

Application Number	14/2051/FUL	Agenda Item	
Date Received	2nd January 2015	Officer	Mr Sav Patel
Target Date	3rd April 2015		
Ward	West Chesterton		
Site	156-160 Chesterton Road		Cambridge
	Cambridgeshire CB4 1DA		
Proposal	Proposed student accommodation (sui generis) comprising 27 x studio and 14 x 1 bed units together with hard and soft landscaping, cycle and refuse stores, 2no. Disabled car parking spaces and visitor cycle parking following the demolition of all existing buildings and structures on site.		
Applicant	Chard Robinson Developments		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development is of high quality design and of a scale that is acceptable in this urban context. - The proposal would not have a significant adverse impact on the residential amenity of the adjoining neighbours. - The proposal would introduce of student housing in a sustainable location close to shop, services and public transport links.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is located on the southern side of Chesterton Road close to the junction with Elizabeth Way roundabout. To the west on the opposite side of the road is a parade of commercial units which includes an estate agent and convenience store. However, the area is predominantly in residential use ranging from private housing to hotels and

B&Bs. To the west of the site is a hotel and to east is a private house. The scale of development along Chesterton Road is varied and ranges from two storey semi-detached, detached properties to three storey buildings uses as flats. The built form of the area is characterised mainly by two storey Victorian villas, which have project gables with pitched roofs and bay windows and a varied ridge line. Many of the buildings along Chesterton Road have been extended mainly to the side and rear although there are also examples of front extensions.

- 1.2 The site backs onto Sandy Lane which serves many of the existing outbuildings/garages to the rear of the properties along Chesterton Road. The application contains a 1 ½ storey detached outbuilding which appears to have used for additional accommodation serving the hotel use. Planning permission has been granted for residential development on vacant land to the south of the application site. Sandy Lane is not an adopted public highway according to the County Council's adopted highway register.
- 1.3 The site comprises of two existing two storey buildings which formed Hamilton Lodge Guest House. Both buildings are detached with rooms in the loft space and appear to have been built at different times. The detached building to the left (from Chesterton Road) appears to be a more recent addition compared to the other building. To the rear of the buildings is a courtyard area and the detached outbuilding which extends along most of the rear boundary leaving with a gap to allow vehicular access.
- 1.4 The site is not located within a Conservation Area but is located within a Controlled Parking Zone. There are no Listed Buildings, Building of Local Interest or protected trees within close proximity of the site or that would be affected by the proposed development.

2.0 THE PROPOSAL

- 2.1 The proposal is to demolish the existing buildings that front Chesterton Road and Sandy Lane and construct a new four storey building fronting Chesterton Road and a three storey building fronting Sandy Lane both to accommodate student accommodation. The proposed development would consist of 41 units (27 studio apartments ranging from 22.3 sqm to 35.2

sqm. and 14 1bed apartments ranging from 32sqm to 46.2 sqm). The proposal also includes:

- Integrated communal bin store on the ground floor of the rear block facing Sandy Lane – total capacity of 9860 litres;
- Integrated, secure cycle store also on the ground floor of the rear block providing 22 spaces and another store in the ground floor of the main block providing 16 space;
- Eight visitor cycle parking spaces at the front of the site;
- A communal garden/courtyard between the rear and front block ('the Courtyard');
- Two disabled parking spaces accessed via Sandy Lane;
- Two accessible rooms in the main block with lift platform from the courtyard.

2.2 Both of the proposed blocks would contain lower ground floors and rooms in the roof. The ground level for the existing courtyard is proposed to be lowered by between 200mm to 400mm.

2.3 The rear elevation of the rear block would have a three storey façade to the proposed courtyard space and a two storey face to Sandy Lane with garage doors and double doors on the ground floor and small pitched roof dormer windows at first floor level within a hipped roofscape. The rear block would be approx. 19.45 metres wide; 15.7 metres in depth and 7.3 metres to the ridge from Sandy Lane and 8.9 metres from the courtyard, filling the full width of the site.

2.4 The front block would contain a lower ground floor which would provide a terrace area for the occupiers of the units at this level fronting Chesterton Road and the communal courtyard. This block would be approx. 19.4 metres wide; 19.6 metres in depth; and 13.05 metres to the ridge (and ranges from 10.5 metres to 10.7 metres excluding lower ground floor) and 6.7 metres to the ridge (excluding the lower ground floor).

2.5 The application has been submitted with the following supporting information:

- Design and Access Statement including shadow analysis;
- Planning Statement;
- Phase 1 Contamination Report;
- Ecology Report;

- Transport Statement;
- Sustainability Statement;
- Sustainability Checklist;
- Student Accommodation Management Plan;
- Internal Daylight Assessment;

2.6 Officers met with the applicant and project team on 8 April 2015 to raise concerns with the scale of the rear block, windows in the rear elevation of the rear block overlooking the private garden of no.162, concerns with the level of daylight for the lower ground floor units and disabled access provision.

2.7 Following the meeting the applicant submitted additional information which was received on 30 April 2015 in order to try and address the concerns raised. The additional information has been assessed by the Urban Design and Conservation team. The following additional information was provided:

- Addendum Planning Statement;
- Approved Document Part L1A Compliance Report;
- Sustainability Checklist (rev A);
- Internal Daylight Study;
- Student Management Plan (rev A)
- Addendum Design and Access Statement/Urban Typologies Study;
- Revised Drawings;
- Photographic Analysis – Audit of Sandy Lane

3.0 SITE HISTORY

No relevant planning history.

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 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/8 3/11 3/12 4/14 4/15 5/9 6/3 7/10 8/1 8/2 8/3 8/4 8/6 10/1

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

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2015</p> <p>Circular 11/95</p> <p>Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>

	<p><u>City Wide Guidance</u></p> <p>Cambridge City Council (2011) - Open Space and Recreation Strategy</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan are of relevance.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No car parking provision is provided within the site and no specific end user has been identified. The proposal is likely to impose additional parking demands on the surrounding streets which potentially may have an impact on residential amenity of existing residents. No details of how parking demands will be managed at start and end of term have been provided. Internal measurements of the garages are required. If approved, the future residents will not qualify for Resident's Permits of any kind. Otherwise the proposal would have no significant impact

on the public highway subject to a condition for a traffic management plan.

Head of Refuse and Environment

6.2 No objections in principle subject to the following conditions and informatives:

- Contaminated Land; (SAV PLEASE USE THE NEW CONDS)
- Construction Hours;
- Piling;
- Dust;
- Plant Noise Insulation;
- Noise Insulation Scheme;
- Waste and Recycling

Urban Design and Conservation Team

Comments in relation to application as submitted

6.3 The proposal is acceptable in design terms and responds to the prevailing established context and is appropriate in terms of materials and detailing. Concerns with the lower ground floor north facing single aspect rooms (representing 8 of the 41 units) which may receive limited daylight and result in poor living environment for future occupiers.

Scale and massing

6.4 The proposed scale and massing of the Chesterton Road block is acceptable in design terms. The Sandy Lane block is supported and forms a relationship with the existing outbuildings along Sandy Lane.

Elevational treatment

6.5 The proposed development has taken a traditional approach to the materials and proposed elevation treatment to replicate the adjacent Victorian villas. The Chesterton Road block incorporates two symmetrical projecting bays with decorative brick detailing and pre-cast stone columns. The proposed elevational treatment of this block is supported. The Sandy Lane block is more simple in appearance and replicates the

more functional design of adjacent outbuildings. The proposed elevation treatment is acceptable but the materials should be conditioned for our agreement.

Shadow impact

- 6.6 The shadow analysis indicates that at least half of the central courtyard will receive direct sunlight on the 21st March and is acceptable in design terms. The shadow analysis show that the Sandy Lane block will result in small levels of additional overshadowing of the adjacent car parking to 154 Chesterton Road and rear garden of no.162. However, the level of overshadowing is minimal and limited to the rear portions of the gardens and is therefore acceptable in design terms.
- 6.7 Concerns remain regarding the daylighting to en-suite rooms in the lower ground level of the Chesterton Road block (rooms 22-25) and Sandy Lane block (rooms 39-42). These rooms are north facing with single aspect. No daylight assessment has been provided for these rooms.

Overlooking

- 6.8 The windows in the east and west side elevations have been removed to address concerns with overlooking into the neighbouring houses.

Amenity Space

- 6.9 The main amenity space would be provided in the centre of the site. Proposed treatment of the lower ground floor terraces need to be provided.

Comments on additional information

Scale of rear block

- 6.10 The addendum to the Design and Access Statement included 12 case studies/precedents showing a variety of existing infill developments to response to the concerns raised relating to scale and size of the rear block. The submitted scheme proposes a 17.1 metre back to back distance between the Chesterton Road and Sandy Lane blocks. This indicates that

the back-to-back distances is similar to other existing scheme in the City and is therefore acceptable in design terms.

Loss of privacy

- 6.11 The number of windows in the rear elevation of the rear block has been reduced and desks (0.6 metres in depth) are proposed to be inserted adjacent to windows for the units in the first floor, which will prevent occupiers from standing close to the window which would further reduce the potential overlooking impact. Also the southernmost window at 1st floor in the rear block would be located between 22-27 metres from the rear elevation of no.162 Chesterton Road. This level of separation is considered sufficient to limit overlooking impact.

Comments in relation to amendment to elevations

- 6.12 This only affects the rear elevations of both blocks. The fenestration of both blocks has been harmonised so that it consistent and proportionate. The proposed rear elevation of the Chesterton Road block includes a canopy and external platform lift for wheelchair uses to access. Whilst this is acceptable in design terms, details of the canopy and platform need to be provided and therefore should be conditioned.

Comments in relation to further information on Internal Daylight

- 6.13 the internal daylight assessment shows that Average Daylight Factor (ADF) tests for selected rooms at lower ground, upper ground and 1st floor in accordance with BRE methodology. The test results show that the rooms assessed all will meet or exceed the required 2% ADF target. The levels of daylight to these rooms is therefore acceptable in design terms.

