / or nearby noise sensitive receivers are in closer proximity than the site boundary and / or the site boundary is afforded shielding from the application building parapet, the nearest noise sensitive receiver would be the required assessment location.

As noise sensitive premises (apartments) are located within the site boundary, the glazing of the apartments and amenity areas will also be a location for the rating level of all plant not to exceed the existing background sound level ( $L_{A90}$ ).

The application site has a very favourable land-use history and the associated risk from potentially contaminated land is considered to be low. The site appears to have been in residential use since the 1920s and became a residential care home for the elderly in the early 1980s. Due to the piecemeal expansion of the original dwelling during its time as a care home, it is considered reasonable to impose a condition relating to the discovery of unexpected contamination as a precautionary measure.

## **Refuse and Recycling**

- 6.5 Bin stores not indicated. The vehicle would not be able to go up the private drive, so bins would need to be sited, or placed on collection days by the main road. As these are serviced apartments, unclear who would put bins out, unless they have a

managing agent do it, or have a bin store near the main road. As these are serviced apartments, maybe they should be trade?

## **Urban Design**

### 6.6 Original comments

By virtue of the proximity of the proposed buildings to existing trees considered important to the character of the site, the scheme has failed to satisfactorily resolve the issue of impact on these trees. A scheme that satisfactorily works around the trees is likely to require an amendment to site footprint and therefore the number of units. Furthermore, in the absence of supporting information, unable to adequately assess the proposed scale and massing, particularly of Block A, and the relationship with adjoining properties. Therefore, taking the above into account, the proposed scheme is not supported in Urban Design terms.

#### Revised comments – first amendment

The revised drawings include changes to the site layout, bike storage and additional information including a basic Shadow Study and Street Elevation.

### **Scale and massing**

We previously raised concern around the scale & massing of the proposed scheme, its scale relationship to neighbouring buildings and potential impact to amenity of No.13 Queen Edith's Way. The Street Elevation shows that the proposed scheme is both significantly taller and wider than the neighbouring buildings.

Block A, which introduces massing to the front (south) of the site, clearly has a role to play in maintaining the character and rhythm of the street scene, and a scaled transition between neighbouring dwellings No.9 &13 Queen Edith's Way is needed. As currently shown as a full 3 storey form, the top ridge height of ~8.8m, and gable height of ~9.2m reads as a building that is significantly taller. Whilst the more recent development to the west of the site is taller (~8.3m) than no.9 Queen Edith's Way (~6.8m), the

building forms are well articulated with a smaller footprint and an upper floor that is subservient, reading as an attic space. The proposed Block A, which is forward of the existing building line, is taller than the recent new development and significantly taller than the buildings adjacent to it, creating an uncomfortable scale relationship. As shown in the Shadow Study, the width and height of Block A will cast a shadow over the entire front façade of No. 13 Queen Edith's Way in the late afternoon of the Spring & Autumn Equinox, overshadowing the building and front garden amenity space when it wasn't previously. Furthermore, the scale of the building combined with the orientation of the site, will cast a shadow over the proposed courtyard for much of the year, resulting in a poor-quality amenity space.

The proposed scale and massing of Block A, its scale relationship with adjoining properties and its impact to neighbouring amenity is not acceptable in urban design terms and as such a different form is needed. A reduced building height and footprint for Block A, that sits better within the prevailing context and mitigates impact to amenity is required. Subsequently, Block B will require a revised assessment and a reduced scale may be needed here too. Taking the above into account, the proposed scheme does not comply with Policy 55, 56 & 57 of the Cambridge Local Plan 2018, and is not supported in Urban Design terms.

Revised comments – second amendment

The building setback and reduced length of Block A brings the eastern side further west by ~2m and provides space for a planted boundary on the eastern edge of the site. This, along with the reduced massing to a single storey and flat roof on the western side of Block A, and the overall reduction in ridge height creates a better scale relationship with the neighbouring properties, No.9 & 13 Queen Edith's Way, and as such is considered acceptable in design terms.

The stepped layout of Block A & B, and the subsequent change to the proposed courtyards allows sunlight to the external amenity across the day on the Spring/Autumn Equinoxes, greatly improving the quality of these amenity spaces.

The applicant has provided a shadow study that demonstrates there is some impact in the afternoon to the neighbouring property of No.13 Queen Edith's Way in terms of overshadowing, however it is limited to 5pm onwards on the Spring/Autumn Equinoxes, and therefore is considered acceptable.

Taking the above into account, the proposed scheme is now supported in Urban Design terms. Recommend conditions requiring materials and sample panel.

### **Senior Sustainability Officer (Design and Construction)**

- 6.7 The general approach to sustainable design and construction is supported. An indicative water efficiency specification has been provided demonstrating water use of no more than 110 litres/person/day in line with the requirements of policy 28 of the Local Plan. This should be secured by condition. With regards to climate adaptation and the issue of overheating, a combination of measures are proposed including the role of the green infrastructure on the site in helping to shade the buildings and provide evaporative cooling. Would recommend that as part of the detailed design, overheating analysis be undertaken using current and future climate scenarios to double check that the measures proposed will be sufficient.

With regards to energy and meeting the carbon reduction requirements set out in policy 28 (using the approach for residential development) it is proposed to utilise fabric efficiency measures coupled with the use of communal air source heat pumps. Together these measures are predicted to reduce emissions by over 60%, an approach that is supported. Query whether the claimed efficiencies can be met if the system is providing all of the hot water demands of the site, and an alternative approach may be needed for domestic hot water.

The proposed scheme is supported in sustainable construction terms subject to submission of a plan showing the location of the proposed air source heat pumps.

Revised comments

Further amendments have resulted in a reduction in the number of apartments from 53 to 40. While this will not alter the general energy strategy, which utilises communal air source heat pumps located in a basement plant area, it will lead to a change to the submitted carbon calculations.

### **Access Officer**

- 6.8 3 Blue Badge Parking Spaces need to be marked as close to lift core as possible. The lift needs to be position so that it has 1.4 metre depth from the doorway. (Officers note three blue badge spaces are located in the parking basement directly adjacent to the lift).

### **Head of Streets and Open Spaces (Tree Team)**

- 6.9 Original submission

Not supported and is recommended for refusal because of the impact on trees that contribute significantly to amenity. Relocation of the vehicular access is supported and necessary to provide adequate access for construction traffic, while safeguarding the retention of T1 and T2.

#### Revised drawings

Amendments made to the scheme create a defensible and sustainable relationship between trees and buildings. Confirm therefore support of the amended scheme subject to conditions:

- Prior to commencement submission and approval of a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837 2012. Pre-commencement site meeting shall be held to discuss details of the approved AMS.
- Implementation of approved tree protection methodology.
- Replacement of any tree shown to be retained on the approved tree protection methodology if removed, uprooted, destroyed or dies within five years of project completion.

### **Head of Streets and Open Spaces (Landscape Team)**

- 6.10 Original comments



Landscape has concerns about the edges of the site and the space left for thresholds and boundaries to suit the residential context of the area. The buildings require more space around them for thresholds, adequate boundary planting and maintenance access.

Little room has been provided to safeguard existing on and off-site trees and allow for their maturity to be reached.

It is considered that the site is slightly over developed and does not allow for meaningful and practical external environments for the residents to enjoy.

#### First revision

There is a feeling that there is not enough space to achieve this in the spaces retained for external use. The frontage court will be busy place with cycles moving in and out and the rear court is quite small when you factor in additional space for threshold planting. It is considered that the site is slightly over developed and does not allow for meaningful and practical external environments for the residents to enjoy and the addition of basic boundary treatment.

#### Second revision

The amended submission for a reduced number of units and redistribution of the buildings.

Previous concerns regarding quantity of communal open space have been addressed with an additional area of green space being released under the large tree towards the rear of the site.

The site plan still does not show how any thresholds will be treated, particularly around communal garden areas or in front of the large windows at ground floor level. It is considered that this can be left to detailed design under condition.

The nature of this type of development, frees it from some of the features we would expect to find in a standard residential development, such as private amenity space, however, this leads to a need for high quality communal spaces that function well for the residents.

It should be noted that cycle parking must be both covered and secured for the benefit of the residents. Updated details for cycle parking arrangement will be needed under condition.

### **Cambridgeshire County Council (Flood and Water Management) LLFA**

#### 6.11 Original comments

The concept of the surface water strategy is supported by the LLFA. However, clarity is required on the layout of the surface water drainage network.

#### Revised comments

Objection removed based on submitted Flood Risk Assessment & Surface Water Drainage Strategy, which demonstrate that surface water from the proposed development can be managed through the use of permeable paving over all site access and pedestrian areas.

Infiltration testing indicates that rates are better in the south of the site, and therefore all subbase of permeable paving to the pedestrian areas in the north, will be wrapped in an impermeable membrane. A perforated pipe will pick up surface water and distribute it to the subbase of the site access road, which will be permeably paved with direct infiltration through the subbase. There is provision of geo-cellular storage beneath a section of the permeable paved access road, providing additional volume for the 1% Annual Exceedance Probability (AEP) storm event, including an allowance for climate change. The surface water drainage will be maintained by a management company. Request that a detailed scheme be secured by condition.

### **Head of Streets and Open Spaces (Sustainable Drainage Officer)**

- 6.12 The proposals have indicated that a suitable surface water drainage scheme can be delivered. However further refinement of the design including further infiltration tests are required to ensure that the design follows the drainage hierarchy and can

be maintained for the lifetime of the development. This can be secured by condition

### **Head of Streets and Open Spaces (Nature Conservation Officer)**

Original comments

- 6.13 Prior to the ecology survey the site appears to have been largely cleared of buildings and vegetation that may have supported protected or notable species. Given the sites scale, location within an area of mature gardens and the proposed number of units would request that a minimum 10% biodiversity net gain is achieved for the site through appropriate landscaping, habitat creation and biodiversity features. The requirement to be determined through use of the DEFRA Biodiversity Net Gain metric (Version 2) and agreed prior to determination to ensure the site has the capacity to accommodate. Details of the proposals can be secured within a landscape and / or ecological design strategy condition and should focus on tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators and gaps in boundaries for hedgehogs.

Comments following submission of Biodiversity Net Gain assessment

The assessment demonstrates a net gain of 39.25%. Content with the assumptions. The protection of retained trees is critical to achieving this. Request green roof and bird/bat box conditions.

### **Environment Agency**

- 6.14 Have reviewed the information provided and have no formal comment to make on this application but offer the following guidance:

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary. Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space.

The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

Flood Risk Assessment. The sewerage system at present has available capacity for these flows.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, AW is unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be reconsulted to ensure that an effective surface water drainage strategy is prepared and implemented

**Cambridgeshire Constabulary (Architectural Liaison Officer)**

- 6.15 Have reviewed documents and drawings in relation to community safety and reducing vulnerability to crime – whilst happy to support the design and layout would like to see an external lighting plan when available.

**Cambridgeshire County Council (Archaeology)**

- 6.16 The County Council's records indicate that this site lies in an area of archaeological potential.

The site should therefore be subject to a programme of archaeological investigation secured through a planning condition.

**Developer Contributions Monitoring Unit**

6.17 The Developer Contributions Monitoring Unit (DCMU) does not propose to seek specific S106 financial contributions under the council's Planning Obligation Strategy SPD 2010, as Cambridge City Council does not seek S106 financial contributions from such developments.

### **Cambs Fire and Rescue**

6.18 Should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

### **Cambridge Airport**

6.19 The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. Therefore, have no objection to this proposal.  
However, would ask to be informed of any intended crane usage so can assess these against any potential infringement of our safeguarded slopes.

### **Public Art**

6.20 Concerned that a Public Art Delivery Plan has not been submitted to support the planning application, as per the requirements of the Council's Public Art Policy. It is crucial to integrate public art at the earliest stage of the design process, need to agree principles, approach and budget.

6.21 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 Councillor McGerty has commented on this application. If minded to approve the application, would be grateful if you would please allow the Planning Committee to consider it as believe it has a detrimental impact of its surrounding environment and residents.

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

- 1 Alfred Close (Objects)
- 3 Alfred Close (Objects)
- 21 Bowers Croft (Objects)
- 7 Queen Edith's Way
- 8 Queen Edith's Way (Objects)
- 9 Queen Edith's Way (Objects)
- 12 Queen Edith's Way (Objects)
- 13 Queen Edith's Way (Objects)
- 9 Wessex Court 21 Queen Edith's Way (Objects)
- 26 Queen Edith's Way (Objects)
- 30 Queen Edith's Way (objects)
- 60 Holbrook Road (Neutral) – changed to objection on the amendments
- 62 Holbrook Road (Objects)
- 64 Holbrook Road (Neutral)
- 66 Holbrook Road (Objects)

Cambridge Past, Present and Future

Objects to this application because it adds to the continuing, unwelcomed and seemingly unplanned, transformation of this neighbourhood from large, private residential properties to

apartments and flats and now potentially apart-hotels. These buildings have a different scale, massing and design. This neighbourhood is not identified in the Local Plan as an area of change yet we are seeing many applications come forward, which cumulatively will transform this neighbourhood. In our view this scale of transformation should be part of the local planning process, which allows local communities to have a say on transformational changes to their neighbourhood - rather than have them imposed on them piecemeal by individual planning applications such as this one.

The proposed apartments are located to serve Addenbrooke's and Cambridge Biomedical Campus, however the Local Plan has already included provision to serve this market, Policy 17.

No justification for change of use is provided (Policy 3) nor justification for the loss of local residential care (Policy 47). • A previous application 16/1913/FUL for change of use from residential care home (C2) to Guest House (C1) for 26 letting rooms was refused due to lack of evidence that loss of residential care in this location was acceptable and the desire for short-stay accommodation to be based in the city centre. The city already has a problem with AirBnB type accommodation (eg. CB1).

## 7.2 The representations can be summarised as follows:

### Planning history of site

Previous application No. 16/1913/FUL for the change of use from a residential care home (use class C2) to a Guest House (use class C1) was refused. It is not clear whether the demolition of the care home removed the requirement for the developer to comply with the Cambridge Local Plan regarding the supported housing.

For all purposes the current proposals are again for the hotel / apartment hotel which is completely inappropriate for the residential nature of the area. There are no precedents of this

type of buildings and this scale in the area. There is no evidence that this type of accommodation is in demand in this area which is not town centre location

### Loss of care home facility C2

The previous building at 11 QEW (The Hollies Care Home) provided specialist care and accommodation for up to 22 people some of whom were living with dementia.

Despite the C2 classification and refusal for the change to C1 class with 26 rooms (16/1913/FUL) and additionally the local planning authority wishing for the property to continue to be used for C2 uses, the developer took the decision to demolish the building, presumably so no evidence of its former use remained.

Insufficient evidence has been put forward as to whether the loss of a residential care home is acceptable in this area and whether there is a quantified need for this type of tourist accommodation in this edge of city centre location.

11 Queen Edith's Way should be considered as specialist residential floorspace given the nature of the care it provided. The developers have not provided any justification for why there is no local need nor demand for the space to be retained as a care home (which was why the previous development was declined). There are no other care-home options within Queen Edith's meaning residents requiring specialist care must move to a different area. Policy 75: Healthcare facilities

This is further justification for why this asset should remain as a community-based asset serving local elderly residents requiring specialist care that would potentially otherwise remain in Addenbrooke's utilising valuable bed space and resource when care could be better served in the primary care sector.



If there is no requirement for the developer to build a new care home to replace the one they demolished, then they should build houses on the land that is now empty, the houses that would be more sympathetic and more appropriate for this residential location.

### **Proposed use of building / management of serviced apartments**

Queen Edith's Way is a residential area with a selection of large domestic houses and flats and apartments, all mostly set well back from the road. The properties are in the main owned and rented and lived in by settled residents who look after their neighbourhood and are not transient.

The sui genesis proposal is not going to a settled one with people coming and going at all hours with a 90-day maximum tenancy.

Unclear how the development will be managed to control noise or other potentially antisocial behaviour by its short-term residents.

The proposal suggests a dedicated manager will be on site 24-hours per day; again, this can't be policed and will have little effect on managing 53 rooms with the potential to house 100+ residents.

The proposed erection of 53 rooms on 3 storeys could lead to up to 100 residents on the site at one time. At peak times, access to the site will be significantly restricted via the single access entrance. Too many rooms are being crammed into the site.

The size of the development is not compatible with the style and size of other dwellings in the area.

This area of Queen Edith's Way does not lend itself to short term lettings on this scale. These latest plans show studio flats/apartments, with a one room area of average 25 sq metres,

nothing that compares with the many apartment properties in the vicinity with separate kitchens, bathrooms and bedrooms.

Possible cafe and the break-out room only shows table and chairs. Will this mean there will be a steady stream of journeys of takeaways and deliveries of food at meal times from early morning to late evening? The apartments are described as being serviced, this means many linens' changeovers and cleaning which will add to the noise and disturbance.

The Break-out/dining room has an outside door. Need for 24 hr presence to ensure no non-residents are invited in. The 24 hour management presence will probably involve 3 different personnel, are they going to be live in or live out both to start with and when the proposed building is handed over to a letting agency, what then?

The developer quotes that there is current demand for 18,600 short stay nights a year for the visitors to Cambridge Biomedical Campus. The proposed development would provide 15,476 nights a year assuming a 80% occupancy level. Given that many of these nights would not warrant a serviced apartment and taking into account the availability of hotel accommodation in the town centre, it seems unrealistic to expect the development to be viable based on the developer's planning statement.

Future use of the building

Whilst understand that the proposed development is for serviced apartments (sui generis) for a maximum 90-day stay, request that a guarantee is given by the Council that the use of the site will not be changed from this, to become a hotel, full-time accommodation for students, Air B&B, or personal ownership/permanent residents.

Impact on surrounding area

The scale of the proposal is completely inappropriate. Developments on the street are either a single or double plot of land with nothing like the proposed density of habitation.

The size of the apartments and the density is not in keeping with the surrounding area or neighbouring properties. The properties will be higher than the neighbouring properties and impact the light / visual appeal of the neighbours. Whereas most houses are set back from the road, this stacking of units in the development will bring them closer to the road than surrounding houses.

### Privacy issues

Block A elevations show floor to ceiling windows at each end of the corridors; the position of which give direct viewing into a doorway, 2 bathrooms, a kitchen area and upper hallway of 9 Queen Edith's Way, plus views into 13 Queen Edith's Way

Security and Noise: Construction of a solid wall (allowing through-access for hedgehogs) approximately 1 metre from the existing dividing hedges between Block C at 11 Queen Edith's Way and the properties at 60 and 62 Holbrook Road - with access behind this wall restricted to maintenance staff only, and with the existing boundary hedges fully preserved.

The first and especially the top floor windows of Block B facing North will have views into the gardens and the windows of (Nos 58, 64 and 64A) in Holbrook Road. To reduce loss of privacy, request that:

- mature evergreen trees are planted in the grassed courtyard to obscure the view from Block B windows (North side) overlooking our gardens and houses.

Parking requirements/Parking on adjacent roads

There will be a parking allowance for 16 cars at no 11 Queen Edith's Way which means that many of its occupants are likely to park on the adjacent roads elsewhere where there is already over capacity. This will cause potentially illegal parking on pavements, double yellow lines or adjacent roads.

Non-compliant with parking requirements (See Table L.2 of the Cambridge Local Plan 2018) which requires Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms

The servicing of rooms will require significant staffing; the number of staff on-site at any one time has not been assessed as part of the application, making it impossible to evaluate the parking requirements. It is also questionable whether serviced apartments will require more parking than hotels given it's marketed towards those relocating or on secondment; those people are likely to bring more cars into Cambridge (compared with visitors) adding parking pressure to the surrounding area which has no parking restrictions.

### **Noise and disturbance**

The new access road is very close to the boundary, therefore causing car lights glare and fumes into 2 bedrooms.

Would be significantly increased with the comings and goings of some 40 residents. Queen Edith's Way is an A road and this volume of traffic will cause blockages. an increase in daily visitors to service / clean these apartments. Traffic will also be increased from deliveries from food, linen, bins, cleaners, couriers etc. serviced apartments are not in keeping with the current usage of the road. This is a quiet residential area. As residents/ home owners we should not be subjected to the comings and goings of strangers who stay for only a couple of nights / weeks in these serviced apartments. The nature of the proposed development raises concerns relating to security & pride in the environment.

With so many short-term residents living on the site, there will be a greater security risk, increase in noise.

## Drainage issues

An underground stream is present at 11 Queen Edith's Way, and that water drains from this site to a neighbour's garden. Would want confirmation that there is no increased risk of flooding to this or surrounding properties as a result of the specific development proposals - in particular the basement car park. This will be difficult on this site due to levels of underground water and chalk base. The bore holes done as part of the application are not deep enough to assess whether water exists below ground to the level of the car park. On site, there is a hole approximately 3 meters deep which constantly has water in it irrespective of season or rainfall. Suggesting the planned car park will enter the water table, potentially dispersing water to neighbouring properties.

## Revisions

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

- 21 Bowers Croft
- 60 Holbrook Road
- 62 Holbrook Road
- 64 Holbrook Road
- 9 Queen Ediths Way
- 12 Queen Edith's Way

The representations can be summarised as follows:

Objections still stand

Where is the assessment on the scale and massing relative to 9 and 13 QEW? Where is the refuse tracking plan?

Consideration should be given to the impact of COVID-19 and a new working from home culture (particularly within the companies this development was proposed to serve); is this development really a viable commercial proposal?

Block A has reduced footprint and a 44cm height reduction. However, the design of Block A remains 14% higher than the development at 3-5 QEW and 40% higher than 9 QEW. Given the natural gradient of QEW, it will be considerably higher than 13 QEW. While Block A has been reduced to 1 story directly adjacent to 9 QEW, the fact is the scale of Block A will still be over-bearing due to the nature of the design.

Similarly, the reduction of 44cm to Block B will have little impact on reducing the overshadowing

Development is non-compliant with the RECAP Waste Management and Design Guide 2012

The 3 floor accommodation buildings overlook adjacent properties.

Flooding

Loss of light

Security and Noise

Loss of privacy

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

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received the main issues are as follows:

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**

#### National Policy (NPPF)

8.1 The revised National Planning Policy Framework was published July 2021. National policy in the NPPF includes the presumption in favour of sustainable development at the heart of the planning system. This sets a clear expectation on planning authorities to plan positively to promote development and create sustainable communities.

#### National Guidance (NPPG)

8.2 The NPPG provides several paragraphs about housing for older people of which 'Specialist housing for older people', lists different types of specialist housing (not exhaustive) designed to meet the diverse needs of older people. These include: Age-restricted general market housing; Retirement living or sheltered housing; Extra care housing or housing-with-care; and Residential care homes and nursing homes. Any single development may contain a range of different types of specialist housing. Paragraph: 010 Reference ID: 63-010-20190626

The adopted Cambridge Local Plan 2018

- 8.3 Policy 77: ‘Development and expansion of visitor accommodation’ outlines the types and locations for new visitor accommodation supported by the policy. These include “larger high-quality hotels beyond the city centre ... and at Cambridge Biomedical Campus (including Addenbrooke’s Hospital). New visitor accommodation should be located on the frontages of main roads or in areas of mixed-use or within walking distance of bus route corridors with good public transport accessibility.”
- 8.4 Furthermore, Local Plan paragraph 8.53 clearly states: “The Council will take steps to ensure that apart-hotel and serviced apartment units approved for use as visitor accommodation will not be used for any other purpose. This may include the imposition of conditions to ensure maximum lengths of stay (typically 90 days) and a restriction on return visits. The applicant will need to explain how they expect the site to operate and agree to the 90-day maximum stay requirement which will need to be conditioned.”
- 8.5 Policy 77 does not expressly support this site as a named location for visitor accommodation, which would include the serviced apartments. However, the site is located within a highly sustainable location as detailed within the supporting Transport Statement. Bus stops are located nearby on Hills Road which provide access to high quality and regular bus services across the city. Likewise the site lies upon Cambridge’s signed primary cycle network providing quick, easy and safe access to the City Centre and Cambridge Central Railway Station. As such, services and facilities in these locations are sustainably accessible from the site. Similarly, a range a services and facilities including; convenience store, public house, chemist and takeaway food is available in close proximity of the site at the Neighbourhood Centre on Wulfstan Way. Officers conclude that spatially the site is located in a suitable location and there are no express policies that would prohibit the development of a serviced apartment use on this site.
- 8.6 The supporting text to the policy at para 8.46 states that there is a projected requirement for ‘*around 1,500 new bedrooms over the next 20 years*’, and this is predicated on a study undertaken in 2012 entitled ‘Cambridge Hotel Futures’.



- 8.7 The figure of 1,500 new hotel bedrooms is not a cap on overall provision. For it to be a cap it would have to be expressed as such within the text of the policy.
- 8.8 The NPPF sets out that policies for assessed need should be as a minimum, and this is consistent with the way in which policy 77 is worded.
- 8.9 Policy 77 does not cap the provision of new visitor accommodation. The principle of the serviced apartment use, being located in a highly sustainable location with excellent public transport links and within walking distance of Addenbrookes, is acceptable and officers are satisfied from the evidence supplied by the applicant that there would be sufficient demand for the serviced units.
- 8.10 With regard to the appropriateness of the development, the site is accessed from Queen Edith's Way, approximately 250 metres away from bus stops on Long Road and 500 metres from Wulfstan Way Neighbourhood Centre. The site is also approximately 500 metres from Addenbrooke's Hospital.
- 8.11 The proposal for 40 serviced apartments (sui generis) is located within a residential location and has the potential to generate many extra journeys to and from the site by both service vehicles and occupants coming and going. Minimum stays of 4 nights should be considered to ensure local residential amenity is not adversely affected. The applicant's voluntary agreement to the 90-day maximum stay requirement will need to be conditioned along with a restriction on return visits. The residential nature of the proposal also means that it is important than the proposal is conditioned to ensure it is only used for visitor accommodation and not for any other purpose.
- 8.12 The proposed serviced apartments are well located to serve Addenbrooke's and the Cambridge Biomedical Campus. The Local Plan includes provision to serve this market on campus through Policy 17, albeit a new hotel on campus has not come forward and been built to cater for the increased demand arising from the expansion, including for large employers such as AstraZeneca or Abcam. There are no imminent plans for hotel provision on the campus at present. It is also acknowledged the impact that COVID-19 has had and the new working from home

culture. However, this is a long-term investment and the proposed apartments would still contribute to providing visitor accommodation. There is no evidence that proposal is in any way unviable. As such the proposal for 40 serviced apartments (sui generis) is considered acceptable from a policy perspective, subject to suitable conditions to limit minimum and maximum lengths of stays and the proposal is not used for any other purpose other than for visitor accommodation.

8.13 Concerns have been raised regarding the loss of the former care home and the appropriateness of the use in principle, and Officers have taken advice from the Policy team who have commented as follows:

8.14 'The site appears to have last been occupied by The Hollies Care Home, <https://www.cqc.org.uk/location/1-107911906/contact>. If it was registered with the Care Quality Commission, this would suggest it last provided 'Extra care housing or housing-with care.

8.15 From the definitions provided by the NPPG (Paragraph: 010 Reference ID: 63-010-20190626) usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24-hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre. In some cases, these developments are known as retirement communities or villages - the intention is for residents to benefit from varying levels of care as time progresses. From this, the site's former use would appear to be class-use type C2 (Residential institution).

8.16 Under the Cambridge Local Plan 2018, this type of specialist housing is not protected. Clearly, if the site's former use is something else then this would require further assessment regarding compliance with the Cambridge Local Plan 2018.'

8.17 As the use formerly carried out on the site was not protected, there is no requirement for a proposal in the same use to be provided on site. In this case, policy 47 is not engaged and the

former use as a C2 care home is not protected, given that there is no existing care home floorspace on the site at present.

8.18 With regard to policy 3 and the representations made by Cambridge Past Present and Future, the site is not in housing use presently and there is nothing to protect in terms of existing housing. The Local Planning Authority is not reliant on this site for housing in its housing trajectory and it can demonstrate a 5-year housing supply.

8.19 Officers therefore consider the principle of the proposal is acceptable, and whilst the specific site is not referenced by policy 77 of the Cambridge Local Plan 2018 and is outside the City Centre, the location of the site is appropriate for a serviced apartment use and accords with many of the spatial qualities set out within the text of the policy.

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

8.20 Queen Edith's Way has a varied architectural vernacular, with predominantly early-mid 20th century, 2.5 storey detached houses, with the addition of several more contemporary developments. Whilst there is considerable architectural variety, gable fronted and pitched forms are a typical feature and the street is characterised by dense greenery with mature trees and hedgerow boundary treatment.

8.21 A key consideration is the impact of the proposed development to existing residential dwellings to the east and west of the site and the proposals response to the local character. The ability to retain the existing trees along the adjoining boundaries is considered important to the overall acceptability of the scheme.

8.22 The existing building line to this stretch of road is staggered with properties to the west of the site such as 9 Queen Edith's Way set further forward in their plots and closer to the frontage with Queen Edith's Way and properties to the east such as 13 Queen Edith's Way being set behind deeper front gardens and sited further back from the frontage.

8.23 Block A introduces massing to the front (south) of the site. Block A would be approximately 9.45 metres to ridge level and would present an elevation 21 metres in width to the street frontage.

- 8.24 The proposal would respect this existing staggered pattern of development by being set behind the principal elevation of 9 Queen Edith's Way and forward of the principal elevation of 13 Queen Edith's Way. The building would play a role in maintaining the character and rhythm of the street scene and a scaled transition between neighbouring dwellings at Nos 9 and 13 Queen Edith's Way.
- 8.25 The ridge height, scale and massing creates an acceptable relationship with the neighbouring properties, No.9 and 13 Queen Edith's Way, and as such is considered acceptable in design terms.
- 8.26 The building is inset from the eastern boundary and this provides space for a planted boundary on the eastern edge of the site which would act as a buffer between the Block A and the adjacent residential property and provides visual spacing between the building and 13 Queen Edith's Way. To the western side, the reduced massing close to the boundary with a single storey, flat roofed element would provide visual spacing to this side of the building.
- 8.27 The stepped layout of Block A and B, allows sunlight through to the external amenity space and the proposed courtyards situated on the northern side of Block A on the day on the Spring/Autumn Equinoxes, and this provides a good quality amenity spaces for future occupiers.
- 8.28 The proposed buildings would respect the canopy and root zone of trees particularly to the frontage of the site and the trees would serve to partially screen the proposed building from view. The retention of these trees would be a positive contribution to the character and appearance of the area.
- 8.29 The proposal has been amended and has the support of the Council's Urban Design Team.
- 8.30 Nearby heritage assets are not affected by the proposal. There is archaeological interest at the site and a condition requiring a scheme of archaeological investigation would be covered by a pre-commencement condition.
- 8.31 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59, 61 and 71.

## **Public Art**

- 8.32 A Public Art Delivery Plan has not been submitted to support the planning application, as per the requirements of the Council's Public Art Policy. Public art is no longer secured via a planning obligation. A condition to require submission of a Public Art Strategy is considered necessary.
- 8.33 The proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010

## **Carbon reduction and sustainable design**

- 8.34 The applicants have suitably addressed the issue of sustainability and renewable energy. With regards to energy and meeting the carbon reduction requirements set out in policy 28 it is proposed to utilise fabric efficiency measures coupled with the use of communal air source heat pumps. Together these measures are predicted to reduce emissions by over 60%, an approach that is supported although an alternative approach may be needed for domestic hot water. Subject to conditions, the proposal is in accordance with Cambridge Local Plan (2018) policy 27, 28 and 30) and the Greater Cambridge Sustainable Design and Construction SPD 2020.

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

- 8.35 There is an underground stream present at 11 Queen Edith's Way, and it is understood that water drains from this site into a neighbouring garden, neighbours want confirmation that there is no increased risk of flooding to this or surrounding properties as a result of the specific development proposals - in particular the basement car park. The LLFA are satisfied that surface water from the proposed development can be managed through the use of permeable paving over all site access and pedestrian areas.

Infiltration testing indicates that rates are better in the south of the site, and therefore all subbase of permeable paving to the pedestrian areas in the north, will be wrapped in an impermeable membrane. A perforated pipe will pick up surface water and distribute it to the subbase of the site access road, which will be permeably paved with direct infiltration through the

subbase. There is provision of geo-cellular storage beneath a section of the permeable paved access road, providing additional volume for the 1% Annual Exceedance Probability (AEP) storm event, including an allowance for climate change. The surface water drainage will be maintained by a management company.

- 8.36 The Council's Drainage Officers and the LLFA have recommended that a condition requiring details of a surface water drainage scheme be submitted and implemented in accordance with these details. This would ensure that the site is drained without causing flooding or other drainage issues inside or outside the application site. It is the opinion of Officers that subject to compliance with these conditions, 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**

- 8.37 Environmental Health Officers are satisfied that the proposal would not detrimentally harm the amenity of future occupants or adjacent residents and recommend conditions relating to the construction and operational phases in particular to the noise mitigation of any future plant.
- 8.38 Subject to the recommended conditions, the applicants have suitably addressed the issues above, and Officers consider the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35, 36.

#### **Inclusive access and amenity of future occupiers**

- 8.39 Blocks A and B have lift access to all floors with level access to the ground floor. Block C is single storey and would have level access into the building. The proposed scheme (Sui Generis) is clearly not a residential dwelling use, and whilst 22 of the proposed units are north facing single aspect, they are serviced apartments and only going to be occupied for a maximum of 90 days.
- 8.40 The courtyard areas proposed are intended to provide visual amenity by way of a pleasant setting to the buildings rather than functional amenity such as sitting out space etc. Officers

consider the level of sunlight/daylight that these areas will receive in the same way as one would for a residential scheme. Any shadow in these areas is not harmful in planning terms. Notwithstanding the use, access to a landscaped shared space for guests to enjoy during their stay would surely be desirable.

- 8.41 The proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

### **9 Queen Edith's Way**

- 8.42 This property is situated to the west. Concern has been raised regarding the impact of this property through overlooking and loss of light. Block A would be sited approximately 2 metres from the common boundary and would project approximately 5 metres beyond the rear elevation of this property. It would be set back behind the principal elevation by about 5 metres.

- 8.43 The closest section of Block A would be single storey with a flat roof. Given the relationship with this existing property Officers consider that Block A would not be detrimental.

- 8.44 Block B would be set further from the boundary with this property and sufficiently separated and at angle so that a detrimental loss of privacy through overlooking from first and second floor windows would not arise.

- 8.45 Block C is inset from the common boundary and sited at the far end of the application site. Given its position and single storey scale, it is not considered to detrimentally impact on this property.

### **13 Queen Edith's Way**

- 8.46 This property is situated to the east of the application site and has a deep front garden with the house set back further from the frontage with Queen Edith's Way than number 9.

- 8.47 Concern has been raised regarding densification of the plot, overshadowing and overbearing and that there is a difference in

ground levels with the application site being higher and subsequent impact from Block B. There is also concern regarding the proximity of the access road serving the site and basement carpark and disturbance though the use of this access with associated car lights glare and fumes into bedrooms.

8.48 Block B is approximately 6 metres to the west and projects beyond the rear wall of this property by approximately 5 metres but does not project forward of its principal elevation. Block B will not block any sunlight to the front garden The rear garden of this property is north facing and quite dark and cold.

8.49 Given the set back of Block B behind this property, it is considered that there would not be detrimental loss of privacy to the front garden

8.50 Block C is set in from the boundary by approximately 2 metres with the roof sloping up and away from the boundary. There are mature trees to the boundary which would serve to screen the proposal from view from the rear garden.

8.51 Officers consider the main impact to 13 Queen Edith's Way would be to its front outlook. Block A would be constructed totally forward of the principal elevation of this dwelling. It would be set in by approximately 8.8 metres from the common boundary and would extend approximately 16 metres at two and a half storey level.

8.52 The submitted Shadow Study includes an assessment for 5pm on the spring (and autumn) equinox, at this point in the day on the spring and autumn equinox the sun is very close to setting at 5pm and in practical terms is almost dusk. Critically, at 3pm on the spring (and autumn) equinox, there will be no shadow cast onto no.13 Queen Edith's Way.

8.53 With regard to privacy through inter-looking between first and second floor windows, given the separation of the proposed buildings and the angle between windows, a detrimental loss of privacy would not arise as a result of the proposal.

8.54 To the sides of both Block A and B at first and second floor level windows are proposed to serve corridors. A condition is



recommended that these windows are obscurely glazed to prevent a detrimental loss of privacy through overlooking.

- 8.55 To mitigate the impact of headlights, vehicle noise and fumes, a condition requiring an acoustic fence along access driveway as well as a buffer zone of planting shall be attached.

### **Nos 58, 64 and 64A Holbrook Road**

- 8.56 These three properties adjoin the application site to the north. Concern has been raised regarding potential for overlooking from Block B and noise from future plant sited to the rear of Block C and security.
- 8.57 Block C would be built in close proximity to the common boundary. The block which is single storey would be inset from the boundary and would have a roof sloping up and away from the boundary. In terms of loss of outlook and overbearing, the proposal is not considered to have a detrimental impact.
- 8.58 With respect to security, neighbours have requested the construction of a solid boundary wall and the planting of a hedge along the newly built wall with a thickness width of at least 2 feet to ensure sufficient security and privacy. This will form part of any hard/soft landscaping scheme.
- 8.59 The north elevation of Block B shows that the windows on the 2nd floors would give views towards the rear gardens of these properties. Block B is set in from the rear boundary and residential gardens by a distance of 23 metres. The back to back distance between the building would be greater. As such it is considered that a detrimental loss of privacy through overlooking should not arise as a result of the proposal, given there would also be a degree of screening provided by Blocks C1 and C2.
- 8.60 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Refuse Arrangements

- 8.61 The refuse bin store would be at lower ground floor level of Block A/B, shown on drawing 2-10 C. Bins would need to be wheeled up the access route to the underground parking area, so there would be conflict with cars as well as being difficult to manage the bins.
- 8.62 The applicant has confirmed that bins would be handled by the management of the facility (which would be present on site 24/7). Officers consider that a condition is necessary requiring details of how this will be managed.
- 8.63 Subject to condition, the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 56.

### **Highway Safety**

- 8.64 Subject to conditions, relating to the provision of intervisibility splays for pedestrians and vehicles, as well as drainage and materials for the proposed access the proposal is acceptable in terms of its impact on highway safety. The Transport Assessment Team have accepted the findings of the Transport Note that the proposed development of 53 units contributes to an average increase in two-way traffic of just 1.4% on a weekday and therefore the proposal is likely to have no significant impact on the existing traffic flows on Queen Edith's Way. Targets/Measures of the travel plan would be used to discourage the use of the private motor vehicle encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking and would be subject to a condition.
- 8.65 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

- 8.66 Parking requirements of the Cambridge Local Plan 2018, Appendix L, require Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms for hotel use. As this is short term visitor accommodation, rather than a specific hotel use, where a number of visitors may arrive and stay at the same time and visit by coach, this is not considered necessary in this instance.

8.67 In respect to car parking (as for hotels) one space is required for every eight guests plus one space for every two members of staff.

Based on an occupancy of two guests per room, there would be 80 guests and this would equate to 10 spaces required. There are two proposed employees. 14 spaces are proposed with 5 being accessible spaces. This is considered sufficient onsite parking provision.

8.68 Secure and covered cycle parking is to be provided to the western side of the application site for approximately 44 cycles. The requirement is as for hotels, two for every five members of staff and two for every ten bedrooms. This would equate to 8 spaces required for guests with two for staff. The level of cycle parking provided is acceptable.

8.69 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

### **Trees**

8.70 The proposal respects existing protected trees on the application site and creates a defensible and sustainable relationship between these trees and the proposed buildings.

8.71 Subject to conditions requiring the submission and implementation of an Arboricultural Method Statement and tree protection during the construction period, the proposal is compliant with Cambridge Local Plan (2018) policy 71.

### **Biodiversity**

8.72 The Council's Ecologist recommends that given the site's scale, location within an area of mature gardens and the proposed number of units that a minimum 10% biodiversity net gain is achieved for the site through appropriate landscaping, habitat creation and biodiversity features.

8.73 The requirement shall be determined through use of the DEFRA Biodiversity Net Gain metric (Version 2) and agreed prior to determination to ensure the site has the capacity to accommodate. Details of the proposals can be secured within a landscape and / or ecological design strategy condition and

should focus on tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators and gaps in boundaries for hedgehogs.

- 8.74 The proposal is compliant with Cambridge Local Plan (2018) policy 70.

### **Third Party Representations**

- 8.75 Neighbours expressed concern regarding potential future use of the building. A condition will be attached to restrict the use of the premises as serviced apartments only. This will ensure the use cannot be changed without re-examination of its impact and without the express grant of planning permission. In relation to the security and access to areas of the building and accommodation, a condition will be attached requiring a security management plan to ensure 24 hour service is implemented to ensure the development is safe for users as well as respecting the amenity of neighbouring properties. With regard to noise from any plant sited to the rear of Block C, this would be subject to a condition.

### **Section 106**

- 8.76 Developer Contributions Monitoring Unit (DCMU) does not propose to seek specific S106 financial contributions under the council's Planning Obligation Strategy SPD 2010, as Cambridge City Council does not seek S106 financial contributions from such developments.

## **9.0 CONCLUSION**

- 9.1 Section 38(6) of the 2004 Planning and Compulsory Purchase Act requires that planning applications are 'determined in accordance with the development plan unless material considerations indicate otherwise'. The development accords with the Development Plan for the following reasons.
- 9.2 The previous use has ceased and the building has been demolished. There is no policy protection for the former C2 use as a care home under policy 47.
- 9.3 The principle of serviced apartments is acceptable. Whilst the specific location is not expressly supported by policy 77, the

spatial location of the site is such that it is acceptable and sustainably located.

- 9.4 Officers are satisfied that this is a genuine proposal for high-quality visitor accommodation in an appropriate location, and that any future deviation from that use, or that quality, can be prevented by conditions.
- 9.5 The range of measures included to facilitate and encourage the use of non-car modes by guests, both of which can be secured into the future by conditions, are sufficient to ensure compliance with local plan policy 82 on parking management, and to protect local streets against any exacerbation of on-street parking stress
- 9.6 The proposal is also in accordance with local plan policies on sustainability, biodiversity and trees, waste storage, highway safety and parking, and subject to an extensive list of conditions, should be approved. The development accords with the Development Plan and there is no material reason to resist the proposal.

## **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. 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.

4. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of the meeting will be forwarded to the LPA Tt officer for approval.

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.

5. 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.

6. 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

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

The principle areas of concern that should be addressed are:

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

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

Reason: To ensure that before development commences,

highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

8. No above ground works 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 full accordance with the approved details prior to occupation of the first dwelling.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment & Surface Water Drainage Strategy prepared by MTC Engineering (Cambridge) Ltd (ref: 2415-FRA&DS-Rev E) dated November 2020 and shall also include:

- a) Full results of the proposed drainage system modelling for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) 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;
- b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- c) Full details of the proposed attenuation and flow control measures;
- d) Site Investigation and test results to confirm infiltration rates;
- 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;

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

The maintenance plan shall be carried out in full thereafter.

#### Reason

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



9. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

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

10. 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)

11. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

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 an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2018 policy 61)

12. No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include brickwork; windows; doors and entrances; porches and canopies; roof cladding; external metal work, rain water goods, edge junctions and coping details; colours and surface finishes. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

13. No brickwork above ground level shall be laid until a sample panel 1.5x1.5m has been prepared on site detailing the choice of brick, bond, coursing, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

14. The flat roof(s) hereby approved shall be a Green Roof or Brown Roof in perpetuity unless otherwise agreed in writing by the Local Planning Authority. A Green Roof shall be designed to be

partially or completely covered with plants in accordance with the Cambridge Local Plan 2018 glossary definition, a Brown Roof shall be constructed with a substrate which would be allowed to self-vegetate.

Reason: To ensure that the development integrates the principles of sustainable design and construction and contributes to water management and adaptation to climate change (Cambridge Local Plan 2018 policies 28 and 31)

15. 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).

16. Prior to the first occupation or bringing into use of the development, hereby permitted, two pedestrian visibility splays of 2m x 2m as shown on drawing number 1841/1-10 shall be provided each side of the vehicular access.

The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

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

17. The vehicular access and driveway hereby approved shall be constructed using a bound material for the first 5 metres from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. The motor vehicle access to the development shall be at least 5m wide for a distance of at least 5m into the applicants property from the boundary of the adopted public highway, to enable two average sized domestic vehicles to pass each other with relative ease while both are off 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)

18. The premises shall be used for serviced apartments only and for no other purpose (including any other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: For the avoidance of doubt, and because use of the building for any other purpose would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 57, and 81)

19. The maximum cumulative stay in the serviced apartments by any individual occupier shall be 90 days in any twelve months.

Reason: To ensure that the serviced apartments are not used as permanent residential accommodation or student accommodation, which would give rise to substantially different impacts and because the scheme may otherwise require the need for affordable housing, or a formal agreement to occupy with an educational institution. (Cambridge Local Plan 2018 policies 45, 46, 50, 51, 77 and 78.)

20. The proposed serviced apartments shall keep records of the lengths of stay of all guests and shall retain them for 24 months. The said records shall be made available to the local planning authority on request, within seven days.

Reason: To ensure that use of the proposed building only as visitor accommodation can be satisfactorily monitored (Cambridge Local Plan 2018 policy 77).

21. No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts has been submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and retained as such.

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

22. Prior to the installation of any external artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any external artificial lighting of the site and an external artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. External lighting on the development must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

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

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 34)

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

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

24. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating a minimum of 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW to communal / courtyard parking spaces, designed and installed in accordance with BS EN 61851 shall be submitted to and approved in writing by the Local Planning Authority.

Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity

distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

The active electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with Policy 36 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

25. No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

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

26. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

27. No development above ground level, 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 and boundary treatment including details of planting buffer and acoustic fence alongside access road

adjacent to 13 Queen Edith's Way and brick wall to boundary with Holbrook Close ; 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)

28. 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)

29. No development above ground level, 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. This shall include acoustic fence alongside access road adjacent to 13 Queen Edith's Way and brick wall to boundary with Holbrook Close. 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)

30. Prior to the commencement of development above slab level a scheme of biodiversity enhancement shall be supplied to the local planning authority for its written approval. The scheme must include details as to how a 10% net gain in biodiversity has been accomplished.

The scheme shall include:

Gaps in boundary treatments to ensure hedgehog and amphibians can move between adjoining gardens.

Areas of vegetation to be retained and enhanced for nesting birds and proposed new plantings.

Tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators

The approved scheme shall be fully implemented within an agreed timescale unless otherwise agreed in writing

Reason: To maintain, enhance, restore or add to biodiversity in accordance with Policy 70 of the Cambridge Local Plan 2018.

31. The development hereby permitted shall not be occupied until a management plan for waste storage, which specifies how waste will reach the storage area, how the storage area will be secured, monitored and cleaned, how waste collection teams will access the area and how bins will be returned to storage,



has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to thereafter.

Reason: To ensure appropriate waste storage (Cambridge Local Plan policy 57)

32. The development shall not be occupied until a security management plan for the building has been submitted to, and approved in writing by, the local planning authority. The security management plan shall include details of the following matters:
- o control of access to the serviced accommodation and the basement from the community area,
  - o control of access to the lift,
  - o control of access to individual floors of the serviced accommodation, and
  - o control of access from the street to the rear courtyard.

The approved security management plan shall be implemented prior to occupation and maintained thereafter.

Reason: To ensure the development is safe for users. (Cambridge Local Plan 2018 policy 56)

33. 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) and to avoid car parking impact in surrounding streets. (Cambridge Local Plan 2018 policy 82)

34. Prior to first occupation of the development, hereby permitted, or commencement of the use, full details of facilities for the covered, secure parking of bicycles for use in connection with

the development shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or the use commences and shall be retained in accordance with the approved details thereafter.

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

35. Prior to the first occupation of the development, hereby permitted, 3 Blue Badge Parking Spaces shall be marked out as close to lift core as possible and shall be retained for this purpose thereafter. The car parking spaces shall be provided in accordance with the approved drawings.  
The lift needs to be position so that it has 1.4 metre depth from the doorway and shall be retained thereafter.

Reason: To ensure that provision is made for disabled and inclusive parking. (Cambridge Local Plan 2018 policy 82)

36. Prior to the occupation of the development, hereby permitted, the first floor side facing windows in the east and west elevation of Block A and the first and second floor side facing windows in the east and west elevations of Block B, shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent to a level of 1.7 metres above internal floor level and shall be non openable below 1.7 metres. The glazing shall thereafter be retained in perpetuity. No other openings shall be made to the side elevations of the building without the express consent of the Local Planning Authority.

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

37. No development above ground level, other than demolition, shall commence (or in accordance with a timetable agreed in writing by the Local Planning Authority), until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;

- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 55 and 56 of the Cambridge Local Plan 2018.

38. The development, hereby permitted, shall not be used or occupied until revised carbon calculations are submitted showing that the proposed development delivers at least a 19% reduction in carbon emissions compared to Part L 2013. Further information should also be submitted in relation to the proposed communal air source heat pumps, including details of ducting to connect the heat pumps to the outside air. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority before the development is first occupied.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised approach to meeting a 19% reduction in carbon emissions shall be submitted to and approved in writing by the local planning authority. The approved revised approach shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

39. No apartment(s) shall be occupied until a final water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by 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 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 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

40. The development shall not be brought into use until a scheme for the provision of fire hydrants has been implemented in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interests of residential safety (Cambridge Local Plan 2018 policy 56).

## **INFORMATIVES**

1. If a construction dust assessment or suppression management plan is required reference and regard shall be given to various national and industry best practical technical guidance such as:
  - o Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)' <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd>
  - o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
  - o Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)
  - o Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).
2. To satisfy standard condition (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

3. To satisfy the condition requirements the applicant/developer will need to demonstrate that practical consideration has been

given to all aspects of Electric Vehicle (EV) charge point infrastructure installation and that the provision of an operational EV charge point or multiple points is deliverable, as part of the residential and/or commercial development. The intention or commitment in principle to install an active EV charge point will not be considered acceptable.

Information should include numbers of charge points, intentions for active and passive provision, location, layout (including placement of EV infrastructure), Charge Rates of active EV charge points (slow, rapid or fast) and availability of power supply. Further information on things to consider when designing and delivering EV charge points and the information required to discharge the associated planning condition can be found at <https://www.cambridge.gov.uk/air-quality-guidance-for-developers>

4. The details required to discharge the submission of materials condition above should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.
5. **Pollution Control**  
Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

#### Green Roofs

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

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

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

#### Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

#### Section 3 - Used Water Network

This response has been based on the following submitted documents: Flood Risk Assessment. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

(1) INFORMATIVE - 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.

(2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

(3) INFORMATIVE - 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.

(4) INFORMATIVE - 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.

(5) INFORMATIVE: 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.

7. Where a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.

The number and location of Fire Hydrants will be determined following Risk Assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition, published January 2007.

Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5, Section 16.

If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required, the details of which can be found in the attached document.

8. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water. Should this change where new developments produce combustion emissions to air all gas boilers must have low NOx emissions (boilers that meet a dry NOx emission rating of 40mg/kWh).
9. Please inform Cambridge International Airport of any intended crane usage so they can survey these for any infringements of Obstacle Limitation Surfaces.
10. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A)



produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water. Should this change where new developments produce combustion emissions to air all gas boilers must have low NOx emissions (boilers that meet a dry NOx emission rating of 40mg/kWh).

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<b>Application Number</b>	21/01521/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	1/4/2021	<b>Officer</b>	Dean Scrivener
<b>Target Date</b>	8/10/2021		
<b>Ward</b>	Cherry Hinton		
<b>Site</b>	Land R/O 56-58 Cherry Hinton Road		
<b>Proposal</b>	Erection of 7 apartments comprising 1 x 2-bed and 6 x 1-bed units, including bin and cycle storage facilities, together with reconfiguring the pedestrian access to 56A and 58A Cherry Hinton Road and installation of a new ground floor rear wall to the retained retail unit at 56-58 Cherry Hinton Road, following demolition of existing warehouse building		
<b>Applicant</b>	Mr Andy Brand		

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

## 1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is located to the rear of 56-58 Cherry Hinton Road and is currently occupied by a warehouse unit which used

to be used in association with former Hughes unit to the north. This warehouse ceased use in 2019 and is now redundant.

- 1.2 The existing site is accessed via Rathmore Road to the east which affords access to a private car park which currently has 8 car parking spaces.
- 1.3 The land to the northern part of the Application Site comprises an existing retail unit at ground floor (occupied by East Anglian Children's Hospice (EACH)) together with two duplex apartments (56A and 58A Cherry Hinton Road) all within a building which is 10 metres high to ridge.
- 1.4 The site is located in an area characterised by two and three storey properties comprising residential units together with some flats above commercial ground floor uses.

## **2.0 THE PROPOSAL**

- 2.1 The application is a resubmission of a previously withdrawn planning application (18/0993/FUL) which sought permission for 10 x 1-bed units, and a subsequent planning application (19/0687/FUL) which sought permission for 9 x 1-bed units. The resubmission follows pre application discussions with the LPA's Planning and Urban Design Officers.
- 2.2 Following the demolition of the existing warehouse building, the proposed development is to erect a three storey flat roofed modern designed building incorporating seven new residential 1 and 2-bed apartments. Amenity spaces would be provided for each apartment within the boundary of the site. The proposal also provides bin storage areas (which would be the subject of a commercial collection) and secure cycle storage with one space provided per bedroom. The development would be car free and so no on-site car parking space is provided to serve the development. A turning area is provided to the south of the building which would be used for deliveries and by those residents who have rights of access. The application proposes the upgrading of the access from Rathmore Road with permeable block paving and low level lighting. Access to the flats would be from Rathmore Road.

2.3 The application is accompanied by the following supporting information:

1. Planning, Design and Access Statement
2. Daylight, Sunlight and Overshadowing Assessment
3. Ecological Appraisal
4. Geo-Environmental Desk Study
5. Sustainable Drainage Strategy
6. Transport Statement
7. Water Calculations
8. Existing and proposed plans

### 3.0 RELEVANT SITE HISTORY

Reference	Description	Outcome
18/0993/FUL	Erection of 10 x 1-bed apartments, including new amenity space, bin and cycle storage facilities together with reconfiguring the pedestrian access to 56A and 58A Cherry Hinton Road and installation of a new ground floor rear wall to the retained retail unit at 56-58 Cherry Hinton Road, following demolition of existing warehouse building.	Withdrawn
19/0687/FUL	Erection of 9 x 1-bed apartments, including bin and cycle storage facilities together with reconfiguring the pedestrian access to 56A and 58A Cherry Hinton Road and installation of a new ground floor rear wall to the retained retail unit at 56-58 Cherry Hinton Road, following demolition of existing building	Withdrawn
19/0143/PPP3	Conversion of building from	Prior

B8 use to C3 Residential  
Use to create 9 no. flats

Approval not  
determined  
(lawful  
consent does  
not apply)

#### 4.0 PUBLICITY

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

#### 5.0 POLICY

##### 5.1 Cambridge Local Plan 2018

PLAN		POLICY NUMBER
Cambridge	Local	1 3
Plan 2018		28 31 32 33 34 35 36 41
		50 51
		55 56 57 59 70 71 72
		81 82

##### 5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2021 National Planning Policy Framework – Planning Practice Guidance from 3 March
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	<p>2014 onwards</p> <p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
Supplementary Planning Documents	<p>Greater Cambridge Sustainable Design and Construction (Jan 2020)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></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 Waste and Recycling Guide: For Developers.</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

## 6.0 CONSULTATIONS

### Cambridgeshire County Council (Highways Development Management)

6.1 No objections subject to a conditions/informatives regarding the following:

- A Traffic Management Plan requiring that no demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Local Planning Authority
- A condition restricting the times of vehicles with an excess gross weight of 3.5 entering and exiting the site
- The granting of planning permission does not constitute a permission or licence to a developer to carry out works within, or disturbance of, or interference with, the public highway

### **Environmental Health**

6.2 Insufficient information has been provided to fully demonstrate that the development would not be affected by odour emissions/noise impact from the nearby food outlets, Cyprus Kebab House and Taj Tandoori Indian Restaurant. Therefore, odour emissions and noise are considered to be material considerations and further information is required from the applicant to demonstrate the mitigation of this impact.

### **City Council Sustainable Drainage Engineer**

6.3 Acceptable subject to conditions/informatives regarding the following:

- No development shall commence until a surface water drainage strategy has been submitted and approved
- Details for the long term maintenance arrangements for the surface water drainage system to be submitted and approved

### **Landscape Officer**

6.4 No objections subject to conditions/informatives regarding the following:

- Hard and soft landscaping details



- Landscape maintenance and management plan
- Boundary Treatment

## 6.5 Sustainability Officer

No objections subject to the units benefiting from openable windows and the retention of the south facing balconies. The following conditions are recommended:

- Water efficiency calculations
- Carbon Reduction Implementation

## 6.6 Urban Design officer

No objections subject to a condition requesting material details.

## 7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations which object to the application:

- 9 Rathmore Road
- 31 Rathmore Road
- 33 Rathmore Road
- 35 Rathmore Road
- 37 Rathmore Road
- 39 Rathmore Road
- 5 The Mill, Rathmore Road
- The Red House, 11 Clare Street
- 52 Cherry Hinton Road

Furthermore, a letter objection has been submitted which has been signed by owners/occupiers of the following addresses:

- 9 Rathmore Road
- 15 Rathmore Road
- 17 Rathmore Road
- 19 Rathmore Road
- 25 Rathmore Road
- 27 Rathmore Road
- 31 Rathmore Road
- 32 Rathmore Road

- 33 Rathmore Road
- 35 Rathmore Road
- 37 Rathmore Road
- 40 Rathmore Road
- 45 Rathmore Road
- 34A Cherry Hinton Road
- 36 Cherry Hinton Road
- 42 Cherry Hinton Road
- 62 Cherry Hinton Road
- 64 Cherry Hinton Road

7.2 The representations can be summarised as follows:

- Blue line on site plan drawing crosses over the property of No. 37 Rathmore Road. The distance of the clearance line of 6m between the site and the neighbouring property is incorrect and should be amended to 5m which is more accurate and to allow more sufficient clearance for access eg. emergency vehicles, deliveries
- Good visibility is required for the residents accessing their properties along to the rear of the site, as well to maintain safety for pedestrians
- There are no parking spaces for flats and confirmation for the development to be car free should be confirmed
- Flooding is a concern and if there is less ground and more flooding, this will need to be improved or garages and properties will flood
- The existing property fronting Cherry Hinton Road is already substantially extended to the rear and the proposals seek further extension to substantially fill the available plot space
- The proposals represent a gross overdevelopment of the site creating a poor precedent for others to follow and fails to respect the garden context of the location

- There is a lack of on-site amenity space, and windows are close to boundaries compromising privacy/ overlooking
- A lack of on-site carparking provision will put pressure back on to Rathmore Road and undo the benefits currently afforded by the residents carparking scheme
- The shadowing projections provided by the applicant do not take into account all the relevant windows in my property. In particular I am concerned that the strip of skylights in the kitchen/dining/living room at 52, which is the main light source for that room, is not even shown on any of the before or after diagrams, neither is the strip of skylights in 52A which is the main light source for that room. The full impact of the height of the proposed building on the light within either building cannot possibly be ascertained without this information
- All but one of the windows in the east elevation have obscured glass to ensure privacy, however, the western elevation - which overlooks my residential property has eleven very large windows on the first and second floors and two balconies to the western elevation in Flats 4 and 6. None of these has obscured glass. These windows and balconies would directly overlook the kitchen/dining/living room skylight and rear garden at 52. They are directly opposite this residential living space and located at the lower section of the building which has just been approved 20/0050/FUL. The balconies on the first and second floors in Flats 3 and 7 southern elevation would also overlook the skylight which is the main light source for 52A as well as the rear garden there. These areas have all been private to this point.
- Additionally, there would be loss of privacy and light in the garden
- This further three floor development the other side of a very narrow private road within a residential area represents an

overdevelopment and changes the character of the neighbourhood

- Provision for vehicular access for Rathmore Road residents is inadequate and there is insufficient room, even to cater properly for cycles
- The site has become a meeting place during the evenings. This has resulted in loud anti-social behaviour; it is packed with cars; loud music is played; people urinate and occasionally defecate in gateways; access to residents parking spaces and gateways are blocked and residents are intimidated and abused. Damage has occurred to private property
- It needs to be an enforceable condition if the site is to be developed that a long-term security solution is established by the site owner, and any future owners, which allows only those with lawful access to enter the site
- There is no parking provision for disabled visitors to the site. I guess this is a requirement, although the site is so cramped it is not clear where on site it can be accommodated without blocking vehicular access for Rathmore Road residents. However, this is achieved it must allow easy access for users of the disabled parking space whilst preventing general access to the site which has created the problems described above
- I would also suggest that the west side fence is made higher and robust enough to deter easy access to and from the private lane beyond. This may help prevent the problems described above from spreading further afield and/or damage to the fence resulting from a short cut being formed between the 2 sites
- Some units are still very small and it is easy for the amenity areas and balconies to be used for storage and washing, which quickly detracts from the attractiveness of the building. I am aware that similar developments have had conditions imposed relating to the use of balconies and amenity areas, including the

control of loud music being played after 10.p.m. and we would ask that these conditions be applied to this application

- The illustrations of the proposed building showing trees and shrubs are attractive and we would ask that permanent provision for the planting and control of trees and shrubs be a condition of this application being accepted
- Security needs to be considered to ensure no anti-social behaviour occurs as a result of the development
- The red line site boundary would overlap land upon which local residents have a right of way deed dated in 1969. It is therefore required to clarify that this right of way should be maintained for these residents
- Increased use of cars using the access and parking to the rear of the site would result in more congestion to the rear of the site and prevent residents from accessing the rear of their properties. This would also create more noise disturbance and disruption upon the neighbouring properties. Although this would be a car free scheme, visitors will inevitably park their cars here
- The top two floors of the new site will have a direct view upon 33 Rathmore Road and back garden. This represents a potential loss of privacy and of living standards. The top floor should have no balconies and very few windows facing South. In any south-facing windows, obscure glass should be used to prevent overlooking directly in the adjacent properties on Rathmore Road.
- Spaces for 8 bicycles will be provided (one space provided per bedroom). How is this compatible with sleeping accommodation for up to 16 people?
- The access via Rathmore Road is very narrow and would not allow for access of emergency vehicles

- The change of use from retail to residential requires a full impact assessment on the loss of this use
- The west side fence should be raised higher and be made more robust enough to deter easy access to and from the private lane beyond. This may help prevent problems described above from spreading further afield and/or damage to the fence resulting from a short cut being formed between the 2 sites
- Some of the units are small and the balcony areas would be quickly used for washing storage which would detract from the local area quickly. A condition should be imposed to ensure the use of the balconies remains for amenity purposes
- Conditions regarding the planting of trees and shrubs should be imposed, as illustrated in the Design and Access Statement
- The Sunlight, Daylight and Overshadowing Impact Assessment does not accurately represent the adjoining development which has been approved at No. 54 (20/0050/FUL)
- The development would have negative impact on both the practical and aesthetic ability of the studios to function effectively
- The amended Daylight, Sunlight and Overshadowing Assessment does not overcome previous objections raised and therefore previous objections should still stand

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) seeks to ensure 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. Given the location of the site is within a sustainable location and is in walking and cycling distance of Cambridge City Centre, the application site is considered suitable to accommodate residential development.

- 8.2 Policy 41 of the Cambridge Local Plan (2018), seeks to protect the loss of business space or floor space within the Use Class B (now Class E as of September 2020), and requests a marketing period of a minimum 12 months to be carried out to ensure the site is no longer viable to remain within Class Use B.
- 8.3 The site is currently occupied by a warehouse which used to be used in association with Hughes, to the north of the site. This warehouse ceased use in 2019 and is now redundant. An application was submitted to the LPA (19/0143/\_CPP3), to convert the existing warehouse to residential use to create 9 no. flats. This application was not determined within the statutory time period and therefore no lawful residential use has been granted.
- 8.4 No marketing information has been provided within the application and the proposal is technically contrary to Policy 41 (d) of the Local Plan. However, the building to be demolished is dilapidated, was part of a retail function for Hughes Electrical on the Cherry Hinton Road facing unit which would remain as retail for the existing charity and the site could not easily be utilised independently from Rathmore Rd as the access and visibility is poor for service and delivery vehicles.
- 8.5 The existing warehouse has now been redundant for a significant period of time where no prospective buyer has come forward to express interest in using the building for former Class B use, it is unlikely that the building would be a viable option to retain a use for business purposes. In addition, given the site is situated within a rear area which is predominantly residential use, Officers are of the view that a warehouse containing a B8 Use is inappropriate in this locality and would very likely to give rise to amenity issues upon neighbouring properties.

- 8.6 Moreover, Table 5.1 and paragraph 5.8 of the Cambridge Local Plan (2018) confirms that the LPA currently has a significant over supply of B8 warehousing (by some 33,700m<sup>2</sup>) and so the loss of 355m<sup>2</sup> of B8 floorspace that would result from this development would not jeopardise the requirement for such floorspace within the LPA's jurisdiction.
- 8.7 Furthermore, Policy 72 of the Cambridge Local Plan (2018) seeks to ensure that certain uses proposed are complementary to the existing district, local or neighbourhood centre. The site lies within an area designated as a Local Centre which should provide a mix and balance of uses to provide for the day-to-day needs of local people. Table 8.1 under this policy lists suitable uses and not suitable uses, at floor levels in buildings. The existing use (B8 Use) is listed as not being a suitable use and therefore the replacement of this use for residential (C3 Use) is acceptable, provided it complements the retail function and maintains or adds to the vitality, viability and diversity of the centre. Officers consider that given the existing residential uses within the immediate locality, residential use is considered to be acceptable in this instance.
- 8.8 On balance, Officers consider the principle of the loss of B8 floorspace is acceptable in this instance and that a residential use is more appropriate within this location.

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

- 8.9 Cherry Hinton Road mainly comprises two storey buildings, with a few three storey buildings in and amongst the built form, one of which is located to the south east of the site, called The Mill, which comprises flats. This will allow both pedestrian and vehicle access. The existing storage unit on the site is a two storey building which is no longer in use, with a car parking area set to the rear. This car parking area is accessed via Rathmore Road, situated to the rear, which connects to Cherry Hinton Road.
- 8.10 The proposal intends to demolish the existing building on the site and replace this with a three storey building, comprising 6 x 1 and 1 x 2 bed flats. Although the building is taller than the existing building, the height would be similar to the buildings at the junction of Hills Road and Cherry Hinton Road, as well as The Mill to the south east. Therefore, Officers are of the view



that the scale of the proposal would be in keeping with the character of the local area.

- 8.11 The elevations would comprise buff brick with grey zinc metal panels, which would portray a more modern appearance than the existing built form along this section of Cherry Hinton Road, however given the location of the building being set back behind 56-58 Cherry Hinton Road, the building would not be excessively prominent within the street scene. It is acknowledged that the third floor of the building would be visible from Cherry Hinton Road however the main bulk of the building would not be visible to result in any significant visual impact and is therefore acceptable. The Urban Design Officer has been consulted on the application and has raised no objections, subject to a condition to secure material details prior to commencement.
- 8.12 There are concerns raised in respect of overdevelopment of the site. The previous applications proposed 9 flats whereas the current application proposes 7 flats. The site is considered to be of a sufficient size to accommodate 7 flats and therefore Officers are of the view that the proposal is acceptable.
- 8.13 Overall, the form, height, scale, and layout of the proposed development is considered to be in keeping with the surrounding pattern of development and the character of the local area. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 55, 56 and 57.

### **Residential Amenity**

- 8.14 The site is situated in amongst a mix of retail, residential and office uses. Nos. 56, 58 and 60 Cherry Hinton Road which are directly set to the front and north east of the site contain retail use at ground floor level, with residential use at first floor. The neighbouring unit at No. 54 is a retail use. An application has been approved directly to the west of the site, which is for a change of use from a HMO to artist studios and associated extensions (20/0050/FUL).
- 8.15 No. 52 and 52A are set beyond No. 54 and approximately 10m away from the west elevation of the proposed development. The properties along Rathmore Road to the south, are approximately 20m from the south elevation of the proposed

development, with their rear boundaries set approximately 11m from the development. These properties benefit from long generous gardens with detached garages set at their rear boundaries.

### Overbearing Impact

- 8.16 The proposed building would be three storeys in height, with the third floor storey being set in. The building would project further into the rear of the site, more than the existing building. There are residential flats to the front and to the east of the site, at Nos. 56, 58 and 60. Although the building projects further into the site, the rear elevation of the building would be staggered, so that the overall massing of the building at the rear would be reduced, limiting any significant overbearing impact upon No. 60. In addition, there is an existing outbuilding within the rear garden of No. 60 which would limit any significant sense of enclosure.
- 8.17 The third floor storey would be set back from the front elevation as opposed to sitting flush. There are two first floor dormer windows set within the rear roof slope of 56-58 Cherry Hinton Road. These serve flats 56a and 58a. The third floor storey would be set back by approximately 8.2m from these windows. Officers acknowledge that the proposed building would be clearly seen from these windows however the separation distance is considered to be sufficient to retain a good level of outlook from these windows and therefore reducing any significant overbearing impact.
- 8.18 The rear garden areas serving Nos. 52 and 52a to the west, is approximately 10m from the proposed development. Although Officers acknowledge that the proposed building would be in clear views, given the set back of the third floor storey, this is considered to be a reasonable distance away from these neighbouring properties to not result in any significant overbearing or sense of enclosure in this instance.
- 8.19 The rear elevation of the proposed building would be situated approximately 11m from the rear boundaries of the neighbouring properties along Rathmore Road, to the south. These properties benefit from generous garden areas and therefore the proposal is not considered to result in any significant overbearing or sense of enclosure in this instance. In

addition, the proposal involves improvements to the public realm and the existing access, which will make the rear area of the site more attractive and overlooked, which will decrease some of the existing anti-social issues which have been raised as a concern.

### Overshadowing Impact/Loss of Light

- 8.20 The application is supplemented by a Daylight, Sunlight and Overshadowing Assessment, conducted by WSP, Abbey Developments Cambridgeshire Ltd. The assessment quantifies the daylight and sunlight within the proposed dwellings and the Impact Assessment on the daylight and sunlight of the existing residential buildings surrounding the site. The BRE Guide: Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice is recognised as the most appropriate method for daylight, sunlight and overshadowing assessments.
- 8.21 Following the concerns raised within the representations, the applicant has submitted an amended Daylight, Sunlight and Overshadowing Assessment (August 2021), which includes windows within the rear extension and outbuilding at No. 52 Cherry Hinton Road. A 14 day re-consultation has been undertaken following the submission of this document.
- 8.22 The assessment has carried out a Baseline Condition, which has quantified the levels of light received in the existing building and the surrounding neighbouring properties. These values were then compared with the proposed scenario. A total of 81 windows surrounding the site were assessed to verify the amount of light reaching each window, via the Vertical Sky Component (VSC). The results showed that 80 of the windows (98.8% of the total windows assessed) would retain suitable levels of daylight either by keeping a VSC value of 27% or greater, or by keeping a ratio of change of 0.8 or greater, as recommended by the BRE Guide. One window set within the side elevation of No. 60, fell below the minimum VSC value however this is a side window and the room it serves has additional windows in the south elevation and therefore the room would still receive sufficient light levels.
- 8.23 The Sunlight Impact Assessment focused on the receptors that have windows facing 90° of due south, in line with BRE Guide. The results of the Sunlight Impact Assessment showed the vast

majority of the assessed windows with a negligible magnitude of change after the introduction of the Proposed Development and therefore, within the recommended threshold. A total of 43 windows surrounding the site were assessed, from which 42 (97.4% of the total) showed suitable levels of sunlight. The assessment indicated only 1 window below the criteria (2.3% of the total); however, since this window belongs to 54 Cherry Hinton Road which has a non-residential use, reduced daylight and sunlight within the rooms of this property are not considered to be expected by the user. It is also noted that application 20/0050/FUL is for the change of use from a HMO to artist studios. There are comments raised amongst the representations received which raise concerns that the submitted assessment does not accurately reflect the building at No. 54 as approved under application 20/0050/FUL. However, given that the use of the approved development will comprise an office use, artist studios and a barbers, these uses are not awarded the same level of amenity protection as they are not considered to be sensitive. Therefore, Officers consider that the proposed development will not result in any significant overshadowing impact upon this neighbouring development in this instance.

- 8.24 An existing flat occupies the second floor within No. 54 and is to be retained as part of application 20/0050/FUL. There is a new rooflight window proposed within the east roof slope of No. 54 however this window will be offset from the proposed development and Officers consider this window will still receive sufficient light levels.
- 8.25 In regard to the overshadowing impacts of the proposed development, all the open amenity areas of the properties adjacent to the site have been assessed. The results of the Overshadowing Assessment indicated that all the tested areas receive at least two hours of sunlight on the 21st of March on at least 50% of the area and therefore, satisfy the BRE recommendation.
- 8.26 The Daylight Assessment for the internal spaces is a two-stepped process requiring initially the calculation of the VSC at the face of each window to assess the level of obstruction / availability of daylight in relation to the proposed massing and other obstructions such as balconies and surrounding buildings. According to the BRE Guide, if the VSC is greater than 27%,

standard window and room design will give reasonable ADF results. The results of the Internal Daylight Assessment indicated that all 14 rooms (100%) satisfy the minimum recommended ADF criteria.

- 8.27 Moreover, the access to sunlight was assessed for the windows of habitable rooms/ living spaces (living rooms, kitchens and dining rooms) and therefore, a total of 7 living spaces were tested in the Internal Sunlight Assessment. The results indicated that all the 7 Living Spaces tested (100%) satisfy the BRE criteria due to the orientation and geometry of the building.
- 8.28 In line with the BRE Guide, the Overshadowing Assessment on the amenity spaces within the proposed development scheme seeks to identify the spaces for which at least half their area receives at least two hours of sunlight on 21st March. The results indicated that while the south facing ground floor garden satisfies the BRE criteria, the north facing one serving Flat 2, receives less than two hours of sunlight on most of its area on the 21st of March. This space is north-east oriented and subject to both shading effects from the proposed development and the neighbouring building (60 Cherry Hinton Rd), and therefore, fails to accord with the criteria. Despite this, Officers are of the view that the applicant is providing an external amenity area for future occupants to enjoy and promote a better quality of living, which overcomes this shortfall.
- 8.29 On balance, whilst Officers acknowledge that the proposed development does not fully comply with the BRE guidance, this scheme is not considered to result in any significant overshadowing or loss of light impact upon the neighbouring properties and would provide sufficient sunlight levels into the development to promote a good standard of living for future occupants, in accordance with policies 55, 56 and 57 of the Cambridge Local Plan 2018.

