

Application Number	15/2380/FUL	Agenda Item	
Date Received	23rd December 2015	Officer	Michael Hammond
Target Date	17th February 2016		
Ward	Petersfield		
Site	23 - 25 Hills Road Cambridge Cambridgeshire CB2 1NW		
Proposal	Mixed use development comprising ground floor retail (use Class A1), with non-speculative student accommodation scheme of 26No. bedrooms on the upper floors to be occupied by Abbey College, along with car and cycle parking, following demolition of existing buildings on site.		
Applicant	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">– The proposed building would be in keeping with the character of the area and would not harm the wider Conservation Area.– The proposal will not detrimentally impact on the amenity of nearby occupiers.– The proposal would provide a high quality living environment for future occupiers.– The proposal would not pose a threat to highway safety.– The proposal provides acceptable servicing arrangements for deