

Application Number	15/1879/FUL	Agenda Item	
Date Received	16th October 2015	Officer	Mr Sav Patel
Target Date	11th December 2015		
Ward	Newnham		
Site	3 Barton Road Cambridge CB3 9JZ		
Proposal	Demolition of existing building and replacement with one three and one two storey building consisting of 26 post graduate student rooms plus support facilities for Darwin College		
Applicant	Mr David Sykes 1 Lowman Way Hilton Business Park Hilton DE65 5LJ		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed design and scale of development would assimilate into the site without appearing as an intrusive form of development. - The proposed development would not have a significant adverse impact on the residential amenity of the existing occupiers. - The proposed development would make effective and efficient use of the site and remove a building which detracts and is of poor design.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 No 3 Barton Road is currently occupied by St Johns Ambulance whose regional headquarters are housed within a bespoke building constructed approximately thirty years ago. The existing building is set back from Barton Road and fronts both Hardwick and Newnham Croft Streets with limited parking accessed from Newnham Croft Street. The main parking area

accommodates approximately ten vehicles to the north of the site adjacent to Barton Road and accessed off Hardwick Street.

- 1.2 The site lies on the north westerly corner at the junction of Hardwick Street and Barton Road with Cherwell Court. The site is bounded by a three storey block of residential flats to the east. The Red Bull Public House and car park lies across the road from the site, to the west. The site is 'U' shaped with its longest elevation onto Hardwick Street.
- 1.3 The site falls within the Central Conservation Area (Newnham Croft) and is outside the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for the demolition of existing building and replacement with one three and one two storey building consisting of 26 post graduate student rooms plus support facilities for Darwin College.
- 2.2 The proposals comprise two blocks of accommodation (Block A and B) with their main frontages and entrances onto Hardwick Street. Block B also has a secondary entrance facing onto Newnham Croft Street. The two blocks would be separated by a central covered bike and bin store with gated access from Hardwick Street and rear access from within the site.
- 2.3 Block A would be three storeys in height and would be approximately 7.2m to the eaves. The design would be of a three storey building with a pitched gable ended roof form and traditional style windows. The building is slightly stepped down to its northern end where it fronts onto Barton Road. To the rear there is a two storey lean-to element which incorporates student rooms and a storage area. This block would provide a total of 12 student rooms.
- 2.4 Block B would be two storeys in height and would be 'L' shaped with a gable fronting onto Derby Street. This building would have a pitched gable ended roof form with chimney detailing and traditional style windows. To the rear (east) of this block there is further visitor cycle provision together with a parking space accessed from Derby Street. This block would provide a total of 12 Student rooms.

2.5 There is a small grassed area provided to the side/rear of block A. 1 Parking space would be provided at the site and 38 cycle spaces.

2.6 The application is accompanied by the following information.

- Plans
- Design & Access Statements
- Demolition Statement
- Heritage Statement
- Travel Plan
- Transport & Servicing Statement
- Drainage Strategy
- Recycling & Waste Strategy
- Sustainability and Construction Statement

2.7 Since the original submission of the application the scheme has been amended as follows:

- Visibility splays for the car parking space along with its dimensions have been added as requested by Highways.
- Ground floor layout reconfigured to provide two DDA compliant rooms (No's 5 and 6) along with DDA compliant access to these rooms.
- Two additional 360 litre bins - bringing the total number of bins now provided to 4. The bins shown are not the domestic 240 litre bin sizes but the much larger 360 litre sizes.
- Materials revised as requested by Design and Conservation
- Revised landscape layout to all areas surrounding the proposed buildings- specifically to the rear of the smaller of the two blocks at its interface with Cherwell Court.
- Chamfered ground floor corner at the Hardwick and Newnham Croft Street junction.
- Green roof to the bike park between the two buildings

3.0 SITE HISTORY

Reference	Description	Outcome
15/1462/FUL	Demolition of existing building and replacement with one three and one two storey building consisting of 28 post graduate	WDN dated 27.08.2015

student rooms plus support facilities for Darwin College

05/0464/FUL	Installation of 5 air conditioning condenser units in rear service yard	WDN dated 22.06.2005
05/0885/FUL	Installation of 5 air conditioning condenser units in rear service yard with associated pipework associated pipework.	PERM dated 06.10.2005
C/85/1017	USE OF OFFICE AS DOCTORS SURGERY.	APC dated 04.12.1985
C/78/0582	Erection of No. 12 residential flats and 12 No. private garages	PERM
C/78/0450	Erection of 12 residential flats and 12 private garages,	REFU
C/78/0169	Erection of 12 residential flats and 12 garages.	WDN
C/75/0388	Erection of 12 residential flats and St. John Ambulance Bridgade Headquarters site, ancillary garages and parking facilities	PERM
C/73/1038	The erection of 10 flats and St. Johns Ambulance Society H.Q.	PERM
C/70/0613	Demolition of existing buildings and redevelopment for residential purposes	PERM

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 3/11 3/12 4/4 4/11 4/13 4/15 5/1 5/14 7/7 8/1 8/2 8/3 8/4 8/5 8/6 8/9 8/10

5.3 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
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u> Arboricultural Strategy (2004) Cambridge City Council (2011) - Open

	<p>Space and Recreation Strategy</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Buildings of Local Interest (2005)</p>
	<p><u>Area Guidelines</u></p> <p>Newnham Croft Conservation Area Appraisal (2013)</p>

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 that should be taken into account.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The development may impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon

highway safety, there is potentially an impact upon residential amenity.

- 6.2 The proposal will require alteration of the existing Traffic Regulation Order controlling on-street parking. The amendment of the Order to remove the existing on-street parking space must be a Condition of any permission that the Planning Authority is minded to grant in regard to this application.
- 6.3 If, following provision of the above, the Highway Authority is satisfied that the proposal will have no significant adverse effect upon the public highway, please add conditions and informatives to any permission that the Planning Authority is minded to issue in regard to this application.

Environmental Health

- 6.4 The proposed development is acceptable subject to the following conditions and informatives:
- Construction hours;
 - Collection during construction;
 - Construction/demolition noise/vibration and piling
 - Dust
 - Waste arrangements
 - Noise assessment/insulation scheme
 - Artificial light

Urban Design and Conservation Team

- 6.5 Revised comments dated 4 December 2015: The proposed amendment to remove the red brick base course at ground floor level and replace the reconstituted stone detail with red brick string detail (level with the cills at ground and 2nd floor) is acceptable in design and conservation terms. The previously proposed red brick lintels (shown above the windows) have also been replaced with recon stone lintels. These amendments are acceptable in design and conservation terms and form an improved relationship with the existing Victorian terrace houses in Hardwick Street.
- 6.6 The full length doors introduced for the cycle and refuse stores are acceptable in design terms.

- 6.7 Revised elevations propose a brick corbeled chamfered corner on Block B which has been introduced at the request of local residents to improve the visibility when turning from Hardwick Street onto Newham Croft Street. This corner detail is acceptable in design and conservation terms and relates to the corner detail of the house and Post Office on the corner of Derby Street/Newham Croft Street.
- 6.8 The proposal to replace the pyramid roof above the cycle parking area with a flat green sedum roof is acceptable in design and conservation terms.
- 6.9 Landscape, amenity space and boundary treatments: The revised site plan now incorporates a 500mm wide, 600mm high beech and hawthorn hedge around the periphery of Block A (fronting Barton Road). This amendment is acceptable in design terms and helps to softening the appearance of the building and improves privacy at ground floor.
- 6.10 We support the proposal to retain the low wall fronting Barton Road. The proposed 300mm high reclaimed brick wall with 450mm painted cast iron railings proposed on the Hardwick Street frontage is acceptable in design terms. All boundary treatments should be conditioned should the application be approved.
- 6.11 Area to the north of Unit 10 and east of Units 6-8 - Revised plans now incorporate a 500mm wide x 600mm high beech and hawthorn hedge adjacent to the eastern site boundary of Units 6 and 7. Essentially the hedge and proposed Building B forms the western boundary to the amenity space associated with Cherwell Court. This arrangement is acceptable in design terms.
- 6.12 The area to the north of Unit 10 now forms a small grassed area and is enclosed with a new 1.8m high reclaimed brick wall with painted timber gate. Whilst the introduction of the wall and gate is supported and controls access to this space, the proposed grass is unlikely to survive given the level of enclosure. A hard paved/gravelled area should be specified.

6.13 Refuse storage: The revised drawings amend the bin storage provision and propose four 360 litre wheelie bins. The size and arrangement of the bin store means removing and manoeuvring wheelie bins could be awkward. The size of door to the bin store should be modified to improve access.

6.14 Conclusion: The submitted amended drawings have addressed concerns raised in our original application comments (dated 9th November 2015). The proposed grassed area to the north of Unit 10 should be hard paved/gravelled. The bin store doors should be modified to improve access/egress of wheelie bins.

Senior Sustainability Officer (Design and Construction)

6.15 It is noted that the application falls below the threshold for the application of policies 3/1 (Sustainable Development) and 8/16 (Renewable Energy in Major New Developments) of the Cambridge Local Plan 2006. Nevertheless, the following measures have been integrated into the design of the proposals:

- The installation of energy efficiency appliances and fixtures and fittings;
- Improved insulation specifications that go beyond Building Regulations requirements;
- Reduction in water consumption through the use of aerated taps, non-power showers and low-flush WCs with a cistern capacity of 6 litres or less.
- Proposals to use local labour and local stock brickwork to reduce transport related emissions;
- The implementation of measures to reduce construction waste and to maximise recycling of any construction waste; and
- The specification of external hard landscaping to be rainwater permeable (note that I will leave detailed comments on the drainage strategy for the site for the Council's Sustainable Drainage Engineer).

6.16 These measures are supported. The issue of water stress is of particular relevance to Cambridge given the level of water stress faced by the area, and as such the approach to reducing water consumption is welcomed. The Council is looking to introduce a new planning policy requirement for all new development to achieve a level of water consumption of 110

litres/person/day based on the requirements set out in the optional national technical requirements set out in Part G of the Building Regulations, 2015 edition. While this is not yet an adopted policy requirement, I would encourage the applicant to give consideration to implementing the maximum fittings specification set out in Table 2.2 of this document.

- 6.17 I would also encourage the applicant to give further consideration to the wider responsible sourcing/environmental performance of construction materials with reference to the BRE's Green Guide to Building Specification and certification schemes such as FSC or PEFC for timber.

Access Officer

- 6.18 I cannot see 2 accessible rooms designed to BS8300. Therefore this does not meet the Local Plan, will not meet Building Regulations and should be refused until a detailed access plan is submitted showing how they meet BS8300.