#### Overlooking Impact

- 8.30 The windows at second floor and first floor level will be obscured glazed on the east elevation and would not result in any overlooking impact upon the rear amenity areas serving No. 60 or 62 Cherry Hinton Road. This will be secured via a condition. There is one first floor side window serving the dining area/living area in Flat 5 which is not indicated as being

obscured glazed however this window is set further along near towards to the end of the building and is therefore not considered to result in any overlooking upon the amenity areas to the east and is acceptable.

- 8.31 The balconies at first and second floor on the south elevation are set at approximately 11m from the rear boundaries of the neighbouring properties along Rathmore Road, to the south. The rear garden areas serving Rathmore Road are generous in size and therefore this separation distance is not considered to result in any significant overlooking impact. The balcony serving Flat 4 set within the west elevation would be a winter garden style balcony and therefore would not allow future occupants to overlook any neighbouring properties. The distance between this balcony and the neighbouring garden serving No. 52 is set a reasonable distance away to not result in any significant overlooking impact in this instance and is therefore acceptable.
- 8.32 The first floor and second floor windows set within the west elevation are set approximately 10m from the rear garden area serving Nos. 52 to the west, which is considered to be a reasonable distance away to not result in any significant overlooking impact upon these neighbouring properties. As mentioned above, No. 54 is to be converted into an office use, artist studios and a barbers which are not considered to be a sensitive uses and therefore overlooking impact onto this unit is not considered to warrant a reason for refusal of the application in this instance.
- 8.33 Overall, the proposal is not considered to result in any significant overlooking impact upon the nearby neighbouring properties and is in accordance with policies 55, 56 and 57 of the Cambridge Local Plan 2018.

#### Wider Area

- 8.34 The Environmental Health Officer has been consulted on the application and has recommended the application be refused due to the impact of odour generated from a nearby kitchen flue serving the Cyprus Kebab House and Taj Tandoori Indian restaurant, to the east of the site. There have been recent complaints received from local residents in this regard and therefore the Environmental Health Officer has recommended

refusal on these grounds. There are concerns regarding the rear balconies located on the south elevations serving apartments 1, 3, 5 and 7 with openable glass doors. Due to the close proximity of the low level Indian restaurant discharge located almost in line with the balconies of 3, 5 and 7 approximately 15m away, odour is a significant concern. It is recommended that these balconies are removed to prevent harm to amenity and quality of life of future occupants of the habitable rooms served by the balcony doors and users of the balconies.

- 8.35 WSP have submitted a letter dated 8<sup>th</sup> March 2021 which advises that the current application explicitly minimises exposure to potential odour and noise from the commercial sources on the east elevation of the application site due to small unopenable windows and external amenity spaces located on sheltered elevations.
- 8.36 Officers consider the removal of the balconies on the south elevation is not considered to be a reasonable compromise in this instance as Flats 1, 3, 5 and 7 would lose private access to their amenity areas. There is no communal amenity space provided and therefore these amenity spaces should be maintained. This is considered to be a potential existing statutory nuisance and the concerns raised should be resolved by the Environmental Health Department, as opposed to jeopardising the quality of the proposed development.
- 8.37 The windows on the east elevation shall not be fixed shut and there is no necessity for these windows to remain shut, in order to safeguard from odour impact. These windows need to remain openable for ventilation purposes, as supported by the Sustainability Officer, otherwise the flats could overheat and create unacceptable living conditions for future occupants. The Sustainability Officer had originally objected to the application on these grounds however has since removed their objection as these windows are now to remain openable.

8.38 Conditions regarding time restriction on working hours and work-related deliveries, as well as piling methods and mitigation against airbourne dust, are all recommended in order to safeguard against any significant noise upon the neighbouring properties.

8.39 Overall, Officers have taken into account the views of the Environmental Health Officer regarding the impact of noise and odour from the nearby food outlets, however, do not consider the impact to be significant to warrant a reason for refusal. The proposed residential use is in keeping with the existing residential uses within the immediate locality and therefore is not introducing a new use within the area which would otherwise be susceptible such impacts. Therefore, the application is acceptable in this location and is not supported.

Amenity for future occupiers of the site

8.40 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units exceed or are in accordance with the minimum standards. In this regard, the units 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 <sup>2</sup> )	Proposed size of unit	Difference in size
1	2	3	1	61	63	+2
2	1	2	1	50	50	0
3	1	2	1	50	53	+3
4	1	2	1	50	50	0
5	1	2	1	50	53	+3
6	1	1	1	37	37	0
7	1	2	1	50	50	0

8.41 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. All flats will have access to private amenity areas which is acceptable.



### Accessible homes

8.42 The development has been assessed for compliance with Policy 51 in relation to all the new units. The Design and Access Statement states the development will comply with the requirements of Part M4 (2) of the Building Regulations. A lift will be provided to allow easier access between all floors within the development. To ensure the A condition shall be imposed upon any consent granted to secure this requirement and comply with policy 51.

### **Refuse Arrangements**

8.43 The residential uses and future use of the ground floor will have separate bin store areas. The proposal is compliant with the RECAP guidance and is in accordance with Cambridge Local Plan (2018) policy 57.

### **Highway Safety**

8.44 The Local Highway Authority have been consulted on the application and have raised no objections subject to conditions requesting a Traffic Management Plan and weight restriction of contractor vehicles entering and exiting the site. Given the location of the site, as well as the nature of the access, these conditions are considered to be both necessary and reasonable. There is a concern raised amongst the representations that there could be an element of danger imposed upon pedestrians however the access is an existing access, and no car parking is proposed as part of the proposal. Therefore, no significant risk shall be imposed upon pedestrians within the locality.

8.45 Therefore, the proposal is considered to retain the safe and effective operation of the adopted highway and is in accordance with paragraph 111 of the NPPF and Policy 81 of the Cambridge Local Plan 2018.

### **Car Parking**

8.46 Most of the representations received have raised concerns regarding the lack of car parking proposed to serve the proposed development. No car parking is proposed for the future occupiers and the development is therefore a car free

development. The use of the vehicular access would reduce when compared to the current situation as it can presently serve 8 car parking spaces together with servicing for the warehouse. It is not deemed necessary to provide any car parking given the excellent links to existing public transport and the provision of onsite cycle parking. Therefore, the lack of car parking in this instance is acceptable.

- 8.47 There are concerns raised regarding the access rights of existing residents who use the access for their garages along Rathmore Road to the south however, the access rights are not under the control of the LPA and is a private matter. In any event, there are no indications that the access rights are not to be retained to allow these residents to continue to access their garages and a turning area is also provided to allow for easier manoeuvring if required.
- 8.48 Another comment refers to the antisocial behaviour and the congregation of cars parking within the area to the south of the site. It is suggested that security measures should be put in place to allow for the management of the access. Officers consider that a condition is not necessary in this instance as no car parking is proposed as part of the scheme and therefore the management of car parking is not considered to be reasonable or necessary in this instance. The applicant is proposing to upgrade the access with suitable permeable paving and lighting, which make the access appear more formal as opposed to a derelict space as it is perceived at present. Furthermore, the site is located within a Controlled Parking Zone (CPZ) and therefore none of the future occupants would benefit from parking permits and will alleviate any concerns regarding the congregation of car parking. A suitable informative shall be attached to ensure the applicant is aware of this.
- 8.49 The proposed level of car parking would comply with the maximum standards set out in Appendix L of the Cambridge Local Plan 2018. For the reasons set out above, officers consider the proposed level of car parking is acceptable and would therefore meet the aims of the Cambridge Local Plan 2018 policy 82.

## **Cycle Parking**

- 8.50 A total of 8 cycle parking spaces are provided within a secure location within the building. This will provide a parking space per bedroom, with an additional space for visitor cycle parking, which is in accordance with the cycle parking standards under Appendix L of the Cambridge Local Plan. Overall, the proposal is compliant with Cambridge Local Plan (2018) Policy 82.

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

- 8.51 Flooding has been raised as a concern amongst the representations received. The application has been assessed by the City Council Sustainable Drainage Engineer and has been considered acceptable subject to conditions to secure a surface water drainage strategy and maintenance plan. These conditions shall be imposed upon any consent granted to ensure the development adopts sustainable drainage methods in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

## **Trees/Landscaping**

- 8.52 The Landscape Officer has been consulted on the application and has raised no objections, subject to conditions regarding hard and soft landscaping details, the long-term management and maintenance of the landscaping and boundary treatment details. There is a comment raised amongst the representations received to ensure that the images submitted with the application showing soft landscaping are implemented. These conditions are considered necessary and reasonable to ensure sufficient soft landscaping is incorporated into the development.
- 8.53 In accordance with the Policy 31 of the Cambridge Local Plan (2018), a condition requesting the implementation and details of green roofs is recommended.

## **Affordable Housing**

- 8.54 The proposed development is for a scheme of 7 units. Policy 45 of the Cambridge Local Plan (2018) states that affordable housing provision should be calculated on the basis that the thresholds are to be considered against the net increase in the number of units on the site. As the proposed number of units is

below the threshold of 10, there is no policy basis to require affordable housing provision as part of this application. The proposal is therefore compliant with policy 45 of the Cambridge Local Plan (2018).

### **Other Matters**

- 8.55 There are comments raised amongst the representations received, in respect of the site location plan boundary line not being correct. The applicant has submitted Certificate A within the application form, declaring the area within the site location plan as submitted is lawfully under their ownership.
- 8.56 A concern raised in respect of ensuring that the balconies are not used for hanging up washing as it will detract from the character of the area is not a reasonable condition to impose and therefore will not be recommended.
- 8.57 To ensure compliance with policy 28 (sustainability) conditions in relation to carbon reduction measures and water efficiency standards are recommended. To ensure compliance with biodiversity requirements arising from policies 59 and 69, conditions are also proposed seeking details of bird and bat box provision.
- 8.58 Lastly, there is a comment concerning the narrowness of the access for fire service vehicles to use. Cambridgeshire Fire and Rescue Services have been consulted on the application and no comments have been received. An informative is recommended to ensure the applicant is aware of their responsibilities to provide a fire vehicle access in accordance with the Approved Document B Volume 1 of the Building Regulations.

## **9.0 CONCLUSION**

- 9.1 In conclusion, Officers have weighed up the benefits of the scheme against the potential impacts within the local area. Given the proposal will upgrade the rear of the site and replace a dilapidated building, the proposed development is considered to provide a development which will not only enhance the appearance of the site but also provide much needed housing within Cambridge. Overall, the proposal is considered to be in keeping with the scale and form of development within the local

area and adequately respects the amenities of neighbouring properties.

**10.0 RECOMMENDATION: APPROVE subject to the following conditions and informatives:**

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

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

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

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

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

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

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

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

5. 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).

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

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

7. 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).

8. No development above slab level shall commence until a Carbon Reduction Statement has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all new residential units shall achieve reductions in CO2 emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details:

- a. Levels of carbon reduction achieved at each stage of the energy hierarchy; and

b. A summary table showing the percentage improvement in Dwelling Emission Rate over the Target Emission Rate for each proposed unit

where on-site renewable or low carbon technologies are proposed, the Statement shall also include:

c. A schedule of proposed onsite renewable energy technologies, their location, design and a maintenance schedule; and

d. Details of any mitigation measures required to maintain amenity and prevent nuisance

There shall be no occupation of the development until the carbon reduction measures have been implemented in accordance with the approved details.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Carbon Reduction Statement shall be submitted to and approved in writing by the local planning authority. The revised Carbon Reduction Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018, Policies 28, 35 and 36 and Greater Cambridge Sustainable Design and Construction SPD 2020).

9. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by 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 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 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

10. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;

b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

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

c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.

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

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

11. No development above slab level shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird boxes on the new



buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reason: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69).

12. Prior to the commencement of development, other than demolition, a scheme for surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

1) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events

2) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;

3) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers, details of all SuDS features;

4) A plan of the drained site area and which part of the proposed drainage system these will drain to;

5) Full details of the proposed attenuation and flow control measures;

6) Site Investigation and test results to confirm infiltration rates

7) Full details of the maintenance/adoption of the surface water drainage system;

8) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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).

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

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework and policy 31 and 32 of the Cambridge Local Plan 2018.

14. Notwithstanding the approved plans, the flats 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).

15. No development shall take place above ground level, except for demolition, until samples and details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include brickwork; non masonry walling systems; windows; doors and entrances; porches and canopies; external metal work, balustrades, rainwater goods, edge junctions and coping details; colours and surface finishes. Development shall be carried out in accordance with the approved details. Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

Reason: To ensure the development is satisfactorily assimilated within the local area (Cambridge Local Plan 2018 policy 55).

16. Demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall enter or leave the site only between the hours of 09.30hrs -15.30hrs.

Reason: To maintain the safe and effective operation of the highway, in accordance with paragraph 111 of the NPPF and Cambridge Local Plan 2018 policy 82.

17. Prior to occupation of the development hereby approved, the improvements to the existing access from Rathmore Road, including resurfacing and the implementation of lighting, shall be implemented in full and shall be retained as such thereafter.

Reason: To ensure the development improves the public realm and provides a good quality development for future occupiers to use, in accordance with Cambridge Local Plan 2018 policies 55, 56, 57 and 59).

18. Notwithstanding the approved plans, all flat roofed elements within the development shall be green or brown roofs. No development above ground level, other than demolition, shall commence until full details of these green or brown roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved and the green or brown roof(s) maintained for the lifetime of the development in accordance with the approved details. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable. The green roofs shall be installed in accordance with the approved details and shall be maintained thereafter for the lifetime of the development. The development shall be retained as such thereafter.

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

## **INFORMATIVES**

1. The granting of planning permission does not constitute a

permission or licence to a developer to carry out works within, or disturbance of, or interference with, the public highway and that a separate permission must be sought from the Highway Authority for such works.

2. Before the existing building is demolished, a Demolition Notice will be required from the Building Control section of the council's planning department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area.
3. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.
4. There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.
5. Fire Service vehicle access should be provided in accordance with the Approved Document Volume 1 of the Building Regulations. There should be vehicle access for a pump appliance to within 45m of all points within the dwelling-house in accordance with paragraph 11.2 of Approved Document B Volume 1. Where the proposed new dwelling cannot meet access requirements for fire appliances, compensatory feature(s) should be provided.

<b>Application Number</b>	19/1167/FUL and 19/1350/LBC	<b>Agenda Item</b>	
<b>Date Received</b>	30th September 2019	<b>Officer</b>	Aaron Coe
<b>Target Date</b>	25th November 2019		
<b>Ward</b>	Newnham		
<b>Site</b>	Public Toilet Silver Street Cambridge		
<b>Proposal</b>	Refurbishment of existing basement toilets and associated works to include the provision of a new guard rail to the basement stairs, and the erection of a replacement wheelchair accessible WC and kiosk (following demolition of the existing wheelchair accessible WC structure).		
<b>Applicant</b>	Mr Declan O Halloran Cambridge City Council The Guild Hall Market Square Cambridge CB2 3QJ		

## **0.0 Addendum**

- 0.1 At 4<sup>th</sup> March 2020 Planning Committee, members resolved to defer the application due to concerns with the following matters; siting, appearance and height of the building, appearance of electronic turnstile to basement, location of the accessible toilet entrance and the water management feature. Since the deferral of the application, the applicants have submitted additional information and revised drawings to seek to address concerns raised by committee members.

### **Consultations**

#### **Cambridgeshire County Council Highways Engineer**

- 0.2 Same comments as previously provided (19.09.2019).

No objection subject to conditions regarding; Traffic Management Plan, Restriction on delivery of materials between 9:30am and 3:30pm 7 days a week, Written design for the support of the public highway be submitted and agreed

### **Cambridge City Council Ecology Officer**

0.3 No additional comments.

### **Cambridge City Council Environmental Health**

0.4 Same comments as previously provided (03.10.2019).

No objection subject to construction hours condition.

### **Cambridge City Council Access Officer**

0.5 Same comments as previously provided (04.10.2019) A changing places toilet is needed. Both left and right hand transfer wheelchair accessible toilets are needed with toilet doors opening outwards. Squat toilets are not suitable.

### **Cambridge City Council Conservation Officer**

0.6 No objection to the revised design/ siting. Agree with the conclusions of the heritage statement. No harm to the heritage assets including the conservation area.

### **Environment Agency**

0.7 No further comments

### **Representations**

0.8 Following the submission of revised details further comments have been received from the following addresses:

- 45 Eltisley Avenue (Newnham Croft Residents Association)
- 3 Ascham Road
- 9 Wilberforce Road (Friends of Queens' Green)
- South Newnham Neighbourhood Forum
- 5 Merton Street

The comments made can be summarised as follows:

#### Objection

- Concerned by the appearance of the building
- Concerned by the impact on the willow trees and proposed 'crown lift prior to construction'.
- Concerned the proposals are contrary to policies 55,56,58 and 71.
- Support the refurbishment but disappointed the proposals have not involved local councillors or residents
- Welcome the removal of the kiosk that was originally proposed
- Concerned by the number of squat toilets proposed

#### Neutral

- Lack of detail in respect of water saving measures
- Concerns by the proposed drum lantern window
- Materials must be robust and an easy to clean roof
- Additional elevations are helpful

0.9 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.

#### **Assessment**

##### **Siting, Height and Design of the kiosk**

0.10 Since the 4<sup>th</sup> March 2020 planning committee meeting the applicants have worked to address previous concerns raised at the meeting in respect of the siting, height and design of the building. The previously submitted scheme (August 2019) included a kiosk space to provide a *Visit Cambridge* information point. The revised design has removed this element in order to reduce the footprint and visual impact of the building on the street scene. The revised proposal is now set back 4.6m from

the road which is an additional 1 metre compared to the previous design. In terms of building height the roof level of the revised proposal is 200mm lower than the previous submission. The lower roof height now matches the existing WC building on the site. A revised heritage statement has been submitted in support of the planning and listed building consent applications which similar to the previous submission acknowledges the significance of the Silver Street bridge; however, given the existing building is of no historic or architectural significance or merit, the statement argues that the proposed replacement of this building does not cause harm to the character or appearance of the Conservation Area. The revised design and heritage statement has been reviewed by the City Council Conservation team and the revised proposal is considered to cause no harm to the setting of heritage assets including the conservation area.

- 0.11 Overall, the revised proposal is considered to be compliant with the NPPF and policies 55, 56, 57 and 61 of the Cambridge Local Plan 2018.

#### **Location of the accessible toilet entrance**

- 0.12 The accessible toilet entrance is proposed on the south elevation of the building. Relocating the accessible toilet entrance to the southern elevation is considered acceptable. Additionally, a further 0.4m separation has been introduced between the proposed new building and the railings to the east in order to improve the accessibility around the building. There is sufficient space for wheelchairs to manoeuvre in this area and to the south of the building and appropriate signage is proposed to be installed on the western elevation to indicate the facilities available within the building.

#### **Water management feature**

- 0.13 As previously submitted the scheme involved a water collection tank which was integrated into the scheme as part of the



sculptural roof element. However, concerns were raised by committee members in respect of the maintenance arrangements and the issue/ impact of the build up of leaves on this feature. Therefore, the applicants have removed this feature but retained the sculptural roof design. This is considered acceptable by officers.

### **Other matters**

0.14 The previous officer recommendation presented to committee (4<sup>th</sup> March 2020) included conditions (conditions 9 and 10 shown in appendix 1) related to the kiosk function previously proposed. However, these have now been removed from the recommendation as the scheme no longer includes a kiosk use within the development.

### **Conclusion**

0.15 To conclude, the enhanced public facilities are required due to their current poor state of repair and the proposals will be a welcome enhancement. The revised design proposal has been carefully amended to respond to the concerns raised by members at the previous committee meeting. Overall the proposal is considered to represent sustainable development which is compliant with the National Planning Policy Framework and Cambridge Local Plan 2018.

### **0.16 RECOMMENDATION**

#### **19/1167/FUL**

**GRANT PLANNING PERMISSION** 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 Prior to commencement of the construction of the building, samples of the external materials to be used in the construction of the building 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 and 61)

- 4 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)

- 5 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)

- 6 During the construction phase of the development, deliveries of materials and/or the removal of waste shall only take place between the hours of 09:30-15:30 seven days a week.

Reason: In the interests of highway safety in accordance with the NPPF and policy 81 of the Cambridge Local Plan

- 7 Prior to the installation of any external lighting, a lighting scheme shall be submitted to and agreed in writing by the local planning authority. The lighting scheme shall be implemented in accordance with the approved details.

Reason: To ensure appropriate lighting is implemented taking into account habitat and biodiversity considerations for roosting bats in accordance with policy 70 of the Cambridge Local Plan.

- 8 Prior to commencement of construction of the new building, details of biodiversity enhancements shall be submitted to and agreed in writing by the local planning authority. The biodiversity enhancements shall be implemented in accordance with the approved details.

Reason: In the interests of biodiversity associated with the development in accordance with the NPPF and policy 70 of the Cambridge Local Plan.

- 9 Demolition of the existing building shall only take place from January to February (inclusive) or September to December (inclusive) in any calendar year, which is outside the bird breeding season, unless a report prepared by an ecologist is submitted to and agreed by the local planning authority which demonstrates the demolition of the building will not impact upon breeding birds.

Reason: In the interests of protecting the biodiversity of the site in accordance with the NPPF and policy 70 of the Cambridge Local Plan.

10. Notwithstanding the approved plans, further details of the proposed electronic turnstiles shall be submitted to and agreed in writing by the local planning authority. The agreed turnstiles shall be installed in accordance with the approved details.

Reason: To protect the visual amenity of the area in accordance with the NPPF and policies 55, 56 and 61 of the Cambridge Local Plan.

**19/1350/LBC**

**MEMBERS ARE RECOMMENDED TO GRANT LISTED BUILDING CONSENT** subject to the following conditions;

1. The development hereby permitted shall be begun before the expiration of three years from the date of this consent. Reason: To comply with the requirements of Section 18 of the Planning (Listed Building & Conservation Areas) 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 and for the avoidance of doubt.

**Appendix 1:**

**19/1167/FUL and 19/1350/LBC- Committee Report (04.03.2020)**

**PLANNING COMMITTEE**

**4th March 2020**

<b>Application Number</b>	19/1167/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	21st August 2019	<b>Officer</b>	Phil Mcintosh
<b>Target Date</b>	16th October 2019		
<b>Ward</b>	Newnham		
<b>Site</b>	Public Toilet Silver Street		
<b>Proposal</b>	Refurbishment of existing basement toilets and associated works to include the provision of a new guard rail to the basement stairs, and the erection of a replacement wheelchair accessible WC and kiosk (following demolition of the existing wheelchair accessible WC structure).		
<b>Applicant</b>	Mr Declan O Halloran Cambridge City Council, The Guildhall, Market Square		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposal preserves the setting of adjacent listed buildings and enhances the character of the conservation area by providing a sustainable building within the public realm of Silver Street</p> <p>The proposal will provide enhanced public convenience facilities to the city of Cambridge to the benefit of residents and visitors</p> <p>The proposal will not harm pedestrian movement in the public highway</p>
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	The proposal will result in a biodiversity net gain through the provision of a bat box and insect hotel
<b>RECOMMENDATION</b>	<b>GRANT PLANNING PERMISSION AND LISTED BUILDING CONSENT</b>

## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The existing public conveniences have been provided and operated by Cambridge City Council since 1985. Separate segregated facilities for men and women are located underground (accessed via stairs) with one mobility impaired cubicle at street level (timber clad beneath a pitched tiled roof).
- 1.2 The facilities are located close to the drop off point for coach visitors to Cambridge on Queens Road and are heavily used by thousands of people each year. The toilets are well used but significantly outdated and therefore, they are in a poor state of repair. They are the source of regular complaint, particularly during the summer months, and give a poor first impression of Cambridge to visitors. Maintenance works have become increasingly regular sometimes resulting in their temporary closure.
- 1.3 The site is located adjacent to Silver Street bridge and Darwin College, both Grade II Listed buildings and is situated at a prominent intersection of the River Cam and Silver Street. Silver Street is a key route into the historic centre of Cambridge with the bridge itself designed by Sir Edward Lutyens in 1932 and built in 1958-59, replacing a cast-iron bridge dating back to the 1840's. To the south of the bridge is the Mill public house (Grade II Listed) and Mill Pond, which has historically been an important location for boating in Cambridge but today, is an extremely popular meeting point for students and tourist punting around the city. To the north of the site is Queens College with Grade I and II listed buildings and mathematical bridge (Grade II listed) which spans the River Cam. A variety of architecture surrounds the site ranging from the 14<sup>th</sup> to the 21<sup>st</sup> Centuries.
- 1.4 The site is located within the Central Conservation Area.

- 1.5 The site does not fall within the curtilage of a Listed Building. However, it does affect the setting of Darwin College and Silver Street bridge therefore, an application for listed building consent has also been submitted.