Senior Sustainability Officer (Design and Construction)

Sustainable design and construction

- 6.14 The following measures are proposed to be incorporated into the scheme:
- Hierarchical approach to reducing carbon emissions;
 - Mechanical ventilation with heat recovery

- Potable water consumption levels of no more than 105 litres/person/day through the use of water efficient applicants and sanitary ware

6.15 All these measures are supported. The applicant should also give consideration to be use of materials with low embodied energy and which are certified as being responsibly sourced.

Renewable Energy Provision

6.16 The proposal is to use photovoltaic panels (pv) spilt across the roofs of both blocks. Having checked the carbon calculations, the use of pv delivers a 1,146.68 Kg/CO2/annum reduction, which when set against the Part L target baseline of 42,409.05 Kg/CO2/annum, represents a 3% reduction in emissions. Although it might be possible to increase the number of panels utilised on the rear block, this may not be enough to achieve the required levels.

6.17 Therefore, whilst supportive of the overall approach being taken to renewable energy provision, the Council's standard 10% renewable energy condition should be used, which will give the applicant time to consider whether it would be feasible, and viable, to include a larger amount of pv panels in order to get the level of carbon reduction closer to the 10% requirement, which by my calculations is 4,240 Kg/CO2/annum. A revised energy report can then be submitted to discharge the condition, which will need to include revised carbon calculations showing the contribution of the pv panels set against the energy efficient baseline carbon emissions.

Access Officer

6.18 Concerned with the location of the disabled car parking spaces, which are under part of the first floor of the rear block and accessible rooms are located main block. Whether or not each disabled resident will use a car, the Local Plan asks for one Blue Badge space for every accessible room. As the need cannot be predicted throughout the lifetime of the building and that the building is not immediate to any educational institution then this minimum provision should be met.

Head of Streets and Open Spaces (Landscape Team)

- 6.19 The landscape proposals for the courtyard are satisfactory but details of the landscape need to be conditioned. Therefore generally supportive of the proposal submit to conditions on hard and soft landscaping, hard and soft landscaping implementation and boundary treatment.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.20 Enough information has been supplied to indicate a drainage solution for the site can be achieved however there is a lack and as infiltration is the proposed method of disposal a surface water drainage condition is recommended.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.21 The proposal is acceptable.

Disability Consultative Panel (Meeting of 27 January 2015)

- 6.22 The accessible bathrooms should be fitted with sliding doors if space is at a premium. Adequate turning circles for wheelchairs should also be a consideration aswell as a clear route from the bedroom to the bathroom for a hoist (providing the design can accommodate this.) Features such as non-slip tiling and clutch bars are recommended in other bathrooms for the benefit of more ambulant users. Re-consider the evacuation escape routes to take into account the needs of the disabled and include a lift to all levels with a secondary power supply for emergencies.

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

7.0 REPRESENTATIONS

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

- 142 Chesterton Road
- 144 Chesterton Road
- 154 Chesterton Road
- 162 Chesterton Road
- 166 Chesterton Road

7.2 The representations can be summarised as follows:

Traffic/car parking

- The proposal would increase the population of the neighbourhood and have a serious adverse effect on parking spaces unless effectively controlled;
- Lead to excessive demand on existing permit spaces on Chesterton Road and parking in Sandy Lane and other unrestricted streets;
- The prospective detrimental impact on local parking arrangement will severely inconvenience existing residents;
- Inadequate to rely on vehicle restrictions imposed on students by their institutions;
- Excessive parking on Sandy Lane can also restrict access of refuse collection lorries;

Design/scale

- Design is too large for the site and bulk from Sandy Lane which will overshadow a number of neighbouring gardens and adversely affect light and privacy;
- Size of house on Chesterton Road is out of proportion with neighbouring properties;
- Concerned with the sheer mass of the rear block and its proximity to the boundary

Residential amenity

- Loss of privacy from the windows in the rear block;
- Increase in noise and disturbance and potentially antisocial behaviour;

- Ground works to excavate basement is of major concern as it could lead to subsidence and destabilise the foundations of neighbouring properties;
- Disruption during construction works

Drainage

- Concerned with the disruption to shared drains and increased loads the development would bring to drainage.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces
3. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations
11. Planning Obligation Strategy

Principle of Development

8.2 Policy 6/3 (Tourist Accommodation) is relevant. This policy states that development will not be permitted which would result in the loss of existing short-stay tourist accommodation unless the change is to permanent residential accommodation or community facilities for which there is a need in Cambridge.

8.3 Although the hotel is no longer in use, the proposal would result in the loss of existing short-stay tourist accommodation. However the proposed use would be for a form of residential use for which there is a need in Cambridge.

8.4 The proposal is therefore compliant with policy 6/3 in my view.

8.5 Policy 7/10 (Speculative Student Hostel Accommodation) is also relevant. The policy states that development will only be permitted if:

- a. Occupancy restrictions exist to ensure the accommodation is only available to full time students attending Anglia Ruskin University or the University of Cambridge;
- b. Appropriate management arrangements are in place to ensure students do not keep cars in Cambridge;
- c. They are reasonably close to accessible to the institutions they serve; and
- d. They make appropriate provision for students who are disabled.

8.6 I set out below my assessment of the proposal in relation to the above policy criteria.

a – Occupancy restriction

8.7 The usual way of securing an occupancy restriction to comply with policy 7/10 is for the applicant to enter into a s106 Agreement. In this case the applicant sights draft policy 46 in the emerging Local Plan and considers that this provides justification for avoiding an occupancy restriction. The draft policy, does not include occupancy restrictions but in the absence of information to demonstrate why an occupancy restriction is not appropriate it is my view that a s106 obligation is required and I have proceeded to determine the application on this basis. I will provide an update on the applicants position on the Amendment Sheet or orally at the Committee meeting.

b – Appropriate management

8.8 The proposal includes an onsite manager/porter who will be full time and occupy one of the units. In relation to car park space management, this can be controlled via the Management Plan and s106 obligations. The s106 obligation can ensure that with the exception of disabled students the occupiers of the building cannot keep a car in the City. The Management Plan can also control the way in which students access their accommodation

at the beginning and end of term. This could involve using the disabled parking spaces or controlled use of Sandy Lane for car parking. The plans show three car parking spaces on Sandy Lane. However this is public highway and these spaces cannot be permanently delivered without a Traffic Regulation Order. A TRO cannot normally be used to secure parking for a particular development so these spaces cannot be relied upon. The applicant advises that the manager/porter will ensure this arrangement is carefully managed by allocating time slots for each person arriving or leaving, so as to avoid conflict. I am therefore satisfied that this part of the policy can be complied with subject to condition/planning obligations.

c – Reasonable distance to institutions

8.9 The site is located within 15 mins cycle distance of ARU, University of Cambridge and several of its colleges. Having carried out a brief check of distances using Google Maps, I set out below the following distances to institutions/colleges:

Institutions/college	Walking	Cycling	Distance
ARU	21 mins	6 mins	1 mile
University of Cambridge	17 mins	4 mins	0.8/0.9 miles
Magdalene College	18 mins	4 mins	0.9 miles
St John's College	19 mins	5 mins	0.9/1 miles
Churchill College	29 mins	9 mins	1.5 miles
Cambridge Library	29 mins	9 mins	1.5/1.7 miles
Downing College	25 mins	7 mins	1.3 miles
Selwyn College	36 mins	10 mins	1.8 miles/2 miles
Saint Catharine's and Christ's Colleges	49 mins	13 mins	2.5/2.7 miles

8.10 All the above institutions/colleges are also accessible by public transport. There is a bus stop a short distance from the site along Chesterton Road. I am therefore satisfied that the site is located within reasonable and accessible distance from several institutions/colleges.

d – provision for disabled students

- 8.11 The proposal includes two accessible rooms for disabled students and two disabled parking spaces. The applicant proposed to comply with Part M of Building Regulation to ensure there is inclusive access throughout the site. The proposal also includes a lift platform on the rear elevation of the main block to allow access for disabled access, particularly for wheel chair users into the main block. Concerns have been raised by the Access Officer regarding the travel distance for disabled access, particularly as the disabled space would be located in the rear block and accessible room would be located in the main block. The applicant argues that the accessible rooms offer good standard of amenity being south facing and overlooking the communal space. Also not all disabled students would have access to a car. The applicant has also argued that due to the split level nature of the rear block it has not been possible to configure an access to two accessible rooms in the rear block. The Access Officer has accepted the applicant's explanation and proposes that car parking spaces are made Blue Badge spaces.
- 8.12 In my opinion, the principle of the development is acceptable and in accordance with policies 6/3 and 7/10 of the Cambridge Local Plan (2006).

Context of site, design and external spaces

- 8.13 The site is located between two distinct areas; Chesterton Road which is a wide and busy road where the scale of development ranges from two storey dwellings to three storey blocks of flats; and Sandy Lane, which is a narrow lane where the scale of development is small scale domestic..
- 8.14 The architectural character and scale of development along Chesterton Road is varied but has a strong Victorian influence. The proposed front block in terms of its symmetrical and proportionate bays and window arrangement in the front façade, and detailed elevation treatment would introduce a form of development that would be of high quality and revitalise the tired appearance of the existing buildings whilst sympathetically assimilating into the architectural setting of the area. The existing buildings on the site are unremarkable. I am therefore satisfied that design of the proposed front block would enhance

the visual appearance of this part of Chesterton Road and make a positive contribution to the street scene.