Head of Streets and Open Spaces (Tree Team)

- 6.19 The Tree Officer's comments have not been received to date. I will therefore either update the amendment sheet or report the officer's comment orally at Committee.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.20 The proposal is acceptable subject to a surface water drainage condition.
- 6.21 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations:
- o Barr Architects, The Studio, Newnham Croft Street
 - o 2 Barton Road

- o Cambridge Past, Present & Future
- o 11 Cherwell Court, Derby Street
- o 12 Cherwell Court, Derby Street
- o 5 Clare Road
- o 22 Derby Street
- o 15 Grange Road
- o 5 Grantchester Street
- o 16 Grantchester Road
- o 33 Gwydir Street
- o 2 Hardwick Street
- o 4 Hardwick Street
- o 8 Hardwick Street
- o 12 Hardwick Street
- o 15 Hardwick Street
- o 20 Hardwick Street
- o 22 Hardwick Street
- o 33 Hardwick Street
- o 37 Hardwick Street
- o 38 Hardwick Street
- o 8 Merton Street
- o 4B Millington Road
- o 9 Millington Road
- o 20 Millington Road
- o 30 Millington Road (2 letters)
- o Unstated House Number Millington Road
- o Unstated house number - Merton St
- o Newnham Croft Conservation Group
- o Newnham Croft Primary School
- o 40 Owlstone Road
- o PACED Ltd 49 -53 Regent Street
- o Relocate Cambridge
- o 10 Summerfield,
- o 6 The Brambles
- o 4 West View

7.2 The representations can be summarised as follows:

Scale & Design

- The 'mass and density' is too great.
- The building will have a dominating effect being 3 storeys high it is out of scale particularly in terms of height with its surroundings.

- This is a key corner site and the building should 'turn the corner' and face Barton Road rather than present a blank elevation to the main arterial road.
- An alternative scheme has been provided by residents to reflect what residents consider would be acceptable in this location.
- The site is in a Conservation Area and the proposals are out of scale.
- The height should not exceed the height of the existing residential properties.
- The blank elevations and long walls are not in keeping and would be vandalised.
- The building should be pulled back from Hardwick Street.
- The pitch of the slate roof should be lower.
- The current St John's building is only one storey high.
- The building lacks style or substance resulting in a derivative design, fails to reflect the character of the conservation area and is too large for the site
- It reads as a large solid block of building that sits on three elevations with little variation or break in views
- The height of the building should be reduced to respect the adjacent Cherwell Court and Victorian terraces
- The existing site is very open and allows through views of St Mark's Church (BLI) and Red Bull pub, an historic undesignated heritage asset
- The building includes numerous false windows and fake chimneys resulting in neither a traditional nor contemporary design
- The use of reclaimed materials is inappropriate as the building will be new and new materials are recommended. Reclaimed is more appropriate for repairs or work to historic buildings
- The adjacent Cherwell Court, whilst modern, is of interest as the architecture is distinct and 'of its time'
- It is important to ensure the existing low brick wall along Barton Road, continuing around Hardwick Street is maintained for continuity.

Materials

- Materials – the proposed materials are inappropriate, there are many buildings in Newnham which are rendered and there is a mix of character and finishes in the area in keeping with the arts and craft style.

- There is a recent tendency to build only in brick and this is not in keeping with the tradition of the area.
- The building should be yellow brick and slates.

Parking/Cycling provision

- Newnham is under extreme pressure with parking and this scheme would exacerbate the situation.
- This is the only area with no parking controls and it is having a negative impact.
- There is not enough parking provision to service the scheme.
- Not enough provision for off street storage of bikes.
- The proposed parking provision does not reflect that of other nearby schemes.

Waste

- 26 Units will create an industrial amount of waste. The bins should be located at the back of the development for health & safety reasons. There should be strict controls on the collection of waste. There is not enough provision for development.
- Additional bins should be provided in the same location or off Newnham Croft Street, reflecting current practice where the bins are put out.

Amenity space/landscaping

- Amenity and Landscaping – there is some landscaping to the front but if the buildings were truly separate then much more open space could be accommodated.
- There is not enough landscaping and more trees are needed.
- The amenity spaces is small and inaccessible for the number of students and will not be used given the proximity of Barton Road.

Residential Amenity

- There should be a legal restriction to control noise levels as the Public House does.
- A large HMO would impact on residential amenity of surrounding occupiers.
- Having a transient student population would create noise, disturbance and overlooking.

- This is a residential area characterised by family terraces and this use is inappropriate in a family occupied area.
- There are lounge windows that look out onto the development site and this will result in loss of view
- There will be overlooking to existing properties.

Use/Control of the building

- The college should not use the accommodation out of term time for conference goers or visiting academics unless on-site parking provision is provided.
- If the development goes ahead there should be a dated guarantee that there will not be a change of use of the site from undergraduate student accommodation.
- Student car ownership is a grey area and it seems that undergraduate students could be eligible to own a car.
- How will the building units be maintained, managed or cared for?

Other issues:

- A green roof should be incorporated.
- The scheme does nothing to attract wildlife and the accommodation/amenity space ratio is unbalanced.
- The current buildings on site are not appropriate.
- The amendments do not address the key concerns.
- The Council allow plans that ignore the Conservation Area status entirely.
- Numbers 33,31,29 & 27 Gwydir Street are served by a back alley – how will this arrangement be preserved/managed.
- Building regulations and fire regulations should be complied with.
- The Urban Design and Conservation Team commented on 9 November 2015, it would have been more professional if they took account of residents views before responding.
- Loss of views – the scheme affect available views from Cherwell Court looking westward. The views from Hardwick Street will be severely restricted to the east and north east.
- The plans do not show an existing silver birch tree – this should be retained.
- The proposal was not presented to the City's Design and Conservation Panel affording it further review to address shortcomings

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 and impact on heritage assets
3. Disabled access
4. Residential amenity
5. Refuse arrangements
6. Highway safety
7. Car and cycle parking
8. Flood risk
9. Trees
10. Third party representations
11. Planning Obligations (s106 Agreement)

Principle of Development

8.2 The site is the former regional headquarters for St John's Ambulance, which constitutes a community facility. Policy 5/11 is therefore pertinent. Policy 5/11 of the Cambridge Local Plan (2006) states that development leading to the loss of community facilities will only be permitted if it can be demonstrated that a) the facility can be replaced to at least its existing level and quality within the new development; or b) the facility is to be relocated to another appropriate premises or site of similar accessibility for its users; or c) there is no longer a need within the local community for the facility or that the need can be adequately met at an alternative facility of similar accessibility for its users.

