

<b>Application Number</b>	15/1302/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	13th July 2015	<b>Officer</b>	Elizabeth Thomas
<b>Target Date</b>	12th October 2015		
<b>Ward</b>	West Chesterton		
<b>Site</b>	Whichcote House Springfield Road Cambridge Cambridgeshire CB4 1HY		
<b>Proposal</b>	Demolition of existing building and construction of a replacement graduate student accommodation building including creation of new/altered pedestrian and vehicular accesses and landscaping including works to trees.		
<b>Applicant</b>	Mr c/o Agent United Kingdom		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> The principle of development is acceptable</li> <li><input type="checkbox"/> The scale and massing of the development is appropriate for its setting.</li> <li><input type="checkbox"/> The development will provide an acceptable level of amenity for future occupiers and will not have adverse impact on residential amenity in the area</li> </ul>
RECOMMENDATION	APPROVAL

**1.0 SITE DESCRIPTION/AREA CONTEXT**

1.1 Whichcote House site lies on an east/west alignment between Milton Road and Springfield Road. It currently accommodates three storey student housing block fronting Springfield Road. This accommodation is for students attending Kings College.

- 1.2 The site is bounded to the north by Springfield Terrace. At the eastern end of the terrace there is a block of eight terraced houses fronting the application site. At the western end of Springfield Terrace is a block of flats accessed from Milton Road called Mayfair Court. The car park servicing this development is closest to Springfield terrace. To the west is Milton Road the boundary of the site is a high brick wall at this point and the existing student block is not evident in the street scene. At the opposite side of Milton Road is Cambridge Manor Care Home. To the east the site is bounded by Springfield Road and there are terraced/semi-detached houses on the opposite side of the road. To the south is existing residential development with no 37 and 39 Springfield Road and 46 Milton Road closest to the site boundary.
- 1.3 There are two trees which are subject to Tree Preservation Orders situated to the west of the site adjacent to the boundary with Milton Road. The site is within the Controlled Parking Zone

## **2.0 THE PROPOSAL**

- 2.1 The proposal is for the demolition of the existing building and construction of a larger replacement graduate student accommodation building. The new proposed building will increase the net number of student rooms by 18 (from 30 to 48). The proposal will also including creation of new/altered pedestrian/cycle access, cycle parking and disabled parking bays and landscaping including works to existing trees and introducing new trees. There will be a new entrance from Milton Road. With the exception of parking for disabled people the scheme is proposed as car free development.
- 2.2 Amended plans have been received to accommodate additional visitor cycle parking at the Springfield Road entrance. Four additional visitor cycle parking spaces have been proposed.
- 2.3 There is also an additional plan submitted showing drainage strategy (size and location of the attenuation tank) along with revised hard and soft landscaping drawings have been submitted.
- 2.4 The accommodation is to provide for students at King's College.

### 3.0 SITE HISTORY

3.1 There is no relevant planning history.

### 4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes
Public exhibition (pre-application by applicant)	Yes

### 5.0 POLICY

5.1 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/4 3/7 3/8 3/11 3/12 4/4 4/9 7/7 8/2 8/4 8/6 8/10 8/16 8/18

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

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 The Community Infrastructure Levy (CIL) Regulations 2010
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)

Material Considerations	<u>City Wide Guidance</u> Balanced and Mixed Communities – A Good Practice Guide (2006) Cambridge Walking and Cycling Strategy (2002) Cambridgeshire Design Guide For Streets and Public Realm (2007) Cycle Parking Guide for New Residential Developments (2010) Mitcham’s Corner Development Brief (2002)
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### 5.3 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<sup>th</sup> 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.

It is considered there are no policies of relevance to this application. The 2006 Local Plan policies are of relevance and up-to-date for this proposal.

## 6.0 CONSULTATIONS

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

- 6.1 No objections in principle to the proposal. Widening of the existing vehicular access would reduce on-street parking. Parking is heavily used by residents of the area. However, it is not considered to result in any significant adverse impact upon

the highway safety. There is potentially an impact upon residential amenity that the planning authority may wish to consider.