- 8.15 At the front of the site, the proposal is to install a 300mm high brick wall with railings above set behind an area of landscaping. This would provide a high quality approach to the main entrance which is located within the centre of the block. The ridge line would extend slightly above the adjoining buildings either side. However ridge heights are not consistent along Chesterton Road and the additional increase will not make building unduly dominant or overbearing.
- 8.16 The main bulk of the side elevation of the front block would be contained with the side elevation of the neighbouring properties. The front block would extend slight beyond the rear elevation of no.162 whereas it would be set well back from the rear elevation of 154 to the west. The side elevations would be set off the side boundaries; 1.0mm from the eastern boundary and 1 metre (at the nearest point) from the western boundary.
- 8.17 The rear elevation facing the Courtyard presents a more functional appearance compared to the front. However, the fenestration has been carefully articulated and arranged. The rear elevation is broken by the introduction of a canopy and lift platform to provide wheel chair access from the courtyard to the ground floor. The details of the canopy and lift platform need to be the subject of further consideration and this can be secured by condition.
- 8.18 I am satisfied that the front block in terms of its design, scale and appearance would result in a form of development that is of high quality.
- 8.19 The scale of development along Sandy Lane is modest and predominantly 1S storey with rooms in lofts defined by dormer windows and rooflights. There are gaps between buildings along Sandy Lane that offer views towards the rear elevations of the more dominant buildings fronting Chesterton Road. The proposed rear block from Sandy Lane would maintain the modest/subservient appearance with garage and double timber doors along the ground floor and small pitched roof dormers within the roofscape breaking up the eaves line. The roof form is hipped on both sides to reduce it scale. Whilst the rear block would be one of the largest single building with Sandy Lane in

terms of its width, the height of the block would be lower than the existing building on the site and lower than the outbuilding to the west but taller than the outbuilding to the east. I am therefore satisfied that the elevation of the rear block from Sandy Lane would be in keeping with the prevailing character and appearance of development in this area.

8.20 The rear elevation would read as 2 S storey due to the lower ground level which would appear as a semi-basement with steps down to it from the Courtyard. The lower level apartments would benefit from terrace area in front which would be 1.4 metres in depth. The rear block would project 15.7 metres into the site from Sandy Lane compared to 7.8 metres depth of the existing building. Whilst the depth of the proposed rear block would double the depth of the existing, it would only marginally project further into the site than some of the existing outbuildings along Sandy Lane. Furthermore, the proposed depth of the rear block would still maintain a reasonable level of separation between the front block of 16 metres and over 20 metres from the nearest point of the rear elevation of no.162 Chesterton Road. The proposed rear block would however bring the living accommodation closer to the rear elevation of the adjoining hotel. The building form of the adjoining hotel staggers down in scale from the Chesterton Road. The rear block would be set 2.4 metres off the western boundary and separated approx. 6.4 metres from the nearest point of the hotel building. The applicant's shadow study indicates that the proposed rear block would cast a shadow over the car park and nearest hotel building in the mornings of the months of March and September but would not in the month of June. Furthermore, there would be no significant levels of overshadowing over the garden of no.162. I am therefore satisfied that the scale and depth of the rear block would not appearing overbearing or dominant from the rear car park of the hotel (no.154) and garden of no.162.

8.21 Between the proposed front and rear block would be a communal landscaped courtyard. This area would serve as a main outdoor amenity space for future occupiers. Eleven of the lower ground level units would also have the benefit of outdoor terraces. Whilst there are no policies prescribing the amount of amenity space that needs to be provided with these types of schemes I have set out below how the amount of amenity space

compares to other similar schemes and how much amenity space would be provided per student.

Site	Number of rooms	Area of approved usable amenity space (sq.m)	Usable amenity per student (sq.m)
156-160 Chesterton Road 14/2051/FUL	41	227.8	5.6
91-93 East Road 14/0764/FUL	33	76	2.3
100 Histon Road 12/1576/FUL	71	329	4.6
1 Milton Road 14/1938/S73	211	168	1.86
7-9 Abby Street 11/1430/FUL	24	194	8.08
73 Humberstone Road 13/0415/FUL	15	67	4.46
Texaco Site 11/0876/FUL	98	45	0.46
Thompsons Lane 14/0133/FUL	72	154	2.1
Primrose Street 15/0140/FUL	30	197.6	6.6

8.22 The above table demonstrates that the level of amenity space for the proposed development is comparable to other recent similar schemes. In light of this, I consider that the scheme is still acceptable in terms of the ratio of outdoor amenity space per student and would therefore provide a high quality living environment for future occupiers. It should also be noted that the site is located a short walk from Chesterton Recreation Ground (a public park) off Elizabeth Way.

8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Public Art

8.24 The applicant is proposing to provide on site public art by incorporating the railing on the Chesterton Road frontage. In my view such provision would be appropriate given the scale of development and its prominent location.

8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

Renewable energy and sustainability

Renewable energy

8.26 The applicant is proposing is to utilise the roofscape of both blocks to incorporate an array of solar photovoltaic panels. The Sustainability Officer advises that the level of panels shown on the plans would not achieve the 10% requirement. The roof plan shows that there may be space to incorporate more panels on the rear block and whilst this addition may not achieve 10% it would increase the proposed level. I have therefore recommended a renewable energy condition to ensure the maximum level of renewable energy provision can be achieved from the site. This approach is supported by the Council's Sustainability Officer.

Sustainability

8.27 The site is highly accessible from public transport links and is on several direct routes into and from the city centre. Bus stops are located a short distance from the site.

8.28 The site is located close to a convenience store and other commercial/services along Chesterton Road. The site is also within a 20 minute walk and less than 10 minute cycle ride from the city centre.

8.29 In my opinion, subject to a renewable energy condition, the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with

Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Disabled access

- 8.30 The proposal includes two accessible rooms in the front block; one on the ground floor and one on the lower ground floor. Both units would be located adjacent to the internal lift and within easy access of the main entrance fronting Chesterton Road. The proposal also includes a lift platform with canopy overhang on the rear elevation adjacent to both accessible rooms. This would provide access into the front block from the communal garden, particularly for wheel chair users.
- 8.31 The proposal also includes two disabled parking spaces located within the rear block. Part of the side elevation of the rear block would be open to enable access from the internal side passage. All internal paths are proposed to be 1 metre wide.
- 8.32 The internal arrangements of the proposal building have been designed to ensure wheelchairs are also able to access every level including the external courtyard. The proposed access arrangements are supported by the Access Officer.
- 8.33 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

Impact on 162 Chesterton Road

- 8.34 The area is characterised by buildings fronting Chesterton Road and buildings at the rear fronting Sandy Lane with gardens, courtyards or car parking areas in between. To the east of the site is no.162 which is a two storey semi-detached dwelling. The dwelling has been extended at the rear and there are small timber sheds in the garden. There is also a detached single storey outbuilding which (during my last site visit) was fenced off from the garden. In the middle of the eastern boundary is a mature tree which would be 9.6 metres from the rear elevation of the rear block.

- 8.35 The front block would project beyond the main rear elevation of no.162 by 6.8 metres. This element would also be 3.6 metres off the boundary and stepped back from the adjacent part of the rear elevation. Having carried out a 45 degree test (from the approximate position of the first floor window in no.162), the line of sight would clip the corner section of the rear projection. However, I do not consider this would have a significant adverse impact on the outlook from no.162. The shadow study also indicates that the proposed front block would not significantly overshadow the rear garden of no.162 over and above the existing. The main impact from shadowing is likely to be in the late afternoon in the summer months.
- 8.36 No windows are proposed in the eastern elevation that would enable direct overlooking of the private amenity space. Two false windows have been proposed at ground and first floor but this is to add interest into the side elevation.
- 8.37 The proposed rear block would introduce windows in at upper ground floor and first floor levels that would face back into the site. The level of separation from the rear elevation of the rear block to the rear elevation of no.162 would be over 20 metres and the existing boundary tree would screen direct views from the windows in the student block. The applicant has proposed to arrange the rooms facing into the Courtyard so that the desks are located adjacent to the window in order to prevent future occupiers to stand up against the window. This would narrow the angle of view. To further mitigate any impact, the applicant is proposing to plant pleached trees along a section of both side boundaries. I have therefore recommended a landscape condition to ensure the details of such are submitted for officer approval. In this context, therefore, I am satisfied that the rear block would not cause significant overlooking of the adjoining neighbours such that it would have a significant adverse impact on their residential amenity.

154 Chesterton Road

- 8.38 In terms of the adjacent hotel site, the sensitivity of amenity impacts is not the same as a private dwelling because of the short term nature of the occupation. Nevertheless, the applicant is proposing to plant a row of pleached trees along the

boundary to mitigate any impact. In relation to the rear protection of the front block, this would not extend beyond the rear protection of the hotel building and would be set off the boundary by between 1.7 and 2.6 metres. I am therefore satisfied that the proposed development would not have a significant adverse impact on the hotel use in terms of scale and overlooking.

- 8.39 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

- 8.40 I am of the view that the proposed development would provide a high quality living environment for future residents particularly in this urban context. The communal garden would provide a pleasant outdoor space with a southerly aspect for all residents to enjoy.
- 8.41 The room sizes would vary between the 27 x studio student apartments and the 14 x 1bed student apartments. The size of the 27 studio units would range from 22.3 sqm to 35.2 sqm and the 1bed units would range from 32 sqm to 46.2 sqm. This range is considered to be appropriate for the type of accommodation being proposed and similar to other approved student accommodation schemes.
- 8.42 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Refuse Arrangements

- 8.43 The refuse arrangement for the proposed development would be provided in on the ground floor of the rear block within a separate and internalised store. The store could be accessed from the communal area via a side passage adjacent to the eastern boundary and via double doors from Sandy Lane. The store would contain 12 bins; 3 x 660 litres for glass and paper recycling, 8 x 940 litre for general waste, and a 360 litre for

compostable waste. This would provide a total of 9860 litres of refuse storage which equates to 240 litres per unit. Details of how the refuse bins will be collected is not clear and therefore the Environmental Service Team has requested a Waste and Recycling condition, which I have recommended as condition X.

- 8.44 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.45 The proposed development would not have a detrimental impact on highway safety. The County Highway Officer has however raised concerns with the potential impact on residential amenity from car parking associated with the proposed development. The applicant has confirmed that students will not be permitted to own or park vehicles at the site and this can be secured via a s106 Agreement.

- 8.46 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car parking

- 8.47 The proposal includes provision for two off street parking spaces within the rear block. Both spaces would be for disabled parking. The applicant has also advised that there would be provision for three additional cars to be parked across the rear of the site on Sandy Lane. However, these spaces would only be used for dropping off and picking up during term time. This is proposed to be managed by the site manager. I have explained in paragraph 8.8 above why these spaces cannot be relied upon permanently.
- 8.48 Concerns have been raised locally regarding the potential negative impact from additional car parking from the proposed development. In my view this is unlikely to arise if controls are in place to prevent occupiers from keeping a car in the City. .

Cycle parking

- 4.49 The Cycle Parking Standards require 2 spaces per 3 bedspaces and 1 visitor space per 5 bedspaces. This would mean 28 spaces for occupiers are required and 9 visitor spaces. The proposal includes provision for 38 spaces in two separate areas; one in the rear block (22 spaces) and one in the front block (16 spaces). Both areas would provide secure and enclosed cycle storage. 8 visitor spaces are also proposed at the front of the site. I am satisfied with the proposed arrangement.
- 8.50 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.51 I set out below my response to the third party representations received below:

Representation	Response
Increase car parking	See para 8.47-8.48
Increased traffic	As above
Design is too large for the site and bulk from Sandy Lane which will overshadow a number of neighbouring gardens and adversely affect light and privacy;	See para 8.34-8.38
Size of house on Chesterton Road is out of proportion with neighbouring properties;	See para 8.14
Concerned with the sheer mass of the rear block and its proximity to the boundary	See para 8.17-8.20 and para 8.37-8.38
Loss of privacy from the windows in the rear block;	See Para 8.37-8.38

Increase in noise and disturbance and potentially antisocial behaviour;	The proposed student accommodation would be managed by an on-site manager/porter to ensure students abide by house rules. The manager/porter will also be available as a contact for the local community.
Ground works to excavate basement is of major concern as it could lead to subsidence and destabilise the foundations of neighbouring properties;	This is not a material planning issue.
Disruption during construction works	I have recommended a construction hours condition to mitigate impact outside of unsociable hours.
Drainage	The Drainage officer has not raised any significant concerns with capacity but has recommended a surface water drainage condition.

Planning Obligation Strategy

Planning Obligations

8.52 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

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

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Affordable Housing Supplementary Planning Document 2008 provides guidance in terms of the provision of affordable housing and the Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art (amend/delete as applicable). The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

8.53 The Council has agreed an interim approach to seeking s106 contributions until the local implementation of a Community Infrastructure Levy for Cambridge. (Community Services Scrutiny Committee March 2015). The proposed interim approach aims to make sure that the planning authority can continue to mitigate the impact of new developments by securing new S106 contributions (where on-site mitigations are not appropriate) for specific projects at nearby facilities which may need to increase their capacity in order to meet demands arising from the new developments.

8.54 In this case officers have given consideration to the need to mitigate against impact on informal open space and sports facilities (indoor and outdoor).

Informal Open Space

8.55 The application proposes the erection of 27 x student studio units and 14 x 1bed student units. A house or flat is assumed to accommodate one person for each bedroom, but one-bedroom flats are assumed to accommodate 1.5 people.

Contributions calculated using the Planning Obligation Strategy (2010) are as follows:

Informal open space					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	242	242	27	6534
1 bed	1.5	242	363	14	5082
2-bed	2	242	484		
3-bed	3	242	726		
4-bed	4	242	968		
Total					11616

8.56 I have consulted the Development Manager (Streets and Open Spaces) to assess whether there are specific projects at nearby facilities which may need to increase their capacity in order to meet demands arising from the new developments. I will report his response on the Amendment Sheet or orally at the Committee meeting.

Sports Facilities (Indoor and Outdoor)

8.57 There is no evidence of specific projects at nearby facilities which may need to increase their capacity in order to meet demands arising from the new developments. In the light of this there is no justification to seek commuted sums to mitigate the impact of the new development.

Other Planning Obligations

Planning obligations are also required to secure occupancy restrictions and to prevent occupants, other than disabled students, from keeping a car in the City.

Planning Obligations Conclusion

8.58 It is my view, subject to further advice from the Development Manager (Streets and Open Spaces) that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

- 9.1 The proposed development for student accommodation comprising 41 units arranged within two blocks including bin and cycle storage and communal space and associated provision.
- 9.2 After careful consideration the proposal is considered to be acceptable in terms of its scale and design. The scale of development is in keeping with the built form along Chesterton Road and Sandy Lane. Whilst the rear elevation of the rear block would appear dominant against the existing outbuildings either side of it, I do not consider the scale of rear block is so significantly out of character as to justify refusal of planning permission.
- 9.3 The proposed building would have a limited impact on the residential amenity of the adjoining uses. The internal rooms at first floor level in the rear block have been arranged so that desks are located in front of windows to reduce the angle of view over the neighbours gardens. The proposal also includes landscaping along the boundaries to further mitigation overlooking from the rear block. The rear projection of the front block would be set off the boundary with the adjoining neighbours and would not appear unduly overbearing or create an adverse sense of enclosure.
- 9.4 In these terms, the proposed development is considered to comply with policies 3/4, 3/7, 3/12 and 7/10 of the adopted Cambridge Local Plan (2006).