8.3 The existing facility has been relocated to a site with new facilities at 3-4 The Business Centre, Church End in Cherry Hinton. Whilst the facility is located outside Newham, the facility provided a city wide service. Having consulted with the Policy Team on this during pre-application discussions, they are satisfied that subject to information being provided on the new

facility, the proposed loss of a community facility would be acceptable. Therefore in my opinion, the relocation of a community facility from this site to another appropriate premise with similar accessibility would comply with part c) of policy 5/11 of the Local Plan.

8.4 This is not an allocated site. The principle of development for student accommodation would be in accordance with development plan policy provided that clauses in a Section 106 agreement were in place to restrict occupancy to full-time students of Darwin College and to restrict the students from keeping/owning cars. Darwin College has confirmed their agree to enter into such an agreement, although it has not yet been completed.

8.5 Policy 7/7 (College and University of Cambridge Staff and Student Housing) is also relevant. The policy states that planning permission will be granted for windfall and student hostel sites subject to:

- a) Amenity considerations;
- b) Their proximity to the institution they serve;
- c) Supervision, if necessary, is provided as appropriate to their size, location and the nature of the occupants; and
- d) They do not result in the loss of family residential accommodation.

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

a – Amenity considerations

8.7 The site is located within a residential context with traditional terrace housing to the west and south of the site. To the east is a three storey block of flats and to the north opposite Barton Road is a sports field. Therefore the proposal for student housing in this location would be compatible with the existing context. The proposal is to provide post graduate accommodation for students attending Darwin College.

8.8 The proposed development has been carefully designed and laid out to ensure the amenity of surrounding residents is not adversely affected in terms of overlooking or overbearing. Whilst there will be some degree of impact from the proposed

buildings, the degree of harm is not considered to be significant enough to warrant refusal.

- 8.9 The proposed accommodation would provide students with high quality living environment within a sustainable location. Each room would have an en-suite and have access to a shared communal kitchen/common room located at both ends of the site and on each floor. The proposal also includes secure and covered cycle parking.
- 8.10 I am therefore satisfied that the design of the proposed student accommodation building has given appropriate consideration to the amenity of surrounding residents and future occupiers.

b – proximity to institutions

- 8.11 The site is located within a 10 minute walk and 4 minute cycle ride from Darwin College which is on Silver Street. I am therefore satisfied that the site would be reasonably located from the associated institution.
- 8.12 The site is also located within close proximity to the local shops on Grantchester Street and reasonable walking and cycle distance from the city centre. There is a bus stop directly opposite the site on Barton Road.

c – Appropriate management

- 8.13 The proposal does not include an onsite manager/porter. Due to the close proximity of the college buildings to the site, the college is proposing to handle porter services from the main building on a 'as and when' required basis. The students will be postgraduates and it is therefore expected that the accommodation will provide academic year round occupancy. 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. The ground floor plan show car parking area off Newnham Croft Street. The use of this parking space will be managed by allocating time slots for each person arriving or leaving, so as to avoid conflict. The Highway Authority has requested a Traffic Regulation Order to remove the existing on

street parking space associated with the previous use. I have recommended an informative requesting the applicant to ensure the TRO is completed. I am therefore satisfied that this part of the policy can be complied with subject to condition/planning obligations.

d – Loss of family residential accommodation

- 8.14 The redevelopment of the site would not result in the loss of family housing.
- 8.15 In terms of students who are disabled, the proposal includes two accessible rooms (5 and 6) on the ground floor.
- 8.16 In my opinion, subject to an appropriate legal agreement to restrict occupancy, the principle of the development is acceptable and in accordance with policies 5/11 and 7/17 of the Cambridge Local Plan 2006.

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

Response to context

- 8.17 The site is located within a residential context, which is characterised by two storey terrace housing in Hardwick Street and Barton Road, which is an arterial route into and out of Cambridge. The built form along Barton Road varies but adjacent to the site it is characterised by either converted or purpose built flats such as Cherwell Court (three storey) and Maitland House (two storey and is a Building of Local Interest); both to the east of the site. To the west, on the opposite site of Hardwick Street is The Red Bull public house, which is two storey. Beyond this is a detached two S storey dwelling/building on the corner of Barton Road and Millington Road. Opposite the site is an open playing field bound by a privet hedge. Therefore, there are two distinct contexts within which the site sits; the close knit, domestic scale of terrace housing in Hardwick Street and the suburban scale, multifaceted built form of Barton Road.
- 8.18 The applicant has taken the approach of breaking up the development into two forms in order to respond to each context. The northern element (Building A) is a three storey pitched roof block which addresses the corner plot of Barton Road and

Hardwick Street and responds to Cherwell Court and other three storey blocks on Barton Road. The southern element (Building B) which is a two storey pitched roof block relates to the terrace housing typology of Hardwick Street. Both elements are distinctly different in scale but similar in design.

- 8.19 It is important that any development on this site, particularly adjacent to Barton Road, makes a positive contribution to the street scene. Currently the site on which Building A would be located is a car parking area and so is open from Barton Road and provides views across the site into Hardwick Street and also of the existing flat roof building on the site. The Newnham Croft Conservation Area Appraisal makes specific reference to the site and existing building. It states, on page 19, that a key negative feature of Barton Road is the “*highly visible*” car parking area and “*poorly design ambulance station*”. The Appraisal also identifies the ambulance station and Cherwell Court as “*Buildings which Detracts*”. The site is also referred to as a key negative feature in the Hardwick Street section. It states “*The modern St John’s Ambulance building on the east side is completely out of character to the rest of the street being bulkier and much lower than the houses*”. Therefore the proposed development would improve this identified negative feature by removing the existing unattractive building and replacing it with a high quality form of development that responds to the site context.