## **2.0 THE PROPOSAL**

- 2.1 The proposal seeks planning permission and listed building consent for the refurbishment of existing public conveniences to the south-west of Silver Street bridge. The project consists of 2 main elements which is the refurbishment of existing toilets at basement level and demolition of the existing wheelchair accessible toilet and erection of a new wheelchair accessible toilet at street level. The Council held a design competition in 2016 and the winning proposal is now the subject of this application, being the preferred design solution for the replacement building.
- 2.2 The proposal at basement level consists of refurbished toilets which will include male, female and non-binary toilets, while at street level, the proposal will demolish the existing wheelchair accessible toilet and replace it with a new wheelchair accessible non-binary toilet, including baby changing facilities and kiosk. The proposal also includes new railings around the basement stairs and a two-way electronic access turnstile at the top of the basement steps.
- 2.3 The replacement building at street level will contain an accessible toilet and a small kiosk (gross internal area of 3.5m<sup>2</sup>). The building itself is 4m by 3.2m resulting in a total gross external area of approximately 13m<sup>2</sup>. The height of the building is 4.5m. The proposed public toilets take the form of a small, lightweight pavilion that sits lightly upon the edge of Silver Street bridge. The design has taken queues from the adjacent willow trees and metal railings of Queen's college opposite, by proposing a series of vertical metal fins. The sculptural element atop the building encloses a tank used to collect rainwater for use in the toilets and visually references the timber ventilation shaft on the adjacent Darwin College. At the base of the building will be a concrete plinth which draws reference from the moulded plinth of the bridge's balustrade.

### 3.0 SITE HISTORY

3.1 None

### 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 – Presumption in favour of sustainable development 7 – The River Cam 10 – The City Centre 28 – Carbon reduction, sustainable design and construction and water use 31 – Integrated water management and the water cycle 32 – Flood Risk 35 – Protection of human health from noise and vibration 55 – Responding to Context 56 – Creating successful places



	<p>57 – Designing new buildings</p> <p>59 – Designing landscape and the public realm</p> <p>61 – Conservation and enhancement of Cambridge’s historic environment</p> <p>70 – Protection of priority species and habitats</p> <p>71 – Trees</p> <p>79 – Visitor Attractions</p> <p>81 – Mitigating the transport impact of development</p>
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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 Practice Guidance</p> <p>Circular 11/95 (Annex A)</p>
SPDs	Sustainable Design and Construction (Jan 2020)
Material Considerations	Cambridge Historic Core Conservation Area Appraisal (2017)

**6.0 CONSULTATIONS**

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

6.1 No objection subject to conditions regarding;

- Traffic Management Plan to be submitted and agreed
- Restriction on delivery of materials between 9:30am and 3:30pm 7 days a week

- Written design for the support of the public highway be submitted and agreed

### **Environmental Health**

6.2 Acceptable subject to condition regarding construction hours

### **Urban Design and Conservation Team**

6.3 Consider that subject to satisfactory conditions there would be no adverse impact on Listed Buildings, their settings or the conservation area.

### **Disability Consultative Panel (Meeting of 24 September 2019)**

6.4 Disappointed with the proposal due to lack of changing places toilet.

### **Access Officer**

6.5 A changing places standard toilet is needed. Both left and right hand transfer wheelchair accessible toilets are needed with toilet doors opening outwards.

Squat toilets are not suitable.

### **Head of Streets and Open Spaces (Tree Team)**

6.6 No objections.  
Works to the tree is due to be carried out for arboricultural reasons following a recent and significant failure. Property services has requested management of the trees to limit their liability and there is a consultation in progress in accordance with the tree work protocol. The tree will be reduced to a pollard irrespective of the development.

Update: These works have now been carried out.

## **Head of Streets and Open Spaces (Nature Conservation Officer)**

- 6.7 Acknowledges bat survey which has identified a bat presence and therefore, a license, including proposed mitigation, will be required through Natural England prior to demolition.

## **Historic England**

- 6.8 Consider the proposals would not cause harm to the significance of the Grade II Listed Silver Street Bridge; to the setting of nearby listed buildings or to the character and appearance of the streetscene in this part of the Central Cambridge Conservation Area. We are of the view that the scale, massing and detailed design of the replacement toilets would be an enhancement on the existing situation and therefore have no objections on heritage grounds.

## **Environment Agency**

- 6.9 No objection subject to incorporation of flood resilience measures as set out in the flood risk assessment

## **Cambridge Past Present and Future**

- 6.10 No objection but have commented on the following matters;
- Seek assurance drainage and waste consultees are satisfied
  - Variety of toilets is interesting but unclear if there is a real need
  - Information booth should not spread onto pavement with signage, street clutter etc.
  - Potential for bridge not fully realised with this application. Area is already cluttered by vendors, signs, bins, seating and needs to be addressed. Seek to ensure the draft Making Space for People SPD will address this area to improve the public realm.
  - Punting access – relationship to punting access could be better articulated.

- Appreciate consideration of creative lighting solutions, inclusion of bee hotel and bat boxes and rainwater collection tank to conserve water usage

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 A Development Control Forum was held on 13 January 2020 as a result of a petition by Friends of Queens Green. Minutes of the meeting are provided at Appendix 1.

7.2 The following representations have been received and are summarised as follows:

Two objections received from the following properties which raised the following concerns:

3 Ascham Road  
5 Merton Street

- Public conveniences are woefully inadequate for the 8.1 million annual visitors. Discrimination for many who cannot manage the steep stairs, dark, airless, dungeon like panic. Refurbishment just tinkers at the edges
- Considerable hazard regarding safe movement of people on the bridge due to presence of street furniture (bike racks), kiosks etc. which should be removed.
- The existing toilet is placed well out of the way yet conveniently accessible for disabled visitors
- Provision of a kiosk should be removed from the scheme. Clusters of people would overspill into the road, movement hampered, with a high risk of accidents.
- A number of other comments have been made regarding suggestions of other ways of managing tourism in Cambridge but these do not relate directly to the planning application

Neutral comments from the following property which raised the following comment:

Darwin College

- Use of the Silver Street bridge by all types of user (pedestrian, cyclists, vehicles) has risen greatly over the years since the existing toilet pavilion was built. Congestion is exacerbated by trade stalls and punt businesses. Increasingly safety seems to be an issue.
- It seems highly desirable in order to improve safety to reclaim as much of the pavement circulation space as possible. The proposed gap between the new pavilion and new turnstiles would not appear to serve any purpose. If this were eliminated and the turnstiles made to stand against the pavilion this would widen the footpath on the road side
- Consideration of nearby street furniture and permitted locations of trader stalls may also help improve circulation and safety.

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

## **8.0 ASSESSMENT**

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

1. Principle of development
2. Design and impact on external spaces including heritage assets
3. Highway safety
4. Inclusive Access
5. Trees and Ecology
6. Sustainable Construction
7. Flood Risk
8. Third party representations
9. Other matters

## **Principle of Development**

- 8.2 The proposal is to improve existing public convenience facilities which will benefit residents of and visitors to Cambridge. As such the development is considered acceptable in principle subject to other material considerations set out below.

## **Design and impact on external spaces including heritage assets**

- 8.3 The site lies at an important juncture of Silver Street and the River Cam which lies within the Central Conservation Area. The local planning authority must therefore, pay special attention to the desirability of preserving or enhancing the character or appearance of the area. It is also adjacent to two listed buildings (Silver Street bridge and Darwin College) and opposite listed buildings within Queens College. Therefore, special regard must also be given to the desirability of preserving the listed building/s or their setting or any features of special architectural or historic interest. These are statutory requirements of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990.
- 8.4 This statutory requirement is supported by the NPPF and Cambridge Local Plan. The NPPF identifies protection and enhancement of the historic environment as an important element of sustainable development, as well as achieving good design. Policy 61 of the Local Plan requires new proposals to preserve or enhance the City's heritage assets and policies 55 and 57 require proposals to respond appropriately to the local context with high quality design.
- 8.5 The Historic Core Conservation Area Appraisal (2017) identifies that Silver Street has a high historic and architectural significance. It notes, historically, Silver Street Bridge would have represented an important gateway to the town from the south-west, although, still does so today. Standing on the bridge provides dramatic views over the mill pond and weirs to the south, which also accommodates the distinctive feature of one of Cambridge's punting stations. The Appraisal does not make any direct reference to the public toilets nor do they influence or impact upon the identified views.

- 8.6 A Heritage Impact Assessment (HIA) was prepared in 2013 as part of a feasibility study for the Council. This notes with regard to the environs of Silver Street that *“the street and bridge are a busy gateway to the historic core of the city and the river marks the transition between the open spaces of Cambridge to the west and the tightly packed development of the former medieval constrained city centre. There is no typical building type, age, height and material palette used that defines the Conservation Area; the diversity in architectural styles creating a rich townscape and ultimately its special interest and character. The Silver Street Bridge and surrounding buildings and environs exemplify this characterisation.”*
- 8.7 An addendum to the HIA was prepared in support of the planning and listed building consent applications. The HIA notes that the setting of Silver Street bridge is of high or very high significance however, the existing pavilion style building which houses a public lavatory is of no historic or architectural significance and has limited architectural merit and the proposed replacement building does not cause harm to character of the Conservation Area. It also states that if there is any perceived harm, this is outweighed by the public benefits of the scheme.
- 8.8 The proposal was chosen as the preferred option in a design competition held by the Council’s project team. As part of the competition, a number of proposals were submitted and were subjected to scrutiny by the Design and Conservation Panel (independent panel of experts) as well as input from stakeholders such as Historic England. The Council’s project team has therefore, gone to significant lengths in identifying a scheme which is considered to respond successfully to this sensitive location.
- 8.9 As noted above, the diversity of architectural styles surrounding Silver Street has resulted in a contemporary building being proposed as the replacement structure at street level. The building has been designed as a lightweight structure which sits lightly on Silver Street and is described within the accompanying Design and Access Statement as a *“jewel-like sculptural object that draws inspiration from the work of the silversmiths that historically occupied the street”*.

- 8.10 The building line responds to that of Darwin House to the west and is angled to draw the eye along the continuous curve of the wall fronting Darwin College to the west. This same view demonstrates that the height of the main part of the structure responds to the height of the brick wall ensuring the structure does not appear as a dominant feature within the public realm. The transparent sculptural element atop the building reinforces the lightweight feel and encloses a tank used to collect rainwater for use in the toilets. It also draws visual reference to the timber ventilation shaft on the adjacent Darwin College. The structure sits above a concrete plinth which responds to the Portland Stone of Silver Street bridge, whilst the vertical metal fins take their visual cues from the canopy of the adjacent willow trees and perimeter fence of Queen's College. Replacement railings around the basement steps are also proposed as part of the refurbishment and will complement the design approach adopted for the new building.
- 8.11 The building's footprint has been reduced from that of the overall roof canopy of the existing structure, although is slightly larger than the existing toilet. The existing canopy currently has a footprint of 37m<sup>2</sup> of which the existing toilet is 7m<sup>2</sup>. Reducing the footprint of the proposed structure (13m<sup>2</sup>) enables the space between the northern wall of Darwin College and the proposed building to be opened up, improving accessibility to the basement toilets and punt station. The siting of the building away from the railing also prevents a dead end being formed and will allow pedestrian movement to flow around the building.
- 8.12 In terms of the proposed materials, the building will be constructed from reinforced concrete and a slender gold steel frame. The steel railings around the basement steps will be matched in gold. Materials have been carefully considered for their robustness, ease of maintenance, lifespan and appropriateness for the heritage context. However, it is proposed that a condition be imposed requiring materials to be submitted and agreed, prior to commencement of construction of the building. It is also considered appropriate to require further details of the electronic access turnstiles to be submitted and agreed prior to their installation.
- 8.13 Historic England consider the proposal will enhance the Conservation Area and no objections are raised by the Council's Conservation officer. It is acknowledged that the



building is in a location of high sensitivity in terms of its historic and architectural interest. However, the proposal responds sensitively to this environment and is considered to enhance the character of the Conservation Area whilst also preserving the setting of adjacent listed buildings.

- 8.14 The proposal is therefore, compliant with the NPPF and policies 55, 56, 57 and 61 of the Cambridge Local Plan.

### **Highway Safety**

- 8.15 The proposal is located in an area of high pedestrian activity, particularly in the summer months when tourism is at its peak. The bridge also contains a significant element of street furniture (litter bins, benches, bike racks, lampposts) and 2 temporary kiosks which are licensed to operate on the bridge, all of which impact upon pedestrian movement on the bridge. The building is sited at the western end of the bridge, away from areas in the locality with the most prominent views of this part of the city. Although the new building contains a small kiosk and therefore, will attract the attention of passers-by, the desire line for pedestrians (particularly tourists) is the section of Silver Street bridge which spans the River Cam, offering views to the north and south. The proposed building is set back 3.5m from the carriageway which is on the same building line as the overhang of the existing canopy. It is also set away from the thoroughfare of pedestrian movement associated with the pedestrian crossing. Due to its small footprint and similar position to the existing structure, it will not materially impede pedestrian flow. This is endorsed by the County Highways officer who has raised no objection to the proposal. The proposal is therefore, not considered to result in harm to pedestrian movement within the local highway network and therefore is compliant with the NPPF and policies 56,57 and 81 of the Cambridge Local Plan.

### **Inclusive Access**

- 8.16 Policies 56 and 57 of the Local Plan require new buildings to meet the principles of inclusive design, in particular to meet the needs of disabled people, the elderly and those with young children. The proposal seeks to improve the existing facilities by providing a refurbished wheelchair accessible toilet and baby changing facilities. As well as providing improved toilet facilities, the proposal now includes baby changing facilities which are

not currently available. Squat toilets will also be introduced into the basement in recognition of cultural differences when using bathroom facilities. The comments from the Access Officer and Disability Consultative Panel are noted regarding provision of a standard changing places toilet however, owing to the visual sensitivities of the site, such a toilet would require a larger building than that proposed. A changing places toilet is available further into the city centre in the Grand Arcade.

- 8.17 The proposal is considered to meet the requirements of inclusive design and is therefore, compliant with policies 56 and 57 of the Cambridge Local Plan.

### **Trees and Ecology**

- 8.18 The applicant has undertaken a protected species scoping survey (July 2019) and a nocturnal bat survey (August 2019). Given the limited nature of habitats on site a desktop study was not deemed necessary to support the survey. The building was classified as low roosting potential however, a single nocturnal bat survey was undertaken, in accordance with best practice guidelines. The survey observed a soprano pipistrelle re-entering a roost underneath a missing tile. A Natural England derogation licence will be required to determine a mitigation strategy and avoid impacts upon this protected species. This will require further nocturnal surveys to be carried out. The ecological assessment recommends that no additional lighting should be installed post development, although bat friendly lighting can be designed to minimise impact upon bat roosting. It is therefore, recommended that a proposal for any external lighting should be sought by condition.
- 8.19 No breeding bird activity was recorded however, the building roof and overhanging willows could theoretically support nesting birds. It is therefore, recommended that the timing of any vegetation or building clearance works be scheduled away from the breeding season for birds (clearance between September and February). If clearance is proposed within the bird breeding season, a qualified ecologist should be engaged to assess whether site clearance would impact upon any breeding birds. If the site was found to be supporting breeding birds, site clearance should be delayed until the completion of the bird breeding season.

- 8.20 The applicant proposes that the site will include a number of ecological enhancements including crevice dwelling habitat features for bat species (south facing), invertebrates and birds within the above ground building. Details of these enhancements can be sought by condition.
- 8.21 With regard to the relationship with existing trees, there are mature willow trees to the south of the application site. These trees have, until recently, had canopies which overhung the existing building. However, they have recently been pollarded as part of a health and safety assessment due to the collapse of an adjacent willow tree. These trees will be regularly monitored by the Council's arboriculturists and be subject to managed decline, until such time as their lifespan is completed. Therefore, it is not considered that the proposal will result in harm to these trees and their presence will not impact upon the proposed building.
- 8.22 Subject to conditions, the proposal is considered to comply with the NPPF and policies 70 and 71 of the Local Plan.

## **Sustainable Construction**

### *Energy Conservation*

- 8.23 The Design and Access Statement notes that the space in the proposed development will not be heated to comfort temperatures and thus is classed as a non-exempt building with a low energy demand for the purposes of Building Regulations. Due to the relatively low degree of thermal control, a passive approach has been adopted to heating. The above and below ground spaces will be insulated to avoid internal cold surfaces and to minimise the risk of condensation forming. It is proposed that all services are given time-clock and presence controls such that lights, fans, hot water heater etc. can be disabled when not required. Low energy LED lighting will be used and operated on PIR (movement detecting) sensors, to ensure only the required amount of electricity is used.
- 8.24 The proposal is therefore, being designed to minimise the use of electricity in accordance with the NPPF, Policy 28 of the Local Plan and the Sustainable Design and Construction SPD (2020).

## *Integrated water management*

8.25 Policy 31 requires new development to take a water sensitive approach recognising water should be re-used where practicable, offsetting potable water demand. The proposal includes a rainwater collection tank as part of its design which is featured as the sculptural element of the building. The water collected is proposed to be used to contribute to flushing toilets. The proposal also aims to reduce water consumption on the site by using low volume flushes. Taps are proposed to be low-flow taps with electronic movement sensors to monitor flows. The proposal has therefore, taken a practicable approach in minimising potable water usage in accordance with policy 31 of the Local Plan.

### **Flood Risk**

8.26 The basement is located within flood zone 3 however, this has always been the case and therefore, the development does not pose any greater risk than currently exists in terms of fluvial flooding. The Environment Agency has raised no objection in this regard subject to inclusion of flood resilience measures. The key element of flood resilience in the basement is the existing water membrane. This is due to assessed as part of the refurbishment works to ensure it is fit for purpose. The internal refurbishment will also utilise water resilient materials.

8.27 The basement has been subjected to flooding during storm surges due to the adjacency and level of the Anglian Water foul water overflow system. It is therefore, proposed that a non-return valve will be installed to the existing outlet of the foul water manhole and thus prevent surcharge waters rising up through gullies and appliances located within the basement. During surcharge conditions, the valve would close and thus prevent any foul water generated from the facility draining away. During these conditions there would be a requirement to temporarily close the facility. The provision of the non-return valve will improve the management of flooding of the basement and should minimise disruptions and closure caused by flooding. Operational status of the toilets is currently monitored several times on a daily basis by an attendant and this procedure will remain in place.

8.28 The applicant has 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.

### **Third Party Representations**

8.29 The main issues raised at the Development Control Forum (DCF) are summarised and commented upon below;

- Siting, scale, mass does not respond to context and is not well integrated with the immediate locality
- The new building and railings do not enhance the significance of the setting and views.
- Comment: This matter is addressed under Section 8 of this report
- Lacks consideration of the public realm as a whole. There is no rubbish bin plan, seating plan, cycle rack plan. No advertising plan.

Comment: The building's integration with the public realm is assessed within Section 8 of this report. The scope of rationalisation of street furniture is outside the scope of this project. Provision of litter bins within Cambridge is being considered by the Council as part of a wider strategy across Cambridge. Controls on advertisements are covered by the Advertisement Regulations and will be considered under separate applications where required.

- Impact upon the willow tree canopy.

Comment: This matter is addressed in Section 8 of this report

- Rainwater capture scheme is unlikely to function effectively under a canopy with leaf fall.

Comment: The trees are to be kept under a regular maintenance programme (As evidenced by the recent pollarding). Therefore, the tree canopies are unlikely to materially impact upon the rainwater capture facility.

- Embodied energy costs of removing and replacing railings are not evaluated

Comment: The railings are proposed to complement the proposed building and are of no historical significance. Any benefit of retention (eg: embodied energy) is considered to be outweighed by the visual improvements.

- Object to additional licensed retail trading kiosks

Comment: The existing temporary kiosks are managed under licensing through the Council and are therefore, outside the realms of planning legislation. Matters regarding the proposed kiosk are addressed in Section 8 this report.

8.30 Matters raised by other representations are also addressed in Section 8 of the report.

### **Other Matters**

8.31 The kiosk does not currently have a tenant agreed and no use has been proposed as part of the application. It is nevertheless recommended that the use class be restricted to A1, A2 or a mixed use of A1 and A2 only. It is also recommended that a condition be imposed to confine the display of goods for sale to the kiosk only in order to prevent items encroaching onto the footpath within the application site.

The enhanced public facilities are required due to their current poor state of repair and will be a welcome enhancement to this highly patronised area of the city. The proposal has been carefully designed to respond to the sensitive context of the locality which lies in the Central Conservation Area and amongst the setting of a number of listed buildings. Overall the proposal is considered to represent sustainable development which is compliant with the National Planning Policy Framework and Cambridge Local Plan.

## 9.0 RECOMMENDATION

**GRANT PLANNING PERMISSION** subject to the following conditions:

### 19/1167/FUL

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. Prior to commencement of the construction of the building, samples of the external materials to be used in the construction of the building 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 and 61)

4. 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)

5. 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)

6. During the construction phase of the development, deliveries of materials and/or the removal of waste shall only take place between the hours of 09:30-15:30 seven days a week.

Reason: In the interests of highway safety in accordance with the NPPF and policy 81 of the Cambridge Local Plan

7. Prior to the installation of any external lighting, a lighting scheme shall be submitted to and agreed in writing by the local planning authority. The lighting scheme shall be implemented in accordance with the approved details.

Reason: To ensure appropriate lighting is implemented taking into account habitat and biodiversity considerations for roosting bats in accordance with policy 70 of the Cambridge Local Plan.

8. Prior to commencement of construction of the new building, details of biodiversity enhancements shall be submitted to and agreed in writing by the local planning authority. The biodiversity enhancements shall be implemented in accordance with the approved details.

Reason: In the interests of biodiversity associated with the development in accordance with the NPPF and policy 70 of the Cambridge Local Plan.

9. The kiosk within the development hereby approved shall only be used for purposes falling within Class A1, Class A2 or a mixed use of Class A1 and Class A2 only.

Reason: In the interests of controlling the commercial land use in this pedestrianised location in accordance with the NPPF and policies 56 and 59 of the Cambridge Local Plan.

10. The display of any goods for sale shall be restricted to within the kiosk of the building only.



Reason: To maintain the visual amenity of the locality in accordance with policies 55, 56 and 57 of the Cambridge Local Plan.

11. Demolition of the existing building shall only take place from January to February (inclusive) or September to December (inclusive) in any calendar year, which is outside the bird breeding season, unless a report prepared by an ecologist is submitted to and agreed by the local planning authority which demonstrates the demolition of the building will not impact upon breeding birds.

Reason: In the interests of protecting the biodiversity of the site in accordance with the NPPF and policy 70 of the Cambridge Local Plan.

12. Notwithstanding the approved plans, further details of the proposed electronic turnstiles shall be submitted to and agreed in writing by the local planning authority. The agreed turnstiles shall be installed in accordance with the approved details.

Reason: To protect the visual amenity of the area in accordance with the NPPF and policies 55, 56 and 61 of the Cambridge Local Plan.

### **19/1350/LBC**

**MEMBERS ARE RECOMMENDED TO GRANT LISTED BUILDING CONSENT** subject to the following conditions;

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

Reason: To comply with the requirements of Section 18 of the Planning (Listed Building & Conservation Areas) 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 and for the avoidance of doubt.

<b>Application Number</b>	21/00537/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	8th February 2021	<b>Officer</b>	Alice Young
<b>Target Date</b>	5th April 2021		
<b>Ward</b>	East Chesterton		
<b>Site</b>	29 High Street Chesterton Cambridge CB4 1NQ		
<b>Proposal</b>	Demolition of existing dwelling and erection of five dwellings and associated landscaping		
<b>Applicant</b>	Dunstir Austin Ltd. C/O Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposal would not harm the character and appearance of the conservation area and would not harm the setting of the adjacent listed building</li> <li>• The proposal would provide a good quality living environment for future occupiers whilst respecting the amenity of surrounding occupiers</li> <li>• The proposal would not lead to an adverse environmental health impact to future occupiers</li> </ul>
RECOMMENDATION	APPROVAL

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 29 High Street comprises a two storey street-facing detached dwelling set within a large rear garden spanning approximately 72m in depth, located on the north-eastern side of the High Street Chesterton. Sharing a boundary to the west of the site is 25-27 High Street, a grade II Listed Building, north-west are Cambanks flats, north-east is a light industrial unit accessed via Union Lane and east is The Maltings (two storey converted industrial buildings) and no. 37 a two storey semi-detached property fronting the High Street. The application site falls within the Chesterton and Ferry Lane Conservation Area and contains trees which benefit from protection by virtue of their siting within the conservation area. No other site constraints exist on site.