6.2 Conditions have also been recommended by the highways authority to include:

- No unbound material
- No gates
- Vehicular access
- Adequate drainage measures
- Access free from obstruction
- Traffic management plan
- Traffic management plan (Informative)

### **Refuse and Environment**

6.3 The proposed development is considered acceptable subject to the following conditions and informatives:

Conditions:

- Contaminated land
- Plant noise Insulation
- Construction hours
- Collection during construction
- Construction/demolition noise/vibration & piling
- Piling
- Dust condition
- Building noise insulation
- Waste: student accommodation

Informatives:

- Materials chemical testing informative
- Plant noise insulation informative
- Housing standards

### **Urban Design and Conservation Team (UDCTeam )**

Scale and massing

6.4 The overall approach to scale and massing is supported in design terms. The Springfield Road elevation steps down towards the street to create an appropriate scale transition to

the existing residential properties. The tighter urban grain of Springfield Road and nearby streets limits the opportunity for wider views from the east looking west.

- 6.5 The full 3 storey height on the Milton Road frontage is acceptable given the increased scale of Mayfair Court. The building is both set back from the street and behind the substantial existing boundary wall which helps to minimise the impact of the building from the north and south approaches. These are well illustrated on pages 24 and 25 of the submitted D&A Statement.
- 6.6 Initial concern about the scale transition between the south-west corner of the proposals and the existing end terraced house at No.46 Milton Road has been addressed through notching out the south west corner of the building.

#### Elevations and materials

- 6.7 The elevations are contemporary in appearance using a brick similar to that at Accordia with large punched openings in an ordered pattern on the façades. A degree of modelling has been employed to articulate the elevations with entrances well demarcated to aid legibility. A linking rendered section encloses the proposed courtyard garden and helps to visually separate the east and west blocks. Overall the proposals create a vertically ordered emphasis and the materials palette has the potential to fit in with the established materials prevalent in the area.
- 6.8 The crispness of detailing will be important in helping to achieve a successful building. Therefore conditions relating to the final materials will be key to the overall success of the scheme.
- 6.9 Overall, the application is supported by the UDC Team subject to the following conditions:
- Full details of all materials
  - Full details of all windows and doors

#### **Landscape Officer**

- 6.10 Concerns have been raised concerning the underground attenuation tank in the courtyard relating to its installation and

levels in relation to the proposed landscaping. It is not clear how deeply set the tank will be and whether there will be sufficient soil covering to support the proposed planting. However, given its location in relation to public views, it is considered that an alternative covering (such as stones/pavoids etc) could be acceptable in this location. Overall the proposed development is considered acceptable overall subject to the following conditions:

- Hard and soft landscaping
- Sectional plan showing the underground attenuation tank and the depth to which it is set underground.

### **Cambridgeshire Constabulary (Architectural Liaison Officer)**

6.11 No objections.

### **Cambridgeshire County Council (Archaeology)**

6.12 County Archaeology have highlighted that the site is located within an area of high archaeological potential. Therefore, the team has suggested a condition to ensure the site is properly assessed.

### **Drainage**

6.13 The development is considered acceptable subject to the following conditions:

- Infiltration testing and surface water drainage strategy.
- Details of implementation; maintenance and management of the surface water drainage scheme prior to development.

### **Lead Local Flood Authority**

6.14 Acceptable subject to planning condition regarding the details for surface water drainage scheme and the details of the implementation, maintenance and management plan to prevent flooding, improve water quality and improve habitat and amenity.

## **Cycling and Walking Officer**

- 6.15 Cycle parking is generally accepted by the cycle officer. The cycle officer has also offered suggestions to the applicant/agent regarding visitor cycle parking toward the Springfield Road entrance, flush kerb to gain access relocation and disabled parking bays.

## **Access Officer**

- 6.16 The Access Officer is not supportive of the proposed development and has made suggestions in relation to disabled access and further potential alterations that could be made in relation to disabled parking spaces, disabled room on ground floor, hearing loops, rearrangements of rooms, signage, and doors.
- 6.17 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.

## **Planning Policy Team – Senior Sustainable Development Officer**

- 6.18 No comment received, if any comments are received they will be reported on the Amendment Sheet.

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

- 6.19 No comment received, if any comments are received they will be reported on the Amendment Sheet.

## **Design and Conservation Panel (Meeting(s) of 8<sup>th</sup> April 2015**

- 6.20 The proposal during pre-application went to the design and conservation panel on the 8<sup>th</sup> April 2015 at pre-application stage and received a vote of 4 red and 3 amber.

The Panel's comments were as follows:

### *Milton Road elevation*

- 6.21 As Milton Road seems likely to change over the coming years to accommodate more larger-scale developments, the Panel

were generally comfortable with the proposed height along this frontage. However, Milton Road has a different scale and character to Springfield Road, the Panel were disappointed that these differences were not reflected in the elevation treatments of the proposals, giving a better response to context.

#### *Room size and orientation*

- 6.22 The Panel questioned whether 17sqm was sufficiently generous for a postgraduate room. Moreover, as those on the Springfield Road elevation next to the plant room only experience morning light, the Panel would recommend a re-orientation facing eastwards, that would also provide surveillance onto the street.

#### *Common rooms*

- 6.23 The Panel feel that 15 students sharing a single kitchen was at the limit of acceptable parameters. Concern was also expressed regarding the bedrooms located above and below these spaces and the likely acoustic implications.

#### *Cycle access from Springfield Road*

- 6.24 Access into the bike store from this direction appears awkward. A more straightforward arrangement is advised, in order to prevent locked bikes causing an obstruction. It seemed awkward to site this store right on the corner of the street frontage.

#### *Level change*

- 6.25 The visible change in level across the site is not reflected at roof level, emphasising the building's mass. At ground level, the split-level design greatly complicates access issues which have then to be resolved by a combination of stair lifts, steps and a perimeter ramp. It could be that with further consideration a more straightforward access strategy could be achieved.

#### *Scale and massing – southern boundary*

- 6.26 The Panel expressed particular concern regarding the SW corner of the site as the rear gardens of the neighbouring Milton Road terraced properties would be overlooked.

### *Trees (SW boundary)*

- 6.27 The Panel questioned whether the maintenance element had been given sufficient consideration. The maintenance of espalier trees in particular requires skill, time and room to manoeuvre. Further information on the maintenance regime and its management would therefore be welcomed.

### *Springfield Road and Springfield Terrace elevations*

- 6.28 In the Panel's view, these elevations fail to respond to the scale and rhythm of the street, which could be regarded as having a more precious, characterful house typology than those along Milton Road. A new build should respond either by defining itself as a stand-alone villa, or try to integrate with the surrounding terraces. This needs further study.

### *Courtyard garden*

- 6.29 The Panel felt this was a highly shaded, small area largely enclosed by an institutional boundary treatment. Although according to the presenters feedback from students had not communicated any demand for garden space, it was nevertheless felt further work could be done to create a less utilitarian, more inviting space to sit out in.

### VERDICT – 4 RED/3 AMBER

- 6.30 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:

42 Springfield Road  
4 Mayfair Court  
6 Springfield Terrace  
26 Springfield Road  
11 Humberstone Road  
89 Royal Way  
14 Florin Court

70 Tanner St London

7.2 The representations can be summarised as follows:

- The style of the new building will be an improvement to the existing building
- The choice of materials should be high quality
- Parking is a concern on surrounding streets, which are narrow
- Concerned about the size of the building in relation to the site and considered to cast shadows across Mayfair Court
- Concerned about disruption in relation to demolition/construction
- The proposed common room windows will look out to Mayfair Court across into windows
- Concerns of privacy for residents due to the windows of the common rooms obscured glass has been suggested.
- The proposed material of facing brick is poor
- The area is becoming developed
- Disturbance through demolition to residents
- Lengthy construction for the new build will cause further disturbance
- Concerns regarding where refuse access will be made from Milton Road
- Limited access to the site
- Congested area
- Not considered a need for student accommodation
- Access should be from Milton Road

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

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. Renewable energy and sustainability
4. Disabled access
5. Public Art
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**

- 8.1 The principle of development to continue to accommodate students on the site is acceptable. The site already constitutes an 'existing College site' under the terms of Policy 7/7 and it will continue to be occupied by students attending Kings College. I have recommended a condition to control occupation by students of King's College or delegates attending conferences organised by King's College only.
- 8.2 In my opinion, the principle of the development is acceptable and in accordance with Cambridge Local Plan policy 7/7.