10.0 RECOMMENDATION

APPROVE subject to completion of the s106 Agreement and 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. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

4. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed 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. 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.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

5. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. 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: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

6. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

7. Prior to the commencement of development, with the exception of the demolition of the existing buildings on the site, a renewable energy statement, which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the total predicted energy requirements of the development and shall set out a schedule of proposed on-site renewable energy technologies, their respective energy contributions, location, design and a maintenance programme. It shall also include an assessment of any air quality noise or odour impact and mitigation measures required to maintain amenity and prevent nuisance in accordance with the Council's Sustainable Construction And Design Supplementary Planning Document shall be submitted to, and approved in writing by the LPA prior to installation. The approved renewable energy technologies shall be fully installed and operational prior to the occupation of any of the flats hereby approved and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution. (Cambridge Local Plan 2006 policies 4/13 and 8/16).

8. The approved renewable energy technologies set out in the Renewable Energy Statement approved under condition number [inset number of condition for Renewables 1 Condition on pp] shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained as and remain fully operational in accordance with the approved maintenance programme.

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution. (Cambridge Local Plan 2006 policies 4/13, 4/14 and 8/16).

9. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway);
- ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street;
- iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway);
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway;

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

Reason: To protect the amenity of the adjoining properties. Cambridge Local Plan 2006 policy 4/13

10. Submission of Preliminary Contamination Assessment:

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

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Site investigation strategy based on the information identified in the desk study.

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

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

11. Submission of site investigation report and remediation strategy:

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

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

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

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

12. Implementation of remediation.

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

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

13. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.

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

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

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

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

14. Material Management Plan:

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

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

b) Include details of the proposed source(s) of the imported or reused material

c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.

d) Include the results of the chemical testing which must show the material is suitable for use on the development

e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

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

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

15. Unexpected Contamination:

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

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

16. Except with the prior written agreement of the local planning authority no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours 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 2006 policy 4/13)

17. In the event of the foundations for the proposed development requiring piling, prior to the development taking place 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 2006 policy 4/13)

18. There should be no collection 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 2006 policy 4/13)

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

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2006 policy4/13

20. Before the development/use hereby permitted is commenced, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties
(Cambridge Local Plan 2006 policy 4/13)

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

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area. (Cambridge Local Plan 2006 policy 4/13)

22. Prior to the commencement of the development, full details and plans for the on-site storage facilities for waste and recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, or any other means of storage will be stationed to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point. Details should include the on-site storage facilities for waste, including waste for recycling and the arrangements for the disposal of waste detailed; these arrangements shall subsequently be provided and shall include provision for a minimum of 50% recycling/organic capacity. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. Cambridge Local Plan 2006 policies 3/12 and 4/13

23. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The submitted details shall:
 - i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and

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

Reason: In order to safeguard against the increased risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site (Cambridge Local Plan 2006 policies 3/7, 3/12 and 4/13).

24. Prior to commencement of development, full details of the capital construction costs of the development shall be submitted to and approved by the local planning authority in writing.

To expend not less than 1% of capital construction costs on the provision of the Public Art.

Prior to the commencement of development, with the exception of any works of demolition or below ground works, a Public Art Delivery Plan and Public Art Maintenance Plan shall be submitted to and approved in writing by the local planning authority.

The Public Art Delivery Plan shall include:

Details of the Public Art and artist commission; Details of how the Public Art will be delivered, including a timetable for delivery; Details of the location of the proposed Public Art on the application site or within the development, including a location plan; A breakdown of costs and how one percent of the capital construction costs will be spent on the provision of Public Art;

The proposed consultation to be undertaken with the local community including ward councillors on the proposed Public Art; and the proposed engagement with the local community to promote the Public Art once completed.

The Public Art Maintenance Plan shall include:

Details of how the Public Art will be maintained for the life of the Public Art, including how often maintenance will be needed; The proposed insurance of the Public Art against loss or damage for the life of the Public Art; How any repairs would be carried out, including how and to where the Public Art would be moved, if that is necessary; and how the Public Art would be repaired/replaced in the event that it is damaged/destroyed completely;

The approved Public Art Delivery Plan shall be fully implemented in accordance with the approved timetable.

On completion of the Public Art it shall be maintained, repaired, insured and (if necessary) replaced in accordance with the approved Public Art Maintenance Plan, unless otherwise agreed in writing by the local planning authority.

Once in place, the Public Art shall not be moved or removed otherwise than in accordance with the approved Public Art Maintenance Plan.

Reason: To ensure the public art makes a positive and contribution to the site (Cambridge Local Plan 2006 policy 3/7).

25. No windows or opening of any kind shall be installed in the west and/or east elevation of the approved building fronting Chesterton Road.

Reason: To protect the amenity of nearby properties Cambridge Local Plan 2006 policy 3/7

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

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

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

-Guidance on the assessment of dust from demolition and construction

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

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: To satisfy the plant 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 prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

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

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

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

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

INFORMATIVE: The applicant is encouraged to ensure all future tenants/occupiers of the flats are aware of the existing local car club service and location of the nearest space.