## **2.0 THE PROPOSAL**

- 2.1 The proposal consists of the demolition of the existing dwelling and erection of five dwellings and associated landscaping. Two of the proposed dwellings would front, and be accessible via, the High Street, with gardens and car parking located to the rear. The remaining three units are proposed to the rear in a back-land position accessible via a shared access from the High Street to the arrival court and through the communal gardens. Bikes stores would be provided within the rear gardens of each dwelling providing 3 spaces with visitor cycles provided along the north-eastern boundary at a capacity of 4. Car parking at one space per dwelling is incorporated beyond the rear of the two front units. Several of the existing trees and hedgerows on site will be retained as part of the landscaping scheme.
- 2.2 The application is accompanied by the following supporting information:
1. Design and access statement
  2. Drawings
  3. Noise Impact Assessment
  4. Planning Statement
  5. Heritage Statement
  6. Flood Risk Assessment
  7. Biodiversity Enhancement Scheme
  8. Arboricultural Impact Assessment
  9. Preliminary Ecological Assessment
  10. Environmental Report

### 3.0 SITE HISTORY

Reference	Description	Outcome
20/03163/FUL	Demolition of existing dwelling and erection of six dwellings and associated landscaping	Withdrawn
20/1117/TTPO	T4: 3 x Ailanthus ~ Reduce height by 2m and reduce lateral growth North (building side) by 2m, in response to residents concerns regarding light and crown sizes. T8: Lime outside No. 28 to 33 ~ Raise crown to 4m and prune secondary growth only to clear building by 1.5m. T14: Silver Birch ~ Remove deadwood and prune to clear building by 1.5m.	Tree split decision

### 4.0 PUBLICITY

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

### 5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 28 29 30 31 32 34 35 36 50 51 52 55 56 57 59 61 66 69 70 71 80 81 82

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework 2021  National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards  Circular 11/95 (Annex A)  Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
<p>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.)</p>	<p>Cambridgeshire and Peterborough Flood and Water</p>
<p>Previous Supplementary Planning Documents  (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)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>

Material Considerations	<u>City Wide Guidance</u> Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001). Cambridge and Milton Surface Water Management Plan (2011) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Cambridge City Nature Conservation Strategy (2006) Cycle Parking Guide for New Residential Developments (2010)
	<u>Area Guidelines</u> Chesterton and Ferry Lane Conservation Area Appraisal (2009)

## 6.0 CONSULTATIONS

### Cambridgeshire County Council (Highways Development Management)

- 6.1 **No objection**, subject to conditions relating to a future management and maintenance for streets plan, traffic management plan, construction hours, highway drainage, and an informative relating to consent. The Highway Authority will not be seeking to adopt as highway maintainable at the public expense this development as the design of the streets etc., do not meet the minimum requires for adoption.

### Environmental Health

#### Original comments:

- 6.2 Objection. Concerns raised regarding the potential noise impacts of the neighbouring commercial unit on the completed development. Technical issues are raised.

Amended comments in response to the Technical Letter submitted by the applicants

6.4 **No objection** subject to the approval by planning of the need for sealed window units on some of the noise impacted facades on the proposed development alongside the following conditions

- Construction hours
- Collection during construction
- Piling
- Dust
- Mitigation commercial noise
- Noise impacted rooms alternative ventilation
- Contaminated land unexpected
- EV charging points
- Artificial lighting
- Dust and LOWNOXI informative

**Urban Design and Conservation Team**

**Objection.**

6.5 Replacement dwellings fronting High Street. The existing house dates from the 1970s and is of no architectural merit however the demolition of a house within the conservation area can only be acceptable if the replacement preserves or enhances the character of the conservation area. The proposal is a pair of houses in a modern style set back slightly from the building line. They have a traditional pitched roof with two large dormers to the front and paired front doors. To the rear there are overly large and overbearing extensions. The roof form has been altered from the previous iteration to lower the rear eaves line to give a traditional pitched gable end which is an improvement however the roof of the large extensions still look visually very awkward and would be clearly visible in views looking east as you walk up the High Street. Some of the proposed details on the front elevation do not sit well in the context of the conservation area or the setting of the listed building. The paired front doors with glazed tile centre panel is not a detail which reflects the context of the area and the front elevation windows look out of proportion. Overall whilst the principle of a new dwelling to replace the existing house might be acceptable,



this proposal's lack of detail, overly large rear extensions, clunky roof form and inappropriate front elevation details would not enhance or preserve the character of the conservation area and would harm the setting of the listed building.

- 6.6 Rear garden development. The fact that the garden has survived when so many other gardens in the area have been built on is worth consideration as large gardens become a rarer commodity in this part of the conservation area. The proposal for the rear has been reduced to a group of three houses at 1 and a half storeys all with large dormer windows which drop below the eaves line. The removal of a unit has resulted in more open space around units 3 and 4 but it is not clear whether the strip of land between the units is part of Unit 4's garden or communal land. The area of hardstanding for carparking to the front of the site has been reduced by one car parking space, which has enabled the retention of a tree, and accessed by a wide driveway. The houses still fill the majority of the plot and any green is mostly confined to back gardens with very little communal space to help retain the open character that is important to the conservation area. There is no indication of the type and height of any boundary treatments to the gardens. Even with the proposed changes and reduction in one unit the plans still would result in the creation of a small close of 1 1/2 storey houses with parking which would not preserve or enhance the character of the conservation area as the green and open character of the existing garden would be lost.
- 6.7 Taking the above into account, the proposals fail to preserve or enhance the character of the Chesterton and Ferry Lane conservation area and would cause less than substantial harm to the setting of No's 25-27 High Street. The proposals will not comply with Local Plan policies 55, 55, 57 and 61. With reference to the NPPF and the effect on the significance of the heritage asset, paragraphs 193 and 196 would apply. Within the broad category "less than substantial harm", the extent of the harm is significant.

#### **Senior Sustainability Officer (Design and Construction)**

- 6.8 No objection subject to conditions regarding carbon reduction and water efficiency.

- 6.9 Policy 28 of the Cambridge Local Plan requires all new residential units to reduce emissions by 19% beyond Part L 2013 and also sets requirements related to water efficiency. The Design and Access Statement sets out that the scheme will exceed current Building Regulations requirements using passive construction measures, active energy efficient plan and low carbon technology. Reference is made to the use of high efficiency boilers – and the applicant is advised to reconsider their approach given the proposals to ban new gas boilers. It is recommended that consideration is instead given to the specification of heat pumps, albeit these may require additional noise attenuation measures. Condition wording is suggested to secure submission of a carbon reduction statement

### **Head of Streets and Open Spaces (Landscape Team)**

- 6.10 No objection subject to a hard and soft landscaping condition. Landscape is concerned about the quantum of tree losses proposed. Together the trees contribute to the overall canopy cover of Cambridge. The tree survey, identifies specific trees with life threatening problems such as T004 and T005 and trees which are specifically garden scale such as the willow-leaved pear T012 which have little impact on canopy cover. Policies regarding tree canopy cover are becoming far more relevant due to increased climate change and extremes of weather and more should be done to retain and work within the constraints of trees worthy of retention. This is particularly relevant at the frontage where trees contribute not only a canopy cover contribution but a public realm and amenity contribution which has significant value.
- 6.11 The proposals seem to be out of character with the surrounding area, but do not have any landscape faults particularly. Each unit has a suitably sized garden area and the communal area to the front is an acceptable area, but it is questioned who will be responsible for maintenance of communal areas. There is scope for much larger species tree planting within the communal garden area. Perhaps with walnut to replace the two lost to development.

## **Head of Streets and Open Spaces (Sustainable Drainage Officer)**

6.12 No objection subject to a surface water drainage condition, a management and maintenance condition and finish floor levels condition.

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

### **7.0 REPRESENTATIONS**

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

- 2 Cambanks
- 11 Cambanks
- 29 Cambanks
- 32 Cambanks
- 8 High Street
- 12 High Street
- 20 High Street
- Cambridge Past Present & Future

7.2 The objections can be summarised as follows:

- Tree removal and amenity value loss particularly to the front trees – particularly the magnolia. We need to be planting more trees not removing them. Contrary to policy 71. These trees contribute to the character and appearance of the conservation area and have amenity value. Their removal would neither preserve or enhance the character and appearance of the conservation area, contrary to policy 61.
- Note the effort for replanting some trees which will be lost but these are small and will take decades to mature.
- Loss of privacy to the ground floor flats at Cambanks (particularly no.29's bathroom)
- Loss of greenspace. The green space of this plot is integral to the linked green spaces that are spread across this neighbourhood. Impact on wildlife. Just because the gardens cannot be seen from the street, does not mean

they have no value to the community and to the biodiversity of this corner of Chesterton. Loss of green lungs.

- Loss of the openness of the plot and glimpse views of the treescape, harm to the conservation area – policy 52 and 61 conflict
- Chesterton Tree Preservation Order
- Out of proportion and over dense and detrimental to the unique character of the area.
- Added congestion on the High Street and impact on safety through additional access creating a dog leg junction. Pollution. Discouraging cycling by providing car parking spaces and adding to congestion.
- Under provision of car parking
- Noise impact from the street
- Cramped and unsympathetic.
- The house to be demolished is the last in the High Street of this era
- Lack of lighting within the site and impact on safety, yet the impact on amenity if they are added.
- Harm to the conservation area from loss of trees, design of housing and introduction of vehicular access.
- Harm to the adjacent listed building as the two units at the front would read as one and would not be subservient to the listed building but would rather encroach upon its presence. This is also influenced by the units being sited further forward. We judge this to be substantial harm to the setting of the listed building.
- Inappropriate development along the high street which is contrary to the Conservation Area Appraisal
- Absence of renewable energy and water saving designs
- Incongruous appearance of the rear dwellings, not harmonious with the existing vernacular
- Paving over front gardens, negative impact on street scene and conservation area policy 66. Building up to the pavement would create an urban corridor, significantly harming the character of Chesterton High St
- Why is car parking required if it is a sustainable location? The car parking spaces should be removed to open up the site and protect the character and appearance of the conservation area. None of the adjoining properties have dedicated car parking spaces.
- The freeholder of Cambanks has not been notified.

- Carbon release from demolition of existing buildings
- Impacting the quality of the outlook from surrounding properties
- No affordable housing
- Contrary to policies 52, 55, 57, 59, 61 and 71 of the Local Plan.

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

- 1 Silverwood Close
- 4 The Maltings
- 30 Brookside
- 60 Humberston Road

7.4 The supportive representations can be summarised as follows:

- Provision of quality housing to cater for all different backgrounds in such a prominent yet underdeveloped area
- End benefit outweighs harm
- There is more greenery on the plans than the development at 27-29 High Street which provides really small town houses
- Thoughtful considered proposal which would enhance the area
- The development removes a house of little aesthetic or architectural value, and it reinstates the original (more flowing) streetscape of the High Street and enhances the street scene.
- It looks like at least as many plantings are planned to replace lost trees.
- A green space that currently is enjoyed by few could be transformed into much needed family housing, tucked away but appreciated by many.
- Good-sized housing in the heart of Cambridge with spacious gardens which would support local businesses

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 the main issues are as follows:

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

### **Principle of Development**

8.2 Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing development that will contribute towards an identified housing need. The proposal would contribute to housing supply and thus would be compliant with policy 3.

8.3 Given the nature of development, subdividing an existing residential plot, policy 52 is engaged. Policy 52 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

8.4 The principle of the development is acceptable and in accordance with policies 3 and 52 and will be discussed in the relevant paragraphs of this report.

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

- 8.5 The pattern of development and scale surrounding the site varies significantly. Development fronting the High Street tends to have a limited set back from the highway, two storey scale and comparatively a finer grain. Whereas, the existing form sited directly north, east and west of the site typically is two-three storey larger grained development set further back into their plots. Officers therefore consider the pattern and grain of development to be varied. As the Conservation Officer identifies, historically, the site has survived when so many others have been built on and thus the site in terms of its openness and green environment contributes to the character and appearance of the conservation area.
- 8.6 The proposal comprises five dwellings, two two-storey semi-detached units fronting the High Street, reinstating the historic building line, and three detached one and a half storey dwellings sited to the rear of the site. The site layout includes a vehicular access to the east of the front two units with car parking and an arrival court located approximately 25m into the 75m depth site. This development grain and pattern respects and conforms to the surrounding character of the area.
- 8.7 The massing proposed (two storey to the front, 1.5 storey to the rear) would be compatible with the surrounding area whilst respecting the 2.5 storey nature of the adjacent Listed Building. Smaller scale units are proposed in the rear to be subservient to the front dwellings and retain the predominance of the tree scape which will be enhanced by additional planting secured via condition. The contemporary approach to design is welcomed in conservation areas provided it preserves or enhances the character and appearance of the conservation area.

- 8.8 The front two dwellings, semi-detached, would be appropriately scaled to be subservient to the Listed Building, with the ridge and eaves height sitting below that of the Listed Building. The Conservation Officer has expressed concern with the detailing of these two units with reference to the fenestration and green tiling detailing as well as the rear projections. Officers consider that these front dwellings will contrast with, whilst drawing inspiration from, the traditional form of the Listed Building, without harming its setting. Whilst it is noted that the window and dormer detailing, by virtue of their scale, could impact upon the setting of the Listed Building, Officers are satisfied that this can be controlled via a suitably worded condition. Whilst third parties have raised concern about the siting of the front dwellings encroaching upon the setting of the Listed Building, this aspect was not raised by the Conservation Officer and a degree of separation has been proposed (1.2m).
- 8.9 Regarding the impact of the rear projections, the relationship is much more amenable than the drawings suggest and Officers have requested sections to demonstrate this. The height of these rear elements would fall significantly below the height of the Listed Building's existing rear two storey extension and main building, reinforcing its subservience. The proposed design is contemporary and coupled with the lower scale, officers consider the proposal does not detract from the setting of the Listed Building.
- 8.10 The pitched gable end on the north-eastern elevation has improved the overall design substantially from previous design iterations, creating a less awkward, more articulated roof form adjacent to the Listed Building. In the views walking west along Chesterton High Street of the rear projections, they would not adversely impact upon views or the setting of the Listed Building, given the improvements stated above.
- 8.11 The Conservation Officer has raised concerns regarding the change and loss of the green character of this part of the conservation area. Officers disagree that the proposed change would result in harm to the conservation area. The proposed layout balances creating an open communal setting to the built form whilst providing good sized private amenity spaces. Space between the built form allows views through and across the site, which alongside the relatively modest scale and massing contributes to a relatively spacious site layout. There is



precedent for rear garden development granted already within the curtilage of the adjoining listed building and both the Care Home and CamBanks represent uncompromising sets of development footprints. There is nothing within the conservation area appraisal which suggests that this particular garden should be afforded conservation in its entirety and for officers the approach by the architects is sensitive to the character of the site and the conservation area.

- 8.12 As many of the existing trees as possible have been retained on site, including the existing False Acacia which features in views from east from the Maltings car park. It is noted that the health of the Walnut is poor and is structurally weak, hence it's removal. Additional planting has been proposed to enhance and soften the setting of the dwellings to ensure the existing green character of the site is largely retained and integrated within the surrounding context. The existing greenery provides a backdrop to views from the Maltings car park and Union Lane to the east and amenity value to the surrounding residential properties. This green area is not prominent within the public realm. The proposal would retain this green backdrop in views from Union Lane and the Maltings car park whilst adding glimpse views of the contemporary design, enhancing visual interest from this viewpoint.
- 8.13 By virtue of the relatively low scale of the built form and the maturity of the retained trees on site, the proposed dwellings would appear to sit subservient to these trees, emphasizing their significance to the surrounding character of the area. It is important to note that the Landscape Officer has no objection to the proposed development. As a result, the proposal is considered to enhance the character and appearance of the conservation area and would not adversely impact upon the street scene.
- 8.14 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 59 60 and 61 and with the provisions of Section 66 and 72 of the Planning (LBCA) Act 1990 and Para 199 of the NPPF

### **Carbon reduction and sustainable design**

- 8.15 Section 12 of the Design and Access Statement outlines the sustainability strategy proposed. Whilst, as identified by the

Sustainability Officer, limited information has been submitted to demonstrate compliance with policy, officers consider that this detailed information required for compliance can be secured via a suitably worded condition.

- 8.16 The applicants, subject to conditions, have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020. An informative is proposed to encourage the non-use of gas boilers in the preparation of an energy strategy which will need to be put forward for approval.

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

- 8.17 In support of the application a Flood Risk Assessment and Drainage Strategy was submitted. This was subject to consultation with the Drainage Officer who has no objections to the application subject to conditions relating to surface water drainage, a management and maintenance of surface water drainage system and finished floor levels. Policy 31 requires all flat roofs to be green or brown providing it is acceptable in the historic environment. All flat roofs within the proposed development have incorporated green roofs, this will be secured via condition
- 8.18 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 initially raised concern regarding the potential noise impacts of the neighbouring commercial unit on the future occupiers of the proposed development. The applicant submitted a technical response to Environmental Health addressing their concerns and providing technical clarification. A 4m acoustic barrier along the eastern site boundary has been proposed to protect the amenity of unit 5, alongside the provision of mechanical ventilation for the affected unit(s). This would allow future occupiers the option of closing their windows and receiving adequate ventilation in the event there was a noise issue. As a matter of judgement, officers consider the overall benefit of allowing future occupiers

the option to open their windows rather than requiring them to be fixed shut, to be a preferable and far less restrictive approach.

- 8.20 Officers note that residential units in the Maltings already surround the commercial unit, which have had little issue with its noise generation. The acoustic barrier would not in officers view compromise the outlook or light levels received to unit 5, provided it had visual interest, such as a green wall. Subject to conditions securing the detail of the 4m acoustic barrier and the mechanical ventilation, officers support the proposal.
- 8.21 All other environmental health matters, such as light pollution, air quality, odour and dust, were not considered to adversely impact existing or future occupiers by the Environmental Health Officer, subject to the recommended conditions. These conditions are considered reasonable and necessary to impose.
- 8.22 Subject to the recommended conditions, 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, 36.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.23 The site is located on all sides by residential properties and the impact on each will be taken in turn.

*No. 37 High Street*

- 8.24 No. 37 High Street is adjacent to the application site to the north-east. The proposed built form would be sited 8.8m from the common boundary, 10m from the side elevation of no. 37. By virtue of this separation distance alongside the scale, massing and design of the proposal compared to the existing relationship, it is considered that the proposal would not significantly impact upon light levels or outlook to this neighbour. Windows are proposed at first floor on the north-east elevation adjacent to no. 37, one of which would serve a bedroom. To preserve the privacy of no. 37, an obscure glazing condition is recommended. The proposal introduces a vehicular

access to serve the development along the boundary with no. 37. It is acknowledged that this access is brought further into the site than the existing vehicular access and vehicular movements are likely to be higher than existing. However, this noise impact, which officers find not to be significant, can be lessened through good quality landscaping on this boundary. This can be secured via a hard and soft landscaping condition.

### *No 2 The Maltings*

- 8.25 Here built form, whilst orientated towards no. 2, would be sited 8.8m from the common boundary. This separation distance, alongside the 1.5 storey massing of the dwellings, would not result in significant overbearing or overshadowing of no. 2. Although unit 3's first floor windows sited adjacent to the boundary with no. 2, these windows are, by virtue of the unit's siting, angled away from the boundary slightly and are proposed to be inset with projecting cladded elements. By virtue of the design, officers consider that views to no. 2's rear garden would not be possible or very oblique. No. 2 would be adjacent to the arrival court and thus would experience a degree of noise and disturbance resulting from vehicular movements and comings and goings. However, this is not considered to be significant given the scale of development and anticipated frequency of comings and goings.

### *No.28-33 Cambanks*

- 8.26 Given the 1.5 storey scale of the rear dwellings, alongside their siting set significantly away from the south-eastern elevation of Cambanks and the retained mature landscaping on the northern boundary, officers consider that overbearing and overshadowing to Cambanks flats would not arise. First floor windows are restricted to rooflights which are angled with the roofslope and above head height so would not lead to overlooking to the northern neighbours. Whilst it is acknowledged that the outlook from some Cambanks flats would be altered through the removal of trees this is not to the detriment to the amenity of the occupiers of Cambanks flats.

### *25-27 High Street*

- 8.27 25-27 High Street is sited directly south-west of the application site. This property is currently vacant with works underway to

convert the ground and first floors into an open plan office. The windows on the north-eastern elevation of the Listed Building would be effected by the development, but given the office use and the works to create an open plan environment where outlook would be focused to the rear (north-west and west), the impact would be acceptable.

- 8.28 Consent was granted for the erection of 1.5 storey dwellings in the rear of 25-27 (18/1703/FUL). The pre-commencement conditions have yet to be fully discharged on site and work has not commenced. Despite this, the proposal has been cautious not to adversely impact upon the future development to the south-west of the site. By virtue of the scale, massing, proximity and fenestration detailing, the proposed dwellings would not lead to an adverse overbearing, overshadowing or overlooking impacts to the future occupiers of the units granted under (18/1703/FUL).

*Amenity impacts during construction*

- 8.29 Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 8.30 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

*Amenity for future occupiers of the site*

- 8.31 All 5 units exceed the internal space requirements stated in policy 50 and would benefit from good internal circulation space, outlook and light levels, by virtue of their design, orientation and siting. In terms of accessibility of the units, the proposal exceeds the requirements of policy 51 (part M4(2) of Building Regulations compliance) by providing a ground floor accessible bedroom and WCs (some of which are accessible and some are capable for adaption), level access, stairways which can accommodate stair lifts and layouts that can accommodate lifts in the future. All units would have external amenity space which would be proportionate to the units size, with space for drying washing, storage play and socialising. The

proposed bike stores and bins would not compromise these spaces, nor would the surrounding landscaping. It is also noted that communal space is proposed for the occupants providing an opportunity for interaction and communal events. The acoustic barrier is not considered to adversely impact upon the outlook of unit 5, provided it is of visual interest. Taking this into account, officers consider that the proposal would result in a good quality living environment for future occupiers.

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size	External space (m <sup>2</sup> )
1	4	7	3	121	137	+16	91
2	4	7	3	121	137	+16	53
3	3	6	2	102	117	+15	146
4	4	8	2	124	135	+9	175
5	3	6	2	102	117	+15	104

8.32 In the opinion of officers, the proposal provides a high-quality (*and accessible*) living environment and an appropriate standard of residential amenity for future occupiers, and in this respect it is compliant with Cambridge Local Plan (2018) policies 50, 51, 52 and 57.

### **Refuse Arrangements**

8.33 Each dwelling has a sizeable rear garden which is sufficient size to accommodate the refuse required for houses of this size without encroachment into the amenity space. A bin collection point is proposed to the front section of the site approximately 10m from the roadside which is acceptable for collection. Whilst unit 5 would exceed the 40m dragging distance guidance to the bin collection point, the additional 5m is not considered to result in an adverse impact arising from improper storage. Designated bin stores have not been provided and given the high design quality proposed, these details should be sort via condition.

- 8.34 The proposal, subject to conditions, is compliant in this respect with Cambridge Local Plan (2018) policy 57.

### **Highway Safety**

- 8.35 Third parties have objected to the application partly on highway safety grounds given the location of the access in relation to the existing network and the additional vehicular movements generated by the development. The Highway Authority were consulted on the application and have not objected on highway safety grounds. Whilst it is acknowledged that the proposal will introduce additional traffic movements by virtue of the increased car parking capacity on site, this is not significant and appropriate visibility splays are proposed to ensure highway safety.
- 8.36 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

- 8.37 The proposal accommodates 5 car parking spaces at one per dwelling, with one being a disabled car parking space, complying with the car parking standards set out in appendix L of the Local Plan. Third parties have both objected on overprovision and under provision of car parking spaces on site. The site is located within a sustainable location, with bus stops along the High Street within close proximity which has a regular service and cycle and pedestrian links both to the Local Centre of Chesterton and into the city center. Amenities are therefore easily accessible by sustainable modes. Whilst consideration has been given to the sustainable location and the possibility of a car-free development, given the dwelling sizes and likely occupants (e.g. families), it is considered that one car parking space would support the needs of future occupiers. This provision is not considered to lead to overspill of car parking creating pressure on the road network. Taking the above into account, the proposed car parking provision is considered acceptable.
- 8.38 All units have separate cycle stores, with units 1-3 sited west of the proposed car parking spaces and units 4-5 housed within their residential gardens. The location of the stores serving units 1-3 would be within close proximity to the car parking spaces.

Sufficient space should be given here for turning cycles into these stores to enhance functionality and avoid conflict with vehicles. To ensure these stores are safe, secure, covered and are sited in convenient locations to enable use, a suitably worded condition is recommended.

- 8.39 The proposal is compliant with Cambridge Local Plan (2018) policy 82, subject to conditions.

### **Third Party Representations**

- 8.40 Third party concerns relating to residential amenity (future and existing occupiers), character (layout, demolition of existing building, impact on conservation area), the impact on the Listed Building, car parking, congestion, noise and renewable energy and water efficiency have all been addressed in the relevant sections of the above report. The remaining concerns have been addressed below:

<b>Third party objection</b>	<b>Council response</b>
No affordable housing	Policy 45 states affordable housing will be sought for proposals of more than 11 units. This aligns with national policy. Therefore there is no requirement for this proposal to deliver any affordable housing on site, and it would be unreasonable to require this provision on site.
Tree removal	The majority of the trees being removed are either not in good health or are required to facilitate the development. Whilst it is noted the extent of removal, notable trees are going to be retained which alongside additional planting will retain the character of the site. Proposed planting will be carefully considered by Officers when these details come forward as part of a hard and soft landscaping condition.