Building A

- 8.20 The applicant has proposed a traditional architectural approach to repair the appearance of the site whilst respecting the setting and character of Hardwick Street and Barton Road. Building A, which is three storey, would have a projecting gable element facing onto Barton Road and contrast architecturally with Cherwell Court. The northern elevation that faces Barton Road is simple in its appearance but of a scale which announces itself to Barton Road without being unduly dominant or intrusive. The projecting gable, which is 3.5 metre in depth, would be stepped down slightly from the main ridge and be set back 2.7 metres from Barton Road behind a low boundary wall.
- 8.21 The eastern arm of Cherwell Court would be located closer to Barton Road than Building A. The eastern elevation has a two storey lean-to element which appears as an ancillary element

attached to the main building. This element would consist of two rooms and be set off the boundary with Cherwell Court by 3.2 metres. The three storey element would be 6.75 metres off the boundary with Cherwell Court. This element in my view helps to give the building a domestic scale by reducing the three storey appearance of the main building. The combination of these elements (set back from Barton Road and Cherwell Court, stepped gable and lean-to element simple fenestration arrangement) would introduce a building on the site which improves the appearance of the site from Barton Road without appearing out of context or dominant. There are many blocks of flats along Barton Road, including Cherwell Court, which are of poor design and fail to address Barton Road in a positive manner. By comparison, the proposal would introduce a form of development that respectfully addresses Barton Road and responds sympathetically to its surroundings.

- 8.22 The western elevation (front) facing Hardwick Street, would entirely face The Red Bull public house and its car parking area. This elevation is again simple in its articulation and the shadow line and lowered second floor would, in my view, help to reduce the horizontal and vertical mass and scale of this three storey building from Hardwick Street. This section of the development then transitions to the two storey element. In my view, the three storey element successfully and positively addresses the corner of Barton Road and Hardwick Street. The proposal is a significant improvement on the existing appearance of the site. The building is proposed to be set back from the footpath by 500mm. This space is proposed to be filled with a soft landscape strip either side of the main entrance and set behind a low wall (300mm) with iron railings (450mm) above. This frontage feature helps to ground the building and gives a threshold space for ground floor windows and recessed main entrance.
- 8.23 Chimneys are also a strong and visible feature within Hardwick Street. The proposal has incorporated chimneys into the roofscape. Whilst these are false chimneys, they will be used to incorporate service vents and pipes so that they do not appear on exterior of the buildings.
- 8.24 In my view, Building A is of high quality design which responds to the site context and of a scale that is appropriate for this corner plot. The proposed building would introduce a form of

development that is a significant improvement on a site which is highly visible and adjacent to a building which detracts.

Building B

- 8.25 Building B would replace most of the existing building on the site, which is of poor design. The proposed building has been carefully designed to ensure its scale and appearance assimilates into the character of the area and fixes the street scene of the eastern side of Hardwick Street. The fenestration detailing has been simply articulated without trying to incorporate too many of the existing architectural features such as bay windows. This is to avoid pastiche reproduction and give the development its own identity whilst respecting the existing design and scale typology. Building B would also provide a sensitive transition from the site to the existing terrace houses on the opposite side of Newnam Croft Street. The proposed building would sit lower at the ridge than the existing terrace and so would read as a sympathetic and subservient terrace. The proposed building would also turn the corner into Newnam Croft Street with a subservient two storey wing which is synonymous. Newnam Croft Street is a connecting back street, which links Hardwick Street to Derby Road and Grantchester Street. There are no buildings which front onto it.
- 8.26 This section of the proposal (Building B), in terms of context, responds to the local built form and would sympathetically integrate into the site without appearing as an intrusive form of development. The proposal is considered to be of a high quality design and domestic scale which is appropriate for this location. I am therefore satisfied with this element of the proposal.
- 8.27 Overall therefore, the proposed development in my view would significantly improve the appearance of the site with a form of development that responds appropriately to all aspects of the site and is respectful to the existing built form. In these terms, therefore, the proposed development would enhance the character and appearance of the Conservation Area by introducing a high quality form of development on a site with a building that has been identified as being poor design. This is a view that is supported by the Urban Design and Conservation Team who consider the proposal to be acceptable in design and conversation terms, subject to conditions on materials and boundary treatment.

8.28 In terms of external space, the main grassed area is provided around the Building A. A paved area is also proposed to the rear of Building B. Due to the narrow and irregular shape of the site I am of the view that the proposed outdoor space is acceptable. The site is also located within close proximity to Sheeps Green/Lammas Land which is a large area of public open space. The external space around the building is limited but the proposal makes best use of the space to provide outdoor space for the future occupiers and ancillary provisions such as an off street parking space and visitor cycle storage.

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

Disabled access

8.30 The applicant has proposed to provide two accessible rooms (rooms 5 and 6) which are closest to the main entrance to allow ease of access and movement.

8.31 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

8.32 Concerns have been raised from local residents on the potential impact the proposed development would have on residential amenity in terms of overlooking, loss of outlook and noise and disturbance. I set out below my response to each of these in turn.

Overlooking

8.33 The proposed development has been designed so that all the windows that serve the students rooms mainly face onto Hardwick Street. There are room windows that face Barton Road and windows that overlook the garage block off Newnham Croft Street. The windows in the east elevations are landing windows. The proposed development would introduce windows that face the existing terrace opposite on Hardwick Street. However, whilst the outlook from the existing properties in

Hardwick Street would be materially different, I do not consider there would be any adverse overlooking or loss of privacy issue. Building B would integrate into the site by replacing a building that is out of character with a form of development that respectfully mends the street scene of this part of Hardwick Street.