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

Character, scale and massing

- 8.3 The site is surrounded by diverse pattern, form and type of development. One of the key challenges of any new building on this site is to respond well to all the diverse forms surrounding the site.
- 8.4 The scale and massing of the proposed building relates well to its setting. The three storey form wraps around the north, east and west edge of the site creating an open amenity space to the south side. This space has a positive relationship with the gardens serving houses fronting Milton Road. The second floor of the block fronting Springfield Road has been set back to the north, east and south sides to provide for a more harmonious relationship with terraced houses in this road. The proposed building has been designed to allow its form to assimilate sensitively within its landscape by considering surrounding forms and addressing impacts. For example the south west rear corner of the proposed second floor has been set back to reduce its visual dominance and this is the same for the northwest and east sides of the building on the proposed second floor. The proposed building has effectively responded to existing sensitive dense surrounding terrace property context.

Furthermore, the Springfield Road/Terrace elevation steps down towards the street to create an appropriate scale transition to the existing dense modest terrace properties.

- 8.5 The New building on the Milton Road frontage is appropriate given the increased scale and distance of Mayfair Court. The proposed three storey elevation is also set back from Milton Road with trees and landscaping in front, which helps minimize the impact of the building from the north and south views of Milton Road. The third storey element will integrate well with the larger and taller buildings such as the Cambridge Manor Care home and Mayfair Court residential block that have been permitted on Milton Road.
- 8.6 The new building has been moved further away from number 39 Springfield Road, which is an improvement on the existing situation. Currently number 39 and the existing building are set at a distance of approximately 1 metre with the existing building being 3 storeys in height.
- 8.7 The scheme incorporates appropriate design features relating to the height, form, scale and in particular, the third floor set-backs in this sensitive location. These specific design responses to the context allows the general form of the proposed building to remain in keeping as much as possible within the diverse range of building character in the area. The proposed building is considered to respond well to its immediate context and provide an architectural balance along Milton Road.

#### Materials

- 8.8 The proposed materials are contemporary and the palette has the potential to work well with the established prevailing character. The proposed materials include: Brick, white render, zinc cladding, timber cladding, powdercoated window frames.

#### Layout and Access

- 8.9 The layout and access of the site allows for routes in and around the site and spaces between buildings. There is a footpath that runs west to east north within the site allowing access to and from Milton Road and Springfield Road. This runs parallel to a public foot path that runs along Springfield Terrace.

The site allows for private amenity space in the form of a garden and patio area for the students.

- 8.10 There will be entrances from Springfield Road and Milton Road. However, the main principal elevation/entrance of the new property has been established at Milton Road, where entrance gates and railings have been proposed. This not only establishes a principle elevation, but also provides the site with definition and character and sense of place in the street and main entrance into the building. I consider this to be a significant improvement over the existing situation.
- 8.11 The student rooms are of an average size 17sqm containing single bed, bedside table, desk and chair, soft seating, wardrobe, bookshelf and bathroom (inc; W/C, sink and shower). The rooms have been sized to meet the requirements of post graduate students. The proposed ground floor will accommodate for 15 student rooms (inc 1 disabled room) with 1 common room, the first floor will accommodate for 20 student rooms (inc 1 disabled room) with 2 common rooms and the second floor will accommodate for 13 student rooms with 2 common rooms. There are two sets of stairs and disabled lift on all floors.
- 8.12 The space around the site is reasonable as pathways are between 1.2 and approx. 2 metres in width. Bins storage is to be located north-west of the site opposite undercover cycle parking for easy access to the Milton Road refuse collection point.
- 8.13 Overall the site provides good design in terms of access and movement as cycles and people can move from one side of the site to the other, with private amenity space not being affected or disturbed. Movement and access has been kept to the areas that are to be used for main access in and out of the site, the entrances to and from Springfield Road and Milton Road. The site is secured at either side by keypad controlled gates and so the footpath link will be restricted to use by residents only. The development provides good surveillance of occupiers/pedestrians as the proposed ground floor windows from the common room face the site footpath.

## Servicing

- 8.14 The principle entrance to the development will be via Milton Road and the bin store is in this location. It is anticipated that most deliveries will be made from this direction and that delivery vehicles will park in the bays to the south on Milton Road.

## Landscape

- 8.15 The site boundary wall is proposed to be retained. The wall fronting Milton Road will be opened with gates to provide a distinctive and defined frontage and entrance to the site. The existing TPO trees within the site area are to be retained and where there are gaps new trees are to be planted. New espalier trees on the south west boundary are to be introduced. There will also be some paved surfaces within the private garden area to provide a variety of landscaping features within the communal private garden area.
- 8.16 A number of trees will surround the building (pollarded Limes), some which are existing and some, which will be newly planted. Further planting along the southern boundary of the site and within the private garden area is proposed with Espallier trees, close to the boundary where the rear gardens of number 46 and 44 Milton Road are situated. All planting surrounding the site will enhance screening to all elevations of the site and provide the site with its own identity and softened approach along Milton Road.
- 8.17 The objectives of the landscaping scheme is to enhance the existing trees on site to help soften the boundaries, provide boarder planting to enhance the building and the landscape surrounding the building. The proposed planting of wildlife beneficial plants will improve ecology within the city. It is considered the proposed landscape scheme will provide the site with its own unique identity and provide softening of the boundaries to the site.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

## Response to Design and Conservation Panel (D&C Panel)

- 8.19 Consultation comments from the UDC Team highlight how the application has responded to the matters raised by the D&C Panel and informs of how the current scheme has moved forward in a successful way based on all the advice provided at pre-application and Panel stage before being submitted as a formal application.
- 8.20 A number of design points were raised at Panel including a concern that the proposals did not respond sufficiently to the differing contexts of Milton Road and Springfield Road. In response to this and after much discussion with the applicant/agent, our view is that there is a very different boundary response to this site that exists due to the high brick wall and pollarded trees, when compared to the relationship of the terraced houses on Springfield Road, and the set back of the building, means that there is no requirement to respond absolutely in stylistic terms to the differing characters of Milton Road and Springfield Road. The Design and Access Statement shows historically, Whichcote House was a large standalone building set within a more substantial plot and this continued with the approach taken to the redevelopment in the 1970s albeit the position of the building changed from one side of the site to another. The proposals will create a larger standalone building which replicates the historical uniqueness of this plot in relation to the surrounding area.
- 8.21 The scale and massing of the south-west corner of the site has been revised following comments from both officers and the Design & Conservation Panel.
- 8.22 Cycle parking has been revised following comments from both officers and the Design & Conservation Panel.
- 8.23 A number of other concerns were raised related to the internal planning of the scheme in terms of room sizes and numbers of rooms associated with kitchens and commons rooms. These success of these alterations are addressed in Section 8 to this report.
- 8.24 The D&C panel comments have helped the scheme move forward and address matters in a successful way.
- 8.25 It is also noted within the Design and Access Statement a public consultation was undertaken with local residents by the

agent/applicant of this proposal and those local comments also helped to inform the final proposed development.

### **Renewable energy and sustainability**

- 8.26 Policy 8/16 (Renewable Energy in Major New Developments) requires all development over a threshold of 1,000 square metres to provide at least 10% of the developments predicted energy requirements on-site from renewable sources. The Sustainable Design and Construction SPD confirms that solar design can count towards this renewable energy requirement. The applicants have submitted a Renewable Energy Report which sets out that the 10% renewable energy requirement can be achieved.
- 8.27 The renewable energy statement submitted with the application sets out the following: in order to achieve the required 10% carbon reduction, the total PV system size is 17.38kWp. Based on a typical PV panel size of 1.6m<sup>2</sup> producing 250kWp energy the area of PV required is 112m<sup>2</sup>. It is therefore intended that compliance with the SPD with respect to renewable energy will be dealt with by way of installation of PV and SHW panels as described above, and these are illustrated on the application drawings.
- 8.28 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

### **Disabled access**

- 8.29 The scheme provides two disabled parking spaces. Two rooms for disabled students are provided, one on the ground floor and one on the first floor. A ramp is provided on the ground floor to allow access to the disabled room from the Milton Road entrance. The entrance to the building will be approached via a hard paved level surface. The building on the ground floor also provides a disabled lift and separate W.C in addition to the facility in the disabled bedroom.
- 8.30 The Access Officer does not support the application as submitted. He considers that there should be three car parking spaces for disabled people and raises concerns about the

internal arrangements. I have addressed the issues of number of parking spaces for disabled people below. In relation to internal arrangements these do not constitute development and cannot be addressed as part of a planning permission. I have added an informative to raise the issue with the applicant.

- 8.31 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

### **Public Art**

- 8.32 The Design and Access Statement highlights the applicant's intention to take forward the provision of public art as part of the development. It is suggested that this could take the form of enhanced entrance gates/railings on the Milton Road frontage and along the cycle parking area. This provision would not conflict with the view of the highway authority there gates should not be erected around the vehicular access off Springfield Road. The provision of artistic enhancement gates/railings can be secured through the agreement of public art delivery plan. I have recommended a condition to secure this and another to address maintenance of public art.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

- 8.33 The closest dwellings to the application site are 46 Milton Road and 37 and 39 Springfield Road which share the southern boundary of the site. Other dwellings which are potentially affected are to the north – Mayfair Court and 1 to 8 Springfield Terrace and east – 30 to 42 Springfield Road.

Overlooking

- 8.34 In my view any potential overlooking between the student rooms and houses on the opposite sides of Springfield Terrace and Springfield Road will not be any different from a normal relationship in an urban area. There are no windows in the gable end of 46 Milton Road and overlooking of this property and 37 and 39 Springfield Road would be limited to private garden areas. Given the distance between windows and the site boundary and the orientation I do not consider that overlooking will be material different to the levels of overlooking

from adjacent houses in the same terrace. Given the separation distance between Mayfair Court and the site boundary of 16 metres I do not consider there will be harmful overlooking.

#### Enclosure

- 8.35 Elements of the upper (second) floor of the building are set back which reduces any enclosing impact to satisfactory levels in relation to the effect on 46 Milton Road and 37 and 39 Springfield Road. Other dwellings will not experience an enclosing impact.

#### Overshadowing impact

- 8.36 The UDC Team commented on the basic shadow study within the submitted Design & Access Statement which shows how the shadows will fall at different times of the day at various stages through the year.
- 8.37 The parameters for the study have not been identified in the report but it is assumed that they are in line with the BRE guidelines. On the 21<sup>st</sup> March it can be seen that the proposals will not impact on the surrounding properties any more than the existing building. The substantial boundary wall along the northern site boundary plays a significant role in minimising the impact of both the existing and proposed buildings. An increased level of shadowing is evident at 3pm on the 21<sup>st</sup> December. This appears to impact on the shadow line up the south facing pitch of the terraced houses along Springfield Terrace to the north. The amount of shadowing to the elevation of these existing properties appears to remain the same.
- 8.38 I agree with the conclusions of the UDC Team and consider that there will not be any significant worsening over the current situation in relation overshadowing.
- 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, 3/7 and 3/12.

## Amenity for future occupiers of the site

- 8.40 The proposed building will provide well designed living provision for future students as the scheme provides private amenity space with surrounding trees and flora species. The design of the building has enabled the private garden spaces to be enjoyed and used by future occupiers as much as possible as the majority of bedroom windows face into the private garden area.
- 8.41 The bins and covered cycle storage are positioned within convenient locations to enter and exit the site via the footpaths either via Springfield Road or Milton Road.
- 8.42 In my opinion the proposal provides a high-quality living environment for the end user 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 Waste and recycling facilities are provided north/west of the site opposite the proposed 24 covered cycle parking spaces and will be moved to the main proposed entrance gate of Milton Road on collection day. This means the existing collection point from Springfield Road would cease providing better amenity for the residents of Springfield Road and Springfield Terrace. The waste and recycling facilities will be positioned at the front of Milton Road on collection day, which is considered suitable and can successfully integrate with other refuse collection points along Milton Road, which will comply with the Collection during Construction condition.
- 8.44 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

## **Highway Safety**

- 8.45 The Highways officer does not consider there to be any significant highways safety issues with the proposed development

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

### **Car and Cycle Parking**

8.47 The Cycle and Walking officer has made some suggestions within her comments regarding visitor cycle parking towards the Springfield Road entrance. Amended plans have been received to accommodate this and an additional four visitor cycle parking spaces have been proposed on the Springfield Road side entrance. There is also provision for visitor cycle parking towards the proposed front of the building (Milton Road side) with a convenient footpath (in the site).

8.48 The entrance for disabled users will be available via a hard paved level surface. The proposed disabled parking spaces are in an appropriate location as they sit on the widest part of the site with convenient and ease of movement and access for a disabled user.

8.49 The proposed development is car free. However, two disabled vehicle parking spaces are proposed at the Springfield Road entrance. The Transport Statement submitted with the application highlights the students are subject to proctorial control, which prevents them owning cars in Cambridge. The implications for students found in breach of this can be severe. The agent has submitted a formal letter from the First Bursar of King's College explaining how the controls of student cars is implemented.

8.50 Visitor cycle parking is proposed to the Milton Road entrance and to the Springfield Road entrance containing eight spaces in total. A total of 38 student cycle parking spaces are provided on site. 14 covered spaces are provided north east of the site and 24 spaces are under cover spaces seen on the north west elevation. The site can be accessed by pedestrians and cycle access via Milton Road and Springfield Road.

8.51 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

### Third Party Representations

8.52 The following matters have been raised by third part representations.

The choice of materials should be high quality and proposed material of facing brick is poor	Controlled by condition
Parking is a concern on surrounding streets, which are narrow	Addressed at paragraph 8.51.
Concerned about the size of the building in relation to the site and considered to cast shadows across Mayfair Court	Addressed paragraph 8.34
Concerned about disruption in relation to demolition/construction	Controlled by condition
The proposed common room windows will look out to Mayfair Court across into windows	Addressed at paragraph 8.37.
The area is becoming developed	Character of area addressed at paragraphs 5 and 8
Disturbance through demolition to residents	Working Hours controlled via condition.
Lengthy construction for the new build will cause further disturbance	Hours of construction controlled via condition
Concerns regarding where refuse access will be made from Milton Road	Addressed at paragraph 8.47.
Limited access to the site	This is an urban location where access is by nature limited, this does not preclude

	the re-development of the site.
Congested area	This is the nature of the urban location
Not considered a need for student accommodation	Principle of development is acceptable and in accordance with policy 7/7.
Access should be from Milton Road	There is a new entrance proposed at Milton Road and this will become the principal elevation of the site, which should reduce pressures on Springfield Road.

### **Planning Obligations**

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

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

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

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

8.55 Having reviewed the proposals I am mindful that the proposals are within walking distance of Jesus Green and Midsummer Common. Given the scale of the development (a net increase

of 18 units of student accommodation over the existing) and the fact that the students will have access to leisure facilities within the wider University complex, I am of the opinion that there is no justification in seeking a contribution in this instance.

## **9.0 CONCLUSION**

9.1 In conclusion, the development will enhance the area. The site will have its own definition and character at the same time as responding to surrounding context. The proposed development accords with the provisions of the development plan.

## **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. 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.

4. Submission of site investigation report and remediation strategy:

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

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

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

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

5. 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.

6. Completion report:

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

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

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

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

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

7. Material Management Plan:

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

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

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

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

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

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

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

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

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/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.

9. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety. Cambridge Local Plan policy 8/2

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

Reason: In the interests of highway safety Cambridge Local Plan policy 8/2

11. Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site Cambridge Local Plan policy 8/2

12. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To prevent surface water discharging to the highway Cambridge Local Plan policy 8/2

13. The access shall be provided as shown on the approved drawings and retained free of obstruction.

Reason: In the interests of highway safety Cambridge Local Plan policy 8/2

14. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority.

Reason: in the interests of highway safety Cambridge Local Plan policy 8/2

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 2006 policy 4/13)

16. 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)

17. Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local 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. 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 nearby properties  
(Cambridge Local Plan 2006 policy 4/13)

18. 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)

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 occupied, a scheme for the insulation of the building in order to minimise the level of noise emanating from the said building shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the building hereby permitted is occupied and shall be thereafter retained as such.

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

21. 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

22. Before the development/use hereby permitted is occupied, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the 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 neighbouring properties. Cambridge Local Plan 2006 policies 3/12 and 4/13

23. Full details of all materials including the proposed brick, non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing are to be submitted to and approved in writing by the LPA. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: To accord with policies 3/4, 3/12 and 4/11 of the 2006 Cambridge Local Plan.

24. Full details of all windows and doors, as identified on the approved drawings, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the LPA. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: To accord with policies 3/4, 3/12 and 4/11 of the 2006 Cambridge Local Plan.

25. 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 (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg 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. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

26. No development shall take place within the area indicated until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To protect archaeological interest in accordance with Cambridge Local Plan (2006) policy 4/9

27. Prior to commencement of development details of infiltration testing and a corresponding surface water drainage strategy should be submitted to and approved in writing by the local planning authority.

The reason is: To ensure that there is a suitable surface water drainage system that functions for the lifetime of the development. Cambridge Local Plan 2006 Policy 8/18

28. No development shall take place until details of the implementation; maintenance and management of the surface water drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

The reason is: To ensure that there is a suitable surface water drainage system that functions for the lifetime of the development. Cambridge Local Plan 2006 Policy 8/18

29. Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed surface water drainage strategy (348121/BSE/BNI/001/A) 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 completed.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. Cambridge Local Plan 2006 Policy 8/18

30. The development hereby permitted shall be used only as a hostel for the provision of residential accommodation for students attending Kings College who are in full-time courses of education at the University of Cambridge and who are subject to proctorial control or delegates of conferences organised by Kings College.