Lighting – safety and amenity	Environmental Health have no concerns regarding the amenity impact arising from lighting and have recommended an artificial lighting condition. This is considered reasonable and necessary to impose.
Consultation – freeholder of Cambanks was not consulted	The Council is under no obligation to consult freeholders of the surrounding addresses if these owners do not occupy the properties. The Council only have an obligation to consult occupiers of surrounding properties. A site notice was displayed, and an advertisement was included within the Cambridge Evening News.
Carbon release from demolition of the existing building	This release will be offset by the sustainability of the proposed dwellings, biodiversity net gain, housing provision and other public benefits.

## 9.0 CONCLUSION

### *Planning balance*

The character and appearance of this part of the Conservation Area and the setting of the listed building would change as a result of the proposal but this change would not be harmful. The existing garden is not afforded any special protection within the conservation area appraisal but this notwithstanding, the scheme is spaciouly set out and has sought to create spaces between buildings and retain those trees that are healthy and worthy of retention.

Furthermore, consent has been granted for development within the rear garden of the LB adjacent and its rear setting would be likely to significantly alter as a result of that permission being implemented. The proposal before members is a low-density

scheme for family housing that would help meet housing need. Whilst officers acknowledge the concerns raised by the Conservation Officer, we consider that these are over-stated and the scheme is of high quality and would sit comfortably on the site. It would not appear out of character but rather would contribute to the variety of building forms and typologies found within the conservation area and on land adjacent. The applicants have worked hard to revise their proposal from the previous withdrawn scheme and officers consider that the planning balance weighs in favour of granting planning permission for the proposal in this instance. This is subject to various conditions as set out as part of the officer recommendation, including those for the safeguarding of the amenity of future residents from noise potentially being generated by the adjacent commercial unit.

Officers consider the scheme should therefore be supported and accords with the development plan as a whole.

## **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 above ground level, other than 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 include where appropriate:

- 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) Details of the proposed attenuation and flow control measures;
- e) Site Investigation and test results to confirm infiltration rates;
- f) Temporary storage facilities if the development is to be phased;
- g) A timetable for implementation if the development is to be phased;
- h) 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;
- i) Details of the maintenance/adoption of the surface water drainage system;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- k) Formal agreement from a third party if discharging into their system is proposed, including confirmation that sufficient capacity is available
- l) Formal agreement from Anglian Water if building near/over their sewer system is proposed.

The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

Reason: To ensure appropriate surface water drainage and to

prevent the increased risk of flooding (Cambridge Local Plan 2018 policies 31 and 32).

4. Finished ground floor levels to be set no lower than 7.15mAOD, in accordance with FRA and Drainage Strategy, reference 2443 - FRA & DS rev C - dated Jan 2021 and prepared by MTC.

Reason: To reduce the risk of flooding to the proposed development and future occupants (Cambridge Local Plan 2018 policies 31 and 32).

5. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
  - a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, cctv installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
  - b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme; The scheme must be developed and delivered in line with the Landscape Institute's current guidance on plant biosecurity (Biosecurity Toolkit);
  - c) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.
  - d) If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally

planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected including provision for gaps in fencing for hedgehogs.

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 (existing retained or proposed) that, within a period of five years after planting (or replanting if previously failed), 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: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

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

The principle areas of concern that should be addressed are:

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

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

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

7. Prior to the first occupation of the development details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: In the interests of highway safety and to achieve a permeable development with ease of movement and access for all users and abilities (Cambridge Local Plan 2018 Policy 80).

8. 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 and uses a bound material to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall be retained as such.

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

9. No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

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

10. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours

of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

11. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

Development shall be carried out in accordance with the approved statement.

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

12. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority the development shall be implemented in accordance with the approved scheme.

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

13. If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance

with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

14. The noise insulation scheme and noise mitigation requirements as identified within the technical letter headed "29 HIGH STREET CHESTERTON - RESPONSE TO ENVIRONMENTAL HEALTH COMMENTS" with associated Appendices (referenced LR01-19203-R0; prepared by Cass Allen and dated 23rd April 2021) shall be fully implemented, maintained and not altered.

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

15. Prior to the commencement of development, details of the alternative ventilation scheme for all noise impacted habitable rooms (including rooms with non-openable windows and rooms impacted by traffic noise on High Street, Chesterton) shall be submitted to and approved in writing by the local planning authority. The alternative ventilation scheme for each relevant dwelling shall be able to achieve at least 2 air changes per hour.

The scheme as approved shall be installed prior to occupancy of the residential units and shall be retained and shall not be altered.

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

16. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating a minimum of 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW to communal /



courtyard parking spaces, designed and installed in accordance with BS EN 61851 or as superseded shall be submitted to and approved in writing by the Local Planning Authority.

Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

The active electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF, 2019) paragraphs 105, 110, 170 and 181, Policy 36 of the Cambridge Local Plan (2018) Cambridge City Council's adopted Air Quality Action Plan (2018).

17. No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:
  - (i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to both on and off site receptors)
  - (ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

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

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

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

18. The development, hereby permitted, shall not be used or occupied until, carbon reduction measures have been implemented in accordance with a Carbon Reduction Statement which shall be submitted to and approved in writing by the local planning authority prior to implementation. This shall demonstrate that all new residential units shall achieve reductions in CO<sub>2</sub> emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details:
- a) Levels of carbon reduction achieved at each stage of the energy hierarchy;
  - b) A summary table showing the percentage improvement in Dwelling Emission Rate over the Target Emission Rate for each proposed unit;

Where on-site renewable or low carbon technologies are proposed, the statement shall also include:

- c) A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance programme; and
- d) Details of any mitigation measures required to maintain amenity and prevent nuisance.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Carbon Reduction Statement shall be submitted to and approved in writing by the local planning authority. The revised Carbon Reduction Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018, Policies 28, 35 and 36).

19. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by 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 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 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

20. The development hereby approved, shall be carried out in accordance with the Tree Survey, Arboricultural Impact Assessment prepared by Haydens Proj.No 7481 Rev A dated 04/01/2021 and the associated drawing 7481-D-AIA rev A.

Reason: To ensure that any works undertaken comply with arboricultural best practice and minimise the impact on the tree's health and amenity.

21. No dormers and windows on units 1 and 2 shall be constructed until full details, at a scale of 1:20, showing the construction and materials of the dormers and windows, including their cheeks, gables and mouldings of the dormers and the sills, lintels, jambs, transoms, and mullions of the windows, have been submitted to and approved in writing by the Local Planning Authority. The dormers and windows shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the setting of the adjacent Listed Building and the Conservation Area (Cambridge Local Plan 2018, policies 60 and 61).

22. No brickwork above ground level shall be laid until a sample panel for all materials used in the construction of the development has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The

approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy 55, 56, 57, 61 of the Cambridge Local Plan 2018.

23. The development, hereby permitted, shall not be occupied until the proposed first floor windows in the north-east elevation of the development have, apart from any top hung vent, been fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity and shall be fixed shut or 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: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 55, 57/58).

24. The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

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

25. The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the bin stores provided in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the refuse for

future occupiers (Cambridge Local Plan 2018 policy 56, 57).

26. The development, hereby permitted, shall not be occupied or the use commenced, until details of the 4m acoustic fencing along the north-eastern boundary for unit 5 have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure residential amenity is protected (Cambridge Local Plan 2018 policy 52, 56 and 58).

27. No development above ground level, other than demolition, shall commence until a biodiversity enhancement scheme has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird and / or bat boxes on the new buildings and any other measures to demonstrate that there will be a net biodiversity gain on the site of at least 10%. The installation of the boxes and biodiversity enhancements as agreed shall be carried out prior to the occupation of the development and subsequently maintained in accordance with the approved scheme for the lifetime of the development.

Reason: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2018 policies 59 and 69, NPPF 2019 para.170).

28. Notwithstanding the approved plans, the building, 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).

29. No construction of the biodiverse (green) roof(s) shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority.

- a) The means of access for maintenance
- b) Plans and sections showing the make-up of the sub-base to be used which may vary in depth from between 80-150mm

- c) Planting/seeding with an agreed mix of species (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)
- d) Where solar panels are proposed, biosolar roofs should be incorporated under and in-between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation
- e) A management/maintenance plan for the roof(s)

The roof(s) shall be constructed and laid out in accordance with the approved details and planting/seeding shall be carried out within the first planting season following the practical completion of the roof. The roof(s) shall be maintained as such in accordance with the approved management/maintenance plan.

The roof(s) 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/repair or escape in case of emergency.

Reason: To help mitigate and respond to climate change and to enhance ecological interests (Cambridge Local Plan 2018 policies 28 and 57).

## **INFORMATIVES**

1. The applicant is advised that any granting of Planning Permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works.
2. In order to achieve the requirements of the dust condition, the applicant will need to provide details in accordance with Sections 3.6.155-3.6.161 (Pages 122 and 123) of the Council's "Sustainable Design and Construction" SPD (January 2020). The SPD is available to view at the following link: [greater-cambridge-sustainable-design-and-construction-spd.pdf](#)

For minor applications such as this, attention is drawn specifically to Section 3.6.156 and Table 3.16 (Pages 121 / 122) of the SPD which provide further detail on submission

requirements.

3. Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.
4. Fire service vehicle access should be provided in accordance with Approved Document B Volume 1 of the Building Regulations. There should be vehicle access for a pump appliance to within 45m of all points within the dwelling-house in accordance with paragraph 11.2 of Approved Document B Volume 1. Where the proposed new dwelling cannot meet access requirements for fire appliances, compensatory feature(s) should be provided.

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# Agenda Item 9

**PLANNING COMMITTEE**

**6th October 2021**

**Application Number** 21/00660/FUL  
**Date Received** 12th February 2021  
**Agenda Item Officer** Ganesh Gnanamoo rthy  
**Target Date** 9th April 2021  
**Ward** Abbey  
**Site** Land Adj 129 - 131 Ditton Fields Cambridge  
**Proposal** Construction of 6no. dwellings together with access, car parking, bin and bikes stores, landscaping and associated infrastructure  
**Applicant** Cambridge Investment Partnership  
C/O Carter Jonas One Station Square Cambridge  
CB12GA

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"><li>- The development would increase the amount of affordable housing to help meet demand within the city;</li><li>- The proposed development would provide a high-quality residential development that would not have any significant adverse impact on the residential amenity of the neighbouring occupiers;</li><li>- The design and scale of the proposed development is of a high quality and responds appropriately to the surrounding built form;</li><li>- The proposed development meets high standards of sustainability with Passivhaus standards, MVHR, EV charging points, electrically based low carbon heating solution with air source heat pumps, and solar panels.</li></ul>
RECOMMENDATION	APPROVAL

## **0.0 BACKGROUND**

- 0.1 This is a Regulation 3 planning application that has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. The original purpose of the partnership was to deliver 500 net new council rented homes across the City using mainly council owned sites/assets. The City Council has received £70 million support from central government as part of the Devolution Deal to help achieve this target.
- 0.2 The partnership has received permission for a total of 966 homes, with 614 being Council rented. Of the 966 homes that have received permission, 851 have either been completed, occupied or under construction on site.
- 0.3 Having met its original aims, the partnership has decided to extend the drive to build more housing.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is an irregular shaped plot of land and occupies approximately 0.14 hectares in area.
- 1.2 The site comprises the front and side areas of garden land associated with 129 and 131 Ditton Fields. There is vegetation along the front of the site, and demarcating the boundaries of 129 and 131 Ditton Fields.
- 1.3 To the rear (south east) of the site there are residential properties located on Ditton Fields. On the other side of Ditton Walk from the application site is Ronald Rolph Court which contains commercial/industrial units.
- 1.4 The site is not located within a designated conservation area and there are no listed buildings on the site or in the immediate vicinity.

## **2.0 THE PROPOSAL**

- 2.1 This application proposes the construction of 6no affordable dwellings together with access, car parking, bin and bike stores, landscaping and associated infrastructure.

- 2.2 The design takes a fairly simple form with two short terraces of three properties within each. The properties would all be two storey in height and would have pitched roofs. The properties would be a mixture of two and three bedrooms and have been designed to meet Passivhaus standards.
- 2.3 The proposal contains a parking area in the north western corner of the site.
- 2.4 The scheme has been through an extensive pre-application process with officers, and the design of the buildings and layout has evolved.
- 2.5 In addition to the relevant plans and application form, the application is accompanied by the following supporting information:
- Preliminary Ecological Appraisal;
  - Design and Access Statement with Statement of Community Involvement;
  - Electric Vehicle charging plan;
  - Flood Risk Assessment and Drainage Strategy;
  - Tier 1 Contamination Risk Assessment;
  - Tier 2 Geo-environmental Assessment
  - Planning Statement;
  - Transport Appraisal;
  - Tree Survey and Arboricultural Implications Assessment;
  - Inc Traffic Management Plan;
  - Sustainability Report;
  - Carbon Reduction and Energy Statement;
  - Dust Management Plan;
  - Construction Noise Assessment;
  - Overheating Report;
- 2.6 Subsequent to submission, amended plans have been received which have slightly altered the location of some dwellings. This has been done in order to maintain an area of coppiced hazel to the front of the site. The applicant has also provided a Biodiversity Net Gain Assessment.

### 3.0 SITE HISTORY

3.1 Outline planning permission was granted on 13<sup>th</sup> September 2019 at 129 Ditton Fields for the “Outline application (all matters reserved except for means of access) for the erection of a dwelling with car parking spaces , works to bedroom window and provision of new parking space for existing dwelling”.

### 4.0 PUBLICITY

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

### 5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3, 28, 29, 31, 32, 33, 34 35, 36, 45, 50, 51, 52, 55, 56, 57, 59, 69, 70, 71, 73, 74, 75, 80, 81, 82, 85

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

Central Government Guidance	National Planning Policy Framework February 2021 National Planning Policy Framework – Planning Practice Guidance from March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2020)

	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
	Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010) Public Art SPD (2010) Greater Cambridge Sustainable Design and Construction SPD (2020)
	<u>Area Guidelines</u> None Applicable

## 6.0 CONSULTATIONS

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

- 6.1 No objection raised subject to the imposition of conditions with regard to visibility splays, water run-off prevention, and a Traffic Management Plan.

#### **Urban Design Officer**

- 6.2 The Council's Urban Design Officer has raised no objections subject to the imposition of conditions to secure samples and a schedule of materials to be used in the external elevations.

#### **Landscape Officer**

- 6.3 The Council's Landscape Officer has broadly commented in support of the proposal, subject to the imposition of conditions to secure further details of landscaping and the maintenance and management of the proposed landscaping. A concern had been raised regarding proposed use of wildflower meadow in such small areas of land, and the likely sustainability of these areas. The applicant has subsequently provided updated plans

to move away from this approach in line with the officer's comments.

### **Tree Officer**

- 6.4 The Council's Tree Officer has been consulted on the proposal. No objection has been raised subject to conditions.

### **Drainage Officer**

- 6.5 The Council's Drainage Officer has raised no objections to the proposal subject to conditions securing full drainage scheme details, a maintenance plan for the drainage system, and details for foul drainage.

### **Sustainability Officer**

- 6.6 The Council's Sustainability Officer welcomes the sustainable approach to design development and has raised no objections to the proposal subject to conditions.

### **Environmental Health Officer**

- 6.7 The Council's Environmental Health Officer has been consulted on the proposal. No objections have been raised subject to the imposition of conditions.

### **Nature Conservation Officer**

- 6.8 No objection raised. The Officer supports the proposed ecological enhancements such as new tree and shrub planting and bird and bat boxes. The Officer states that it would be useful to apply a biodiversity net gain metric to see whether a 10% net gain is achieved. A condition has been recommended to ensure that all boundary treatments allow for hedgehog and amphibian permeability.

### **Anglian Water**

- 6.9 No comment.

## **Designing Out Crime Officer**

- 6.10 The Officer has confirmed that the design and layout proposed is acceptable, and that a lighting plan should be submitted to ensure that anti-social behaviour is discouraged.

### **7.0 REPRESENTATIONS**

- 7.1 Letters have been sent to the owners/occupiers of nearby properties informing them of the proposed development. In addition, site notices were erected around the site.
- 7.2 No letters of representation have been received.
- 7.3 A Ward Councillor has been in contact with the case officer and requested to speak against the item at committee with regard to tree loss. No formal objection has been received but officers wish to record knowledge of this in the interest of completeness and transparency. The amendments made to the application have been, in part, a result of conversations between the Ward Councillor and the applicant.
- 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. Flood risk
  5. Refuse arrangements
  6. Highway safety
  7. Car and cycle parking
  8. Drainage
  9. Trees and ecology
  10. Energy and Sustainability
  11. Affordable housing
  12. S106 contributions

## **Principle of Development**

- 8.2 Policy 3 of the Cambridge Local Plan (2018) seeks to ensure that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. The proposal is for a residential development within a predominantly residential area and would result in a more efficient use of ancillary residential land within an existing urban area.
- 8.3 Policy 52 seeks to ensure that garden development only takes place where most appropriate. It sets out five criteria which must be met in order for the loss of garden land to be considered acceptable. These relate to sufficient garden space being retained for the donor property, appropriate height, form and layout, acceptable amenity impacts, acceptable amenity space, access and parking for new residents, and no detrimental impact on comprehensive redevelopment. These issues will be looked at within the remaining material considerations set out below.
- 8.4 With the above in mind the principle of development is considered acceptable subject to the material considerations discussed below being satisfactorily met.

## **Context of site, design and external spaces (and impact on heritage assets)**

- 8.5 As discussed earlier in this report, the site sits within a predominantly residential area with some non-residential in close proximity.
- 8.6 The proposed development has been laid out with 2x 2-storey terraces of three properties each. The terraces would be of simple form, have pitched roofs and gable ends. This would ensure that the properties respond well to the surrounding properties which are also generally two storey in height and of a terraced nature.
- 8.7 The terraces would be oriented in such a way as to positively respond to the stepped and varied building line within the existing streetscene. The proposed terraces would be constructed of brickwork as per the prevailing material of



construction in the surrounding area – with each terrace in a different type of brickwork in order to reflect the varied colour palette around.

- 8.8 The Council's Urban Design Officer has been involved in pre-application discussion on this scheme, and has been involved in the evolution of the design of the proposal. The officer has raised no objection to the proposal, subject to conditions securing material details and sample panels.
- 8.9 The main vehicular access to the site would be from Ditton Walk with six parking bays located to the rear of 129 Ditton Fields. Pedestrian access to the site is via a number of paths – both from the car park and from the pedestrian highway.
- 8.10 The scheme has been laid out in a logical manner with the street layout providing easy access to all properties, whilst being kept to a minimum to ensure that the development would not feel car dominated. Space for planting in front of the car parking areas would ensure that the visual prominence of the parking bays is further reduced. Each dwelling would have their own refuse and cycle storage which would negate the need for a communal bin store that could add 'visual clutter' to the streetscene.
- 8.11 The Council's Landscape Officer has been consulted on the proposal and they have confirmed that the scheme is satisfactory subject to the imposition of a number of conditions.
- 8.12 It is considered that the quantum and quality of open space proposed for each dwelling is of a sufficient scale for the development proposed.
- 8.13 It is considered that the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and would not constitute overdevelopment. In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, and 59.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.14 The proposed buildings have been sited with the adjoining properties in mind.
- 8.15 With regard to loss of privacy, the terraces have been staggered to reflect the existing arrangement, and no windows have been placed within the gable ends. This will ensure that all views from the proposed dwelling would generally have views which face away from the sensitive parts of the adjoining properties. 129 Ditton Fields has a window in the flank elevation although this does not serve a habitable room. In any event, no window is proposed to be facing this so there would be no direct views into this aperture. It is noted that property H4 would have views towards the rear and rear garden of 131 Ditton Walk, although these views are considered to be oblique, and indirect enough so as to not cause significant overlooking.
- 8.16 With regard to overshadowing and light receipt, the proposed buildings lie to the north, north east and north west of the nearest existing properties. This orientation ensures that overshadowing would not be unacceptable and light receipt would not be significantly adversely impacted. Residential properties to the north of the application site are far enough away to not be impacted adversely in this regard.
- 8.17 The dwellings would be contained within short terraces, and of a height and scale that would mimic the existing local vernacular. Pitched roofs also help to minimise the appearance of bulk. The above would ensure that views of the terraces proposed are not visually dominant or overbearing for existing residents. The approach to the front of no. 141 Wadloes Road would be altered significantly, with the partial enclosure of H6, but this is considered acceptable.
- 8.18 The new buildings would not appear overbearing when viewed from neighbouring properties, and there are no significant issues regarding overlooking or loss of privacy.
- 8.19 Officers have assessed the potential impact on the residential amenity of the surrounding occupiers in terms of sunlight, daylight, overlooking, overbearing sense of enclosure and

overshadowing, and are satisfied that the proposal, due to its siting, 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.

Wider area

8.20 As with any development of this nature, there could be some adverse impact during the construction phase – including noise, dust and disturbance. 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. These include, but are not limited to, noise during construction and construction hours. Officers have no reason to deviate from the advice given and have recommended these conditions accordingly.

8.21 Officers consider that 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.

Amenity for future occupiers of the site

8.22 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All units proposed comply with, and most exceed, these standards. In this regard, Officers consider that all the new homes proposed would provide a high-quality internal living environment for the future occupants.

House Type	Min standard (sqm)	Min proposed (sqm)	Max proposed (sqm)
2bed 4person	79	80	81
3bed 5person	93	96	96

8.23 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.

8.24 All of the proposed dwellings benefit from a private amenity area in the form of a garden. Unit H3’s rear garden would be partly enclosed by the side gable of H4, but given it is south

facing there would not be an unacceptable impact on sunlight and/or daylight receipt.

- 8.25 It is considered that the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and, in this respect, it is compliant with Cambridge Local Plan (2018) policy 50.
- 8.26 The development has been assessed for compliance with Policy 51 and all dwellings comply with the requirements of Part M4 (2) of the Building Regulations. In order to ensure the units are provided to these standards, a condition has been recommended to secure these requirements.
- 8.27 The designing Out Crime Officer has confirmed that the proposal would be acceptable from a safety perspective.
- 8.28 Subject to the imposition of a condition as suggested in the previous paragraph, Officers are content that the proposal complies with Cambridge Local Plan (2018) policies 50 and 51.

### **Refuse Arrangements**

- 8.29 The proposed refuse storage arrangements are shown to be of a logical layout, with each dwelling having their own bin store within their garden area. Bins are to be presented roadside on collection day. The applicant has provided calculations of storage provision and these demonstrate that the quantum of provision is in accordance with the required levels. The applicant has provided detailed tracking plans demonstrating how refuse vehicles would be able to negotiate the development safely when collecting refuse and recycling.
- 8.30 Officers consider that the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

### **Highway Safety**

- 8.31 The application has been supported by plans demonstrating how the development would be accessed and egressed. This includes swept path analysis which demonstrate that refuse trucks can operate safely within the site. The Highway Authority have been consulted as part of the application and no objections exist. Conditions are recommended to be attached in

the event of permission being granted and these feature at the end of this report.

8.32 Officers consider that the proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

8.33 The Cambridge Local Plan (2018) seeks to support developments that incorporate sustainable forms of transport, including walking, cycling and public transport. This, however, does not negate the requirement for schemes to provide an appropriate level of car parking within a scheme.

#### Car Parking

8.34 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L of the same document.

8.35 The site is not located within a Controlled Parking Zone (CPZ) and, with this in mind, the maximum car parking provision on site is for:

- No less than a mean of 0.5 spaces per dwelling, up to a maximum of 2 spaces per dwelling (3 or more bedrooms)

8.36 The proposal affords 6 car parking spaces for the six dwellings – this equates to 1.00 spaces per residential dwelling. This complies with the policy requirement.

8.37 The proposal includes provision of active charging points for three of the six spaces, with the remaining three having passive provision to allow for future provision.

#### Cycle Parking

8.38 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L of the same document.

8.39 The standards set out that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms.

- 8.40 The proposal provides 16 cycle parking spaces, which meets the policy requirement. Four additional spaces are provided for visitors.
- 8.41 All dwellings are compliant with the required standards outlined above. All cycle stands would be Sheffield stands. Houses would have cycle stores in their rear gardens.
- 8.42 It is considered that the proposal promotes the prevalence of sustainable transport methods, and provides an acceptable balance between car and cycle parking. The proposal is considered to be compliant with Cambridge Local Plan (2018) policy 82.

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

- 8.43 The application has been supported by a Flood Risk and Drainage strategy.
- 8.44 The Council's Drainage Officer has been consulted on the application and they have commented that the application is acceptable from a drainage perspective subject to the imposition of conditions. These are attached to the end of this report.
- 8.45 It is considered, the proposal is compliant with the paragraph 163 of the National Planning Policy Framework (2021) and policy 31 of the Cambridge Local Plan (2018).

### **Trees & Ecology**

#### Trees

- 8.46 The application was accompanied by a Tree Survey and Arboricultural Implications Assessment.
- 8.47 The document identifies the loss of seven low quality trees and four landscape features – including coppiced hazel to the front of the site. The applicant has provided a landscape masterplan which indicates that there is room for significant replacement planting.
- 8.48 The Council's Tree Officer has been consulted on the proposal and raises no objection subject to the imposition of conditions

which are designed to ensure the retained trees are not harmed during construction. These are included in the list of conditions at the end of this report.

- 8.49 Subject to the conditions recommended, Officers consider the proposal is compliant with Cambridge Local Plan (2018) policy 71.

### Ecology

- 8.50 The Ecology officer has been consulted as part of the application, and no objection has been received.
- 8.51 The Officer particularly makes mention of the positives of the proposed tree and shrub planting as well as the bird and bat boxes. He states that it would be 'useful' for a biodiversity net gain calculator be undertaken to ascertain whether the development achieves a net gain of 10% or greater, although it is noted that there is not a policy requirement for the applicant to provide it.
- 8.52 It is noted that the proposal would result in the loss of an area of hazel coppice, which the Nature Conservation Officers states is of no Arboricultural value and this is supported by the non-objection from the Arboricultural Officer. It is worthy of note that this area is not protected.
- 8.53 Policy 57 (h) states that development will be supported where it "includes an appropriate scale of features and facilities to maintain and increase levels of biodiversity in the built environment".
- 8.54 The loss of the coppiced hazel would have made any net gain of biodiversity on the site incredibly difficult to achieve, and the Ward Councillor's rationale for wanting some of this retained was to maximise biodiversity on-site as much as possible.
- 8.55 Whilst there is no policy requirement to do so, the applicant has sought to ensure that the biodiversity net gain meets a minimum of 20%. The applicant has proposed to provide off-site works to an area of land to the east of the application site (on the opposite side of Wadloes Road) in order to comply with their self-imposed target of 20% biodiversity net gain. The Biodiversity Net Gain Assessment provided demonstrates that a

gain of greater than 20% could be achieved across the two parcels of land (the application site and the site to the east). The land in question is in the ownership of the City Council and, as a party that makes up the Cambridge Investment Partnership, the ability to make such improvements are far greater than just speculative. Indeed, conversations have taken place between CIP and the relevant Council departments, and they are accepting of this arrangement. This can be secured by way of a planning condition.

8.56 The proposal would, subject to the condition suggested, be in accordance with Policies 57 and 70 of the Cambridge Local Plan (2018).

### **Energy and Sustainability**

8.57 The proposed development includes a series of renewable energy and sustainability measures to reduce carbon emissions and to save energy in accordance with Policy 28. These include the following:

- Properties designed to achieve Passivhaus certification
- Sustainable urban drainage
- Gas free development using Air Source Heat Pumps
- Solar panels
- Water efficiency measures
- Electric vehicle charging points – provision made for both residents and the public car park
- Mechanical Ventilation and Heat Recovery.

8.58 The Sustainability report submitted demonstrates that the approach chosen would exceed the 19% reduction in carbon dioxide emissions target within Building Regulations Part L and would comply with policy 28.

8.59 The Council's Sustainability Officer has been consulted on the proposal and has confirmed that the information provided is acceptable, subject to the imposition of condition relating to Passivhaus certification and water efficiency.



## **Affordable Housing**

- 8.60 Policy 45 of the Cambridge Local Plan (2018) seeks to secure 40% affordable housing on schemes of 15 or more dwellings, and 25% for schemes with 11-14 dwellings.
- 8.61 Although this scheme falls below the threshold set, all dwellings proposed are for affordable housing – in particular for Council rent.
- 8.62 Officers consider it appropriate to secure the affordable housing by way of S106 agreement.

## **S106 Contributions**

- 8.63 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.
- 8.64 In bringing forward these recommendations in relation to the Planning Obligation for this development Officers have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy. The Heads of Terms are summarised below. Financial contributions would be calculated using formulae based on the final housing mix agreed through reserved matters.

<b>Heads of Terms</b>	<b>Summary</b>
<b>City Council Infrastructure</b>	
Affordable housing	100% provision on site.

8.65 Subject to the completion of a S106 planning obligation to secure the above affordable housing provision, Officers are satisfied that the proposal accords with Cambridge Local Plan (2018) policy 45 and the Planning Obligation Strategy 2010.

## **9.0 CONCLUSION**

9.1 The proposal is for the effective use of currently vacant garden land involving the erection of six dwellings (100% for Council rent), open space provision, and associated works.

9.2 The proposed development has had extensive pre-application consultation with a variety of consultees prior to its submission. Nevertheless, the scheme has been amended post submission to address issues that were not satisfactorily resolved at the pre-application stage.

9.3 The proposal has been guided by the National Planning Policy Framework (NPPF) and Cambridge Local Plan (2018) which are material considerations.

9.4 The application has been considered against the relevant policies, and upon assessment, it is considered that the application complies with national and local policies, and should, therefore, be granted planning permission subject to appropriate planning conditions and a S106 legal agreement.

## **10.0 RECOMMENDATION**

**APPROVE PLANNING PERMISSION** subject to (1) the prior completion of a S106 agreement to secure the planning obligations specified in paragraph 8.64 of this report, and (2) the following conditions:

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

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

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

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

3. Prior to first occupation, two pedestrian visibility splays of 2m x 2m shall be provided each side of the vehicular access measured from and along the highway boundary. Such splays shall be within the red line of the site and shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

Reason: In the interests of highway safety.

4. All proposed paved accesses (pedestrian or vehicular) shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway.

Reason: For the safe and effective operation of the highway.

5. No demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority (using the guidance document below as a framework). The principal areas of concern that should be addressed are:
  - i. Movements and control of muck away lorries
  - ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
  - iii. Movements and control of all deliveries
  - iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

Reason: In the interests of highway safety

6. Notwithstanding the plans hereby approved, all dwellings 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, Policies 50 and 51).

7. No development shall take place above ground level, except for demolition, until details of all the materials for the external surface of the buildings to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include all brick types, roof tiles, window and door details, and rainwater goods. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

8. No brickwork above ground level shall be laid until a sample panel 1.5 x 1.5m has been prepared on site detailing the choice of brick, bond, coursing, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

9. No development above ground level 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, incorporating gaps underneath fences for hedgehogs to move freely, to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented (Cambridge Local Plan 2018; Policies 55, 57 and 59).

10. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and

management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. 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.

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).

11. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied. The scheme shall be based upon the principles within the agreed Flood Risk and Drainage Strategy Report - Land adjacent to 129-131, Ditton Fields, Cambridge prepared by Walker Associates (ref: 7425) dated 08/02/2021 and shall also include:
  - a) Full results of the proposed drainage system modelling for the 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
  - b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
  - c) A plan of the drained site area and which part of the proposed drainage system these will drain to;
  - 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 that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

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

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

- 13. No building hereby permitted shall be occupied until foul water drainage works have been detailed and approved in writing by the local planning authority.

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

- 14. Prior to first occupation, the manoeuvring and parking areas shall be provided as shown on the drawings hereby approved and retained free of obstruction.

Reason: In the interests of highway safety and to ensure an adequate level of parking provision is retained (Cambridge Local Plan 2018, Policies 81 and 82).

15. 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).

16. 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).

17. 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.

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

18. Construction works shall be carried out in accordance with the principles of and noise management and mitigation measures detailed within the Construction Noise Assessment (Revision A), prepared by Create Consulting Engineers Ltd and dated January 2021.

Reason: To protect residential amenity at the existing adjoining/nearby residential premises in accordance with Cambridge Local Plan, October 2018 - Policy 35: Protection of human health and quality of life from noise and vibration.

19. No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts has been submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and retained as such.

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

20. Prior to first occupation of the development, the proposed Electric Vehicle charging points shall be operational and in accordance with drawing DF-EV01.

The EV charging points shall be retained as such thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

21. Prior to first occupation, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include the location(s) of, and technical specifications of, any external artificial lighting to be used in the development.

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

Reason: To ensure the development is safe for future residents and visitors, and in the interests of neighbouring amenity (Cambridge Local Plan 2018 - policies 35, 56 and 57).

22. The development hereby permitted shall be designed in accordance with the Passivhaus standard, as set out in the 129-



131 Ditton Fields Sustainability Report, Pollard Thomas Edwards, 9/2/21 (Rev C01). Prior to occupation, or as soon as practicable after occupation, evidence of Passivhaus certification shall be submitted to and approved in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

23. 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).

24. Prior to above ground works, a scheme for both on-site and off-site improvements demonstrating a biodiversity net gain of a not less than 20% (cumulatively) shall be submitted to, and approved in writing by, the Local Planning Authority. The works shall be carried out not later than the first appropriate planting period (species dependent) after first occupation of the site. The improvements shall be retained and maintained thereafter in perpetuity.

Reason: To maximise biodiversity gains, in accordance with Policy 57 of the Cambridge Local Plan (2018).

25. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
- b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme; The scheme must be developed and delivered in line with the Landscape Institute's current guidance on plant biosecurity (Biosecurity Toolkit);
- c) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.
- d) If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.

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

## INFORMATIVES

1. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
2. To satisfy the Noise Insulation condition, 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.

**PLANNING COMMITTEE**

**6th October 2021**

<b>Application Number</b>	21/03469/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	27th July 2021	<b>Officer</b>	Ganesh Gnanamoorthy
<b>Target Date</b>	18th October 2021		
<b>Ward</b>	Romsey		
<b>Site</b>	Development Land At 75 Cromwell Road Cambridge CB1 3EB		
<b>Proposal</b>	Change of use of early years nursery and community space to early years nursery, with associated works		
<b>Applicant</b>	Mr David Digby Mill Road Depot Cambridge CB12AZ		

<b>SUMMARY</b>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The proposal would ensure that the monies to be provided for on-site community space provision would be reallocated for off-site purposes.</li> <li>- The proposal would not have any significant adverse impact on the residential amenity of the neighbouring occupiers;</li> <li>- The proposal would help to ensure that the ground floor of 'Block A' is viable, and can secure an end user;</li> </ul>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

**0.0 BACKGROUND**

0.1 This application has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. The original purpose of the partnership was to deliver 500 net new council rented homes across the City using mainly council owned sites/assets. The City Council has received £70 million

support from central government as part of the Devolution Deal to help achieve this target.

- 0.2 The partnership has received permission for a total of 966 homes, with 614 being Council rented. Of the 966 homes that have received permission, 851 have either been completed, occupied or under construction on site.
- 0.3 Having met its original aims, the partnership has decided to extend the drive to build more housing.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is an irregular shaped plot of land with a strong north-south orientation, and occupies approximately 3.27 hectares in area.
- 1.2 The Planning Committee resolved to granted permission at the planning committee of 11<sup>th</sup> June 2019 for:

“Erection of 295 dwellings including 40% affordable housing; a nursery and community facility (D1), access, car and cycle parking, including basement car park, play equipment and landscaping, substation and associated works.”
- 1.3 The decision notice was subsequently issued on 16<sup>th</sup> October 2019 following completion of the S106 legal agreement.
- 1.4 Development is under way on site with a number of homes completed.

## **2.0 THE PROPOSAL**

- 2.1 This application proposes the change of use of early years nursery and community space to early years nursery, with associated works.
- 2.2 The consented scheme (19/0288/FUL) approved a mixture of houses and flats, and one of the flat blocks, referred to in the planning submission as ‘Block A’, had an early years nursery and community space at ground floor.

- 2.3 This application seeks to use the whole of the approved early years nursery and community space as an early years nursery solely.
- 2.4 The rationale for this change is that there has been a lack of interest for occupation of the nursery at the size approved, as well a lack of interest in the community floorspace.
- 2.5 The applicant has attempted to make the spaces more desirable by giving the community space a separate entrance to the nursery (and other minor changes) and this was approved under application reference 19/0288/NMA1.
- 2.6 The changes have not helped to find an end user for the community space, with nursery operators only interested in occupying the nursery if the community floorspace was included also.
- 2.7 Other changes proposed include alterations to windows/doors, and changes to the landscaped play area.
- 2.8 The application is accompanied by the following supporting information:
- Design and Access Statement;
  - Noise and Vibration Assessment;
  - Planning Statement;

### **3.0 SITE HISTORY**

- 3.1 The application site has an extensive planning history. The most relevant applications are detailed below

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
19/0288/FUL	Erection of 295 dwellings including 40% affordable housing; a nursery and community facility (D1), access, car and cycle parking, including basement car park, play equipment and landscaping, substation and associated works.	Permission Granted

- 19/0288/NMA1 Non-material amendment on Permission  
application 19/0288/FUL to Granted  
improve the function of the  
early years/community facility  
in Block A including minor  
adjustments to the internal  
layout, the creation of an  
external entrance for the  
community room and  
relocation of a buggy store.
- 21/03892/S106A Modification of planning Pending  
obligations contained in a consideration  
Section 106 Agreement dated  
11th October 2019 pursuant to  
ref: 19/0288/FUL

#### 4.0 PUBLICITY

- 4.1 Advertisement: No  
Adjoining Owners/Occupiers: 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 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1, 14, 34, 35, 55, 56, 57, 59, 73, 80, 81, 82, 85



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

Central Government Guidance	National Planning Policy Framework National Planning Policy Framework – Planning Practice Guidance Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document Planning Obligation Strategy
Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments Public Art SPD
	<u>Area Guidelines</u> Cromwell Road SPD

## 6.0 CONSULTATIONS

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

6.1 The Highways Officer has no objections to the proposal.

### **Cambridge City County Communities Team**

6.2 The Communities Officer has confirmed that the non-provision of the community facility is acceptable.

### **Cambridge City Council Environmental Health Officer**

6.3 No objection to the proposal subject to conditions.

## **Cambridge City Council Developer Contributions Monitoring Officer**

- 6.4 The Officer has raised no objection, and has requested the S106 agreement be amended to allow for the approved on-site community provision be secured as an off-site contribution.
- 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**

- 7.1 353 letters have been sent to nearby properties, notifying them of the proposal and inviting comments. No representations have been received.

### **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. Car and cycle parking
5. S106 contributions

#### **Principle of Development**

- 8.2 Policy 73 of the Cambridge Local Plan (2018) seeks to ensure that facilities that were last in use as a community, leisure or sports facility are retained unless the facility is no longer required and evidenced as such, or the facility is re-provided nearby.
- 8.3 In this instance, the approved community floorspace has not yet been completely built, although marketing of the space has been unsuccessful. The facility is not considered to have been last in use as a community, sports or leisure facility.
- 8.4 Table 8.2 within Policy 73 sets out the uses that constitute a 'community facility', and this includes day nurseries. With this in

mind, the proposed replacement of the early years day nursery and community spaces with an early years nursery solely results in no loss of community facilities on site.

- 8.5 The Council's Communities Team have confirmed that there is sufficient community facility provision in the surrounding area (Ross Street and Mill Road Depot). Further to this, the Communities Team have made clear that their strategy is to have larger, but fewer, facilities which allow for easier and more effective management of the spaces. An example of this can be seen at The Meadows where a new facility has been granted permission which would amalgamate the functions of their existing facility and those at Buchan Street nearby.
- 8.6 The City Council's Communities Team, therefore, have no interest in managing this space.
- 8.7 With the above in mind the principle of development is considered acceptable subject to the material considerations discussed below being satisfactorily met.

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

- 8.8 The proposal involves minor alterations to window and door locations to the ground floor level of Block A, in order to ensure that the reconfigured internal arrangements work effectively for the nursery use. Changes to the private play area for the nursery are also proposed. The nursery, as approved, had a private external amenity space, and this is still considered to be acceptable for the slightly larger facility.
- 8.9 These changes are considered to be minor in nature and do not adversely impact on the appearance of the approved building.
- 8.10 Officers are content that the changes proposed are appropriate and that the proposal is compliant with Cambridge Local Plan (2018) policies 55 and 56.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.11 The proposed physical changes do not give rise to any concerns over neighbouring amenity.
- 8.12 The change in the way the building is used is noted and the arrangement of Block A – with flats above the ground floor premises – means that there would be the potential for noise from the ground floor premises to be heard from the residential above.
- 8.13 The Council's Environmental Health Officer has commented on the proposal and has raised no objections subject to the imposition of conditions relating to hours of operation and times for collections and deliveries to and from the site. These are both intended to protect neighbouring amenity and have been added to this report.
- 8.14 Officers consider that the conditions suggested are adequate, and that the proposed use would not create a significant difference to the approved arrangement with regard to neighbouring amenity.
- 8.15 Subject to the imposition of a condition as suggested in the previous paragraph, I am content that the proposal complies with Cambridge Local Plan (2018) policies 55 and 56.

## **Car and Cycle Parking**

- 8.16 The Cambridge Local Plan (2018) seeks to support developments that incorporate sustainable forms of transport, including walking, cycling and public transport. This, however, does not negate the requirement for schemes to provide an appropriate level of car parking within a scheme.

### Car Parking

- 8.17 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L of the same document.

- 8.18 The site is not located within a Controlled Parking Zone (CPZ).
- 8.19 The approved nursery/community use had a dedicated drop off point with two spaces for this purpose and 3 dedicated spaces for staff. This application proposes no changes to this arrangement, and Officers consider this to be acceptable.

### Cycle Parking

- 8.20 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L of the same document.
- 8.21 The approved nursery/community use had 10 staff spaces and 20 visitor spaces. The proposal provides no changes to these numbers, and this is considered acceptable.

### **S106 Contributions**

- 8.22 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.
- 8.23 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicant has suggested a variation to the existing S106 planning obligation to allow for an off-site contribution towards the Ross Street community facility, which is within walking distance from this development, and would likely be used by residents of this scheme.
- 8.24 It is noted that the original scheme had a calculated contribution of £27,836 which was to be provided on-site in the form of the

community room element of the development. As this is not being provided, it is considered appropriate that the sum of £27,836 is provided as an off-site contribution for a nearby project. The Council's S106 Monitoring Officer has been consulted on the proposal and his recommendation is shown in the table below. A separate application is being considered for amending the S106 agreement that is currently in place.

Heads of Terms	Summary
City Council Infrastructure	
Community facilities	£27,836.00 towards the provision of, and / or improvement of the community facilities and / or equipment at Ross Street Community Centre, Ross Street, Cambridge.

8.25 Subject to the completion of a Deed of Variation to the existing S106 planning obligation to secure the above infrastructure, I am satisfied that the proposal accords with Cambridge Local Plan (2018) policy 73 and the Planning Obligation Strategy 2010.

## 9.0 CONCLUSION

9.1 The proposal is for the change of use of the Ground Floor of Block A from an Early Years Day Nursery and Community Facility to an Early Years Day Nursery solely, with other minor alterations.

9.2 The application has been considered against the relevant policies, and upon assessment, I consider that the application complies with national and local policies, and should, therefore, be granted planning permission subject to appropriate planning conditions and a Deed of variation to the approved S106 legal agreement.

## 10.0 RECOMMENDATION

**APPROVE** subject to the following conditions:

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

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

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

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

3. The Class E use of the ground floor of Block A of the development shall be restricted to use as a nursery and for no other purpose, including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

4. The nursery (E class use) shall only be open to the public between the hours of 07:00 and 19:00 Monday to Friday and 09:00 and 18:00 on Saturdays.

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

5. All service collections / dispatches from and to the E use (Block A, Ground Floor) within the approved development (including refuse / recycling collections) during the operational phase shall only be permitted between the hours of 0700 hrs and 2100 hrs Monday to Saturday and 0800 hrs and 1900 hrs on Sundays and any Bank / Public Holiday.

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

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**PLANNING COMMITTEE**

**6th October 2021**

<b>Application Number</b>	21/03892/S106A	<b>Agenda Item</b>	
<b>Date Received</b>	25th August 2021	<b>Officer</b>	Ganesh Gnanamoorthy
<b>Target Date</b>	20th October 2021		
<b>Ward</b>	Romsey		
<b>Site</b>	Development Land At 75 Cromwell Road Cambridge		
<b>Proposal</b>	Modification of planning obligations contained in a Section 106 Agreement dated 11th October 2019 pursuant to ref: 19/0288/FUL		
<b>Applicant</b>	CIP The Power House Powdermill Lane Waltham Abbey EN9 1BN		

<b>SUMMARY</b>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>- The proposal would ensure that the monies to be provided for on-site community space provision would be reallocated for off-site purposes.</li> </ul>
<b>RECOMMENDATION</b>	APPROVAL

**0.0 BACKGROUND**

- 0.1 This application that has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment Partnership. The original purpose of the partnership was to deliver 500 net new council rented homes across the City using mainly council owned sites/assets. The City Council has received £70 million support from central government as part of the Devolution Deal to help achieve this target.
- 0.2 The partnership has received permission for a total of 966 homes, with 614 being Council rented. Of the 966 homes that have received permission, 851 have either been completed, occupied or under construction on site.

0.3 Having met its original aims, the partnership has decided to extend the drive to build more housing.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 The application site is an irregular shaped plot of land with a strong north-south orientation, and occupies approximately 3.27 hectares in area.

1.2 The Planning Committee resolved to grant permission at the planning committee of 11<sup>th</sup> June 2019 for:

“Erection of 295 dwellings including 40% affordable housing; a nursery and community facility (D1), access, car and cycle parking, including basement car park, play equipment and landscaping, substation and associated works.”

1.3 The decision notice was subsequently issued on 16<sup>th</sup> October 2019 following completion of the S106 legal agreement.

1.4 Development is under way on site with a number of homes completed.

## **2.0 THE PROPOSAL**

2.1 The application is made under S106A of the Town and Country Planning Act 1990. The application seeks to modify the S106 attached to the planning permission (reference 19/0288/FUL). The changes sought are as follows:

- to alter the clause regarding the provision of an on-site community facility to the value of £27,836, with this sum being paid to the Council for use as an off-site contribution for a nearby project.

Community facility:

2.2 The existing legal agreement requires the applicant to provide a community facility on-site in accordance with the approved planning permission (19/0288/FUL).

- 2.3 This application seeks to change this requirement as a separate application (21/03469/FUL) seeks to remove this element of the scheme altogether.
- 2.4 The reason for this proposed change is due to the lack of interest in a nursery of the size it is currently approved to be, as well as a lack of interest in the community space.
- 2.5 The applicant has attempted to make the spaces more desirable by giving the community space a separate entrance to the nursery and this was approved under application reference 19/0288/NMA1.
- 2.6 The application is accompanied by the following supporting information:
- Site location plan
  - Application letter

### 3.0 SITE HISTORY

- 3.1 The application site has an extensive planning history. The most relevant applications are detailed below

Reference	Description	Outcome
19/0288/FUL	Erection of 295 dwellings including 40% affordable housing; a nursery and community facility (D1), access, car and cycle parking, including basement car park, play equipment and landscaping, substation and associated works.	Permission Granted
19/0288/NMA1	Non-material amendment on application 19/0288/FUL to improve the function of the early years/community facility in Block A including minor adjustments to the internal layout, the creation of an external entrance for the community room and relocation of a buggy store.	Permission Granted

21/03469/FUL Change of use of early years Pending  
 nursery and community space to  
 early years nursery, with  
 associated works

**4.0 PUBLICITY**

4.1 Advertisement: No  
 Adjoining Owners/Occupiers: No  
 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 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	73, 85

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

Central Government Guidance	National Planning Policy Framework National Planning Policy Framework – Planning Practice Guidance Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document Planning Obligation Strategy

Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments Public Art SPD
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## 6.0 CONSULTATIONS

### Cambridge City County Communities Team

- 6.1 The Communities Officer has confirmed that the non-provision of the community facility is acceptable.

### Cambridge City Council Developer Contributions Monitoring Officer

- 6.2 The Officer has raised no objection, and has requested the S106 agreement be amended to allow for the approved on-site community provision be secured as an off-site contribution.
- 6.3 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## 7.0 ASSESSMENT

- 7.1 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.
- 7.2 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicant suggests

a variation is appropriate in the circumstances and Officers agree.

- 7.3 It is noted that the original scheme had a calculated contribution of £27,836 which was to be provided on-site in the form of the community room element of the development. As this is not being provided, it is considered appropriate that the sum of £27,836 is provided as an off-site contribution for a nearby project as set out below. The Council's S106 Monitoring Officer has been consulted on the proposal and his recommendation is shown in the table below. A separate application is being considered for the change of use of the ground floor.

Heads of Terms	Summary
City Council Infrastructure	
Community facilities	£27,836.00 towards the provision of, and / or improvement of the community facilities and / or equipment at Ross Street Community Centre, Ross Street, Cambridge.

- 7.4 Officers consider that permitting a Deed of Variation to the existing S106 planning obligation to secure the above infrastructure is acceptable, and the proposal accords with Cambridge Local Plan (2018) policy 85 of the Planning Obligation Strategy 2010.

## 8.0 CONCLUSION

- 8.1 The proposal is to make changes to the existing S106 agreement in respect of the approved development at 75 Cromwell Road.
- 8.2 The proposal seeks an amendment to allow for the on-site provision of a community facility to be provided as an off-site contribution instead. The Council's Communities Team have confirmed that the non-provision of the on-site facility is acceptable to them, and would be more in accordance with their strategy for the management of such facilities.
- 8.3 An amendment to the S106 agreement in the manner proposed would ensure that the monies associated with this are diverted to another cause in the local area.

## **9.0 RECOMMENDATION**

**APPROVE** the application to vary the existing S106 Agreement as detailed above.

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