8.34 The southern elevation of Building B contains a first floor room window that would face the rear garden of no.11 Hardwick Street. I have recommended an obscure glazing condition to prevent overlooking from this window over the garden of neighbouring property. Room 22 has two windows; one in the east elevation and one in the south elevation. There the occupier of this room would still have a clear window to look out of. I have also recommended a condition so that the first floor and second floor (of Building A) landing windows, which face Cherwell Court, are obscure glazed to a height of 1.7 metres in order to prevent direct overlooking. Subject to these windows being obscurely glazed, I do not consider Building A or B would result in any adverse levels of overlooking such that would warrant refusal.

8.35 Building A would face directly towards the public house and its car park opposite. There would be no overlooking impact from this relationship. I have recommended a condition to obscurely glaze to a height of 1.7 metres the first and second floor landing windows. Aside from this, I do not consider Building A would cause any adverse overlooking issues.

Outlook

8.36 The proposed development would result in a material change to the appearance of the site. The housing terrace opposite in Hardwick Street would face Building B. Building B would be similar in height to the terrace and so would not appear imposing on the existing. Whilst the outlook would change from the existing, the proposed development would result in a pattern and form of development that is similar to the existing terraces to the south of the site along Hardwick Street. I do not consider the proposed development would result in a form of development that is characteristic of this area. Building A would be offset from the existing terrace opposite and so the whilst it would be visible, it would not in my view have an adverse impact on outlook of existing occupiers.

8.37 In terms of the impact on the occupiers of Cherwell Court, it is important to understand the separation distances. The occupiers that face the application (in the west, north and south elevations) would be affected by the proposed development as currently they over a car park. Building A would be set between 7 metres at its nearest (two storey lean-to), 10.5 metres (to the three storey element) and 15.5 metres from the west elevation of Cherwell Court. In my view, having visited some of the flats that face the application site, I have come to the view that in this context, whilst the proposal would have an impact on the outlook from the existing flats, particularly at ground floor, I do not consider the degree of impact would on balance be significant enough to warrant refusal of this application. The benefits of the redevelopment of the site in the form proposed would outweigh the negative impact on existing occupiers in Cherwell Court. The outlook of the occupiers of the flats which face north would not be significantly affect in my view as the proposal would not shut down views north. Also many of the flats are double aspect and so the living/dining is served by two windows. Therefore, whilst Building A would be visible from the windows in the western elevation, it would be unreasonable to argue this should warrant refusal given many of the flats are double aspect. I am therefore satisfied that Building A would not, on balance, have a significantly detrimental impact on the outlook of the occupiers in Cherwell Court.

8.38 Concerns were raised regarding the potential impact on the residents in Cherwell Court in terms of daylight. The applicant was requested to submit a 25 degree plan showing what impact the proposed development would have from the ground floor of Cherwell Court. On 16th December 2016 a 25 degree was received. The plan showed that the two storey element (in section DD) would clip the roof of Building B. Whilst there is likely to be a degree of harm due to the height of the proposed development, I am satisfied that the proposal would not have a significantly adverse impact on the residential amenity of the existing occupiers such that it would override the benefits of the proposal.

8.39 Building B would cover most of the footprint of the existing building. Therefore, the issue is whether the additional over and above the existing would have a detrimental impact on the outlook of the existing occupiers in Cherwell Court. Again, most

of the flats have a double aspect and so the windows that face the development are not the only windows that would serve the flats. Building B would be set 8.9 metres from the western elevation. Some relief from the proposed development would be provided by the gap between Building A and B and also to the flats in the southern elevation. The gap between Building A and B would serve a cycle storage area and have a flat roof. I am therefore satisfied that the proposed development would not have a significantly detrimental impact on the residential amenity of the occupiers of Cherwell Court in terms of enclosure of outlook.

- 8.40 The site is located to the west of Cherwell Court and the impact from overshadowing is unlikely to be significant enough to warrant refusal. The impact from the proposed development is likely to be felt in mid to late afternoon as the sun begins to set. I therefore do not consider the proposal would cause significant overshadowing of the existing built form.

Noise and disturbance

- 8.41 The proposal would introduce 26 post graduate students to the site and area. All the rooms would have windows that face out onto Hardwick Street, Barton Road or Newnham Croft Street. Nevertheless, in order to mitigate any impact caused by the potential increase in comings and goings and general intensification of the use of the land, I have recommended a boundary treatment condition to ensure the site is defined by a robust boundary treatment.
- 8.42 Whilst the proposed development would increase the level activity within the site and movement to and from, I do not consider the level of intensification would have a significant adverse impact on the residential amenity of adjacent neighbours. I have also recommended conditions to protect the residential amenity of adjacent residents during construction stage by restricting the working hours, collections/deliveries to the site and dust control. I have also applied a Considerate Contractor informative.
- 8.43 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

- 8.44 The proposed development would in my view provide a high quality form of living accommodation within a constrained site. Each room would provide between 16 and 17.5 sqm of internal space and each floor would have access to a common room.
- 8.45 In terms of external space, the proposal includes a dedicated area of communal garden at the northern end of the site. 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)
3 Barton Road 15/1879/FUL	26	125	4.8
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
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8.46 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 to Sheeps Green/Lammas Land, Darwin college and local shops and services.

8.47 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

8.48 The proposal includes a dedicated bin store which is located within the covered cycle store and accessible from Hardwick Street. The bins will be collected by Darwin College's waste management team. However no specific details have been provided about this. I have therefore recommended a waste management condition.

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

Highway Safety

8.50 The applicant has demonstrated that they can provide sufficient visible splays for the car parking space to access onto Newnham Croft Street. Other than this there are no specific highway safety issues or concerns that have been raised by the Highway Authority which cannot be dealt with by conditions and/or informatives.