Reason: Inadequate off-street parking provision is available on site to meet the car parking standards of the City Council for any use other than a sui generis hostel use, the occupation of which is restricted to students who are subject to a system of parking control administered by the University of Cambridge. (Cambridge Local Plan 2006 policy 8/10)

31. Within six months of the commencement of development, a Public Art Delivery Plan shall be submitted to and approved in writing by the local planning authority and shall include the following:

-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;
- The proposed consultation to be undertaken with the local community;

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

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 3/4 and 3/7 of the Cambridge Local Plan 2006.

32. Prior to the occupation of the development, a Public Art Maintenance Plan shall be submitted to and approved in writing by the local planning authority and shall include the following:

- Details of how the Public Art will be maintained;
- How the Public Art would be decommissioned if not permanent;
- How repairs would be carried out;
- How the Public Art would be replaced in the event that it is destroyed;

The approved Public Art Maintenance Plan shall be fully implemented in accordance with the approved details. 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 accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 3/4 and 3/7 of the Cambridge Local Plan 2006.

33. Prior to the commencement of building works to the new building hereby approved sections and plans of the attenuation tank and surrounding area, including all nearby tree planting shall be submitted to and approved in writing by the Local Planning Authority:

The plans shall include the following information:

- a) A specification that the tank is to be installed with a fall on the top of the tank to aid drainage with the direction and gradient and any other information required to inform the installer about the tank installation,
- b) The depth of the tank top and invert level,
- c) The finished ground level above the tank,
- d) The dimension of the depth of the granular fill around the tank,
- e) The specification for the granular fill around the tank,
- f) Specification of how the granular fill is spread including compaction tolerances so that it remains permeable but stable,
- g) If levels are to be made up, a specification for a variable depth of good quality, free draining subsoil to BS 8601:2013.
- h) A specification of a good quality topsoil to BS3882:2007 above the granular fill (or above the subsoil). The topsoil should be a minimum of 300mm of for grassed areas and minimum of 450mm for shrub areas,
- i) Specification that the granular fill should be separated from the soil above with a layer of Terram or similar.
- j) Specify that the subsoil should be lightly compacted in layers of 150mm at a time.
- k) Specify that the topsoil should be lightly compacted in layers of 150mm at a time.

Once approved in writing the works shall be carried out in accordance with the approved details and shall thereafter be retained as such.

Reason: To ensure that the visual appearance of the development is satisfactory and to ensure that appropriate surface treatment and or planting above the tanks is secured in accordance with Cambridge Local Plan (2006) Policies 3/4, 3/11 and 3/12.

**INFORMATIVE:** MCTI (Contaminated Land - Materials Management)

Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m<sup>3</sup> or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

**INFORMATIVE: PLNOIN (Plant noise assessment)**

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: HHSRS (Housing standards)**

The Housing Act 2004 introduces the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

The applicant/agent is advised to contact housing standards at Mandela House, 4 Regent Street, Cambridge and Building Control concerning fire precautions, means of escape and the HHSRS

**Amended Plan INFORMATIVE**

Amended plan C033 - 104 Rev: P1 submitted with proposed entrance gates. The proposed entrance gates are not permitted as part of this application.

Reason: to ensure the proposed development conforms to condition 2.

**Advice to applicant on surface water condition:**

In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

a) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365/CIRIA 156. Where infiltration is feasible on site this should be clearly indicated on the drawing.

b) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.

c) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.

d) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.

e) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

The Council's Access Officer has provided the following comments for the applicant's information: There should be three accessible rooms and blue badge parking spaces. Unless there is a fire fighting lift all accessible rooms should be on the ground floor. The accessible room and its en-suite needs to be re-designed. Common rooms need hearing loops. Good colour contrast and tactile signage is needed throughout. Double doors should be powered or asymmetrical with one leaf having a clear opening of 900mm.

Highways Condition Informatives:

The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries (wherever possible all loading and unloading

should be undertaken off the adopted public highway)

- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible 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.

This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicants responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant

**INFORMATIVE:** The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible 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.