8.51 The applicant has chamfered the southern corner of Building B to allow better pedestrian visibility at this corner location.

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

Car and Cycle Parking

Car parking

- 8.53 The proposal includes one car parking space which is accessed via Newnham Croft Street. The car parking space will be used to manage students moving in and leaving. The college has confirmed that it will apply restrictions on car ownership/parking by students. I have recommended a management plan condition so that details of how the college intends to control car parking restrictions amongst other matters. I have also applied the car club informative in case students require access to a vehicle for their studies.

Cycle Parking

- 8.54 The proposal includes 28 cycle parking spaces for the students within a dedicated cycle store located between Building A and B. The proposal also includes 9 visitor spaces adjacent to the car parking space at the southern end of the site. This is above the requirements of the Cycle Parking Standards which seeks 2 spaces per 3 bedspaces and 1 visitor space per 5 bedspaces. The proposal provides one space per room.
- 8.55 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Trees

- 8.56 There are two mature Birch trees within the Cherwell Court that are close to and overhang the site boundary. Both trees are approx. 10 metre in height and proposed to be retained. In order to achieve this would require some crown work and clearance and foundation carefully constructed. This is according to the applicant's Tree Survey. I have recommended Tree Protection Plan condition to ensure the tree is protected during construction.
- 8.57 I have not, to date, received comments from the Tree Officer on the potential impact on the trees from the proposed development. However, whilst the site is within a Conservation Area, the trees are not protected by a Tree Preservation Order, if the tree were to become significantly damaged or dies then I

do not consider it is of such significant amenity value to frustrate this development from coming forward. The applicant is also proposing a tree adjacent to the northern boundary with Barton Road. I feel that the benefits of the redevelopment of the site and replacement tree planting would outweigh any negative impact on the existing tree. The Birch at the southern end of the site is unlikely to be significantly affected due to the scale of Building B.

8.58 I will report the Tree Officer's comments on the amendment sheet or orally at the Committee meeting.

Third Party Representations

Issue	Response or paragraph where covered in the report
Design, scale, mass and bulk	See para 8.17 to 8.28
Response to context & Impact on Conservation Area	See para 8.17 to 8.28
Materials	The applicant has agreed to use the materials that have been suggested by the Urban Design Team. Nevertheless, I have recommended a materials condition so that samples are provided for consideration. I have also proposed a sample panel condition to ensure the mortar mix and pointing is
Parking and cycle provision	See para 8.52 to 8.53
Waste	See para 8.47
Amenity Space/Landscaping	See para 8.22, 8.28 and 8.44
Residential Amenity	See para 8.32 to 8.46
Use/Control of building	The college will control the use of the building.
Other Issues	
A green roof should be incorporated.	Officers are unable to insist that this is included.
The plans do not show an existing silver birch tree – this should be retained.	All trees on site are proposed to be retained. I am aware of this tree and have made a note of it on the plan.

<p>Loss of views – the scheme affect available views from Cherwell Court looking westward. The views from Hardwick Street will be severely restricted to the east and north east.</p>	<p>See para 8.37 to 8.39</p>
<p>The Urban Design and Conservation Team commented on 9 November 2015, it would have been more professional if they took account of residents' views before responding.</p>	<p>The Urban Design and Conservation Team are consulted as a specialist consultee and they respond accordingly. It is the role of the Planning Officer to taken into account the residents views, not he Urban Design Team.</p>
<p>Building regulations and fire regulations should be complied with.</p>	<p>This is separate legislation and the applicants will need to comply with all relevant legislative requirements, this does though, fall outside the scope of what can be considered as part of this planning application.</p>
<p>Numbers 33,31,29 & 27 Gwydir Street are served by a back alley – how will this arrangement be preserved/managed.</p>	
<p>The Council allow plans that ignore the Conservation Area status entirely.</p>	<p>Development is allowed in Conservation Areas and each case is judged on its own merits.</p>
<p>The amendments do not address the key concerns.</p>	<p>Noted</p>
<p>The current buildings on site are not appropriate.</p>	<p>Noted</p>
<p>The scheme does nothing to attract wildlife and the accommodation/amenity space ratio is unbalanced.</p>	<p>In this urban environment it would be difficult for any new development to attract wildlife, particularly within close proximity to a busy road such as Barton Road. Amenity space, see table in 8.43</p>
<p>How will the property be manages and controlled?</p>	<p>The building will be managed by Darwin College. I have recommended a management</p>

	plan condition so that details of how car parking will be restricted, waste managed and any nuisance controlled.
The proposal was not presented to the City's Design and Conservation Panel	It was not considered necessary for this scheme to be presented to the Design and Conservation Panel. The proposal does not fall within the 'major' application category.

Planning Obligations (s106 Agreement)

Planning Obligations

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

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

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

8.61 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.

8.62 Having reviewed the proposals I am mindful that the proposals are within walking distance of the facilities at Darwin College, and also the public open space at Sheeps Green/Lammas Land. Given the scale of the development (26 units of student

accommodation), I am of the opinion that there is no justification in seeking a contribution in this instance.

9.0 CONCLUSION

- 9.1 The proposal is to redevelop the existing St John's Ambulance site for student accommodation serving Darwin College. St John's Ambulance has relocated to a new site in Cherry Hinton where they are able to provide a better service in a bigger, modern facility.
- 9.2 The proposed development is broken into two buildings; Building A and Building B. The buildings are detached from each other by a covered cycle store. The site is an irregular and narrow shape and located on the corner of Barton Road and Hardwick Street. The site has a different context at the northern end to the southern end. The northern end of the site which is currently a car parking area, faces onto Barton Road which is a busy arterial road into and out of Cambridge. Many of the taller buildings are located fronting Barton Road. Cherwell Court is a good example of this. There are other examples of three storey post war buildings further (west) along Barton Road. Therefore, development on the northern end of the site would be the location for a focal point building. The southern end of the site relates more to the scale of development in Hardwick Street which is characterised by two storey terrace housing. Both buildings (A and B) have been designed to respect the context within which they are located in my view. The three storey scale of Building A is not out of character as it would read in context with Cherwell Court. The simple fenestration arrangement, stepped projecting gable and lower second floor are features that help to assimilate the building into the site without appearing intrusive or alien to the area. Building B is similar in terms of its simple but effective detailing which responds to the terrace housing opposite and to the south. I am therefore satisfied that the proposed development would make a positive contribution to the site and locality in terms of design, scale and making effective use of this site and remove a building which is detached and is poorly designed. The proposal would also repair the street scene within Hardwick Street with a form of development that is in keeping and appropriate.
- 9.3 The narrow site and uneven layout of Cherwell Court are the main constraints of this site. Therefore, in terms of the

relationship with Cherwell Court, I have taken the view that whilst the proposal will have a degree of impact on the residential amenity of the existing occupiers, particularly those in the ground floor, in terms of outlook, I do not consider the impact would be significant enough to outweigh the benefits of redeveloping the site. Therefore, on balance, I do not consider the proposed development would have a significantly adverse impact on the residential amenity of the existing occupiers.

- 9.4 For the reasons set out above, I recommend the proposed development for approval subject to conditions and completion of a S106 agreement.

10.0 RECOMMENDATION

APPROVE subject to completion of the s106 Agreement by 30th May 2016 and 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. 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. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2006 policies 3/4 and 3/12)

5. 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)

6. 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)

7. 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 treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied 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. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

8. Details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval, and implemented in accordance with that approval before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). The agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2006 policies 3/4, 3/11, 3/12 and 4/4)

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

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

10. 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)

11. 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)

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

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

13. 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

14. Prior to the commencement of development/construction, a noise assessment of external and internal noise levels and a noise insulation / attenuation scheme as appropriate, 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) and other mitigation to reduce the level of noise experienced externally and internally at the residential units as a result of high ambient noise levels in the area (predominantly traffic noise from Barton Road) shall be submitted to and approved in writing by the local planning authority. The scheme shall have regard to the external and internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings".

If the internal noise limits can only be achieved with closed windows then alternative means of both whole dwelling and passive background / purge ventilation should be provided to allow residents to occupy the properties at all times with windows closed.

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

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

15. Prior to the commencement of use (or prior to the installation of any artificial lighting) an external artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken (horizontal / vertical isolux contour light levels and calculated glare levels) . Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

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

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

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

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

17. Notwithstanding the provisions of Schedule 2, Part 2, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no fences, gates, walls or other means of enclosure forward of the principal elevation shall be erected within the curtilage of the dwellinghouse(s) without the granting of specific planning permission.

Reason: To protect the visual amenity of the neighbourhood and in the interests of highway safety (Cambridge Local Plan 2006 policies 3/4 and 8/2).

18. 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 in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

19. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

20. The redundant vehicle crossover of the footway must be returned to normal footway and kerb at no cost to the Highway Authority.

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

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

Reason: In the interests of highway safety in accordance with Policy 8/2 of the Cambridge Local Plan 2006.

22. Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.

i) contractors access arrangements for vehicles, plant and personnel (wherever possible all such parking should be within the curtilage of the site and not on street),

ii) contractors site storage area/compound,

iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,

iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles (wherever possible all loading and unloading should be undertaken off the adopted public highway)

v) movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties during the construction period. (Cambridge Local Plan 2006 policy 4/13)

INFORMATIVE: The applicant is reminded that they will need to apply to Cambridgeshire County Council for a Traffic Regulation Order in order to amend the existing on street parking space on Newnham Croft Street in front of the proposed access to the off street parking space. A copy of the approval notice from the County Council shall be submitted to and approved in writing by the Local Planning Authority.

INFORMATIVE: Demolition/Construction noise/vibration report

The noise and vibration report should include:

a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.

b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

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 noise insulation condition for the building envelope as required above, the Council expects the scheme to achieve the internal and external noise standards recommended in BS8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice".

Internal noise standard shall be achieved in habitable rooms with external windows / doors open and closed. Where sound insulation requirements preclude the opening of windows for rapid ventilation and summer comfort acoustically treated mechanical or passive free area ventilation may also need to be considered within the context of this internal design noise criteria.

The external amenity area of the northern ground floor common room may also be exposed to high levels of traffic noise from Barton Road. If this external amenity space is the only one available and if it is an intrinsic part of the overall design, the acoustic environment of this space should be considered so that it can be enjoyed as intended. For traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB LAeq,T, with an upper guideline value of 55 dB LAeq,T which would be acceptable in noisier environments. If these levels cannot be achieved then an acoustic barrier may be required around this amenity area.

INFORMATIVE: The Residential Team within Environmental Health, Cambridge City Council have an agreed set of "Amenity and Safety Standards for Accommodation Owned or Managed by Providers of Further or Higher Education", which can be accessed via www.cambridge.gov.uk/guide-for-landlords.

The purpose of this guidance document is to establish an agreed set of standards between the council and educational establishments, in order to minimise the level of intervention by the council including potential enforcement action. The document sets out advisory standards, which are acceptable to the council, to ensure the health and safety and wellbeing of occupiers.

In addition to the grant of planning permission the development should be in accordance with these standards and if any further information / clarification and advice is required please contact the ward officer within the Residential Team, Claire Adelizzi via e-mail: claire.adelizzi@cambridge.gov.uk / tel: 01223 457724.

INFORMATIVE: This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the 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.

INFORMATIVE: 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.

INFORMATIVE: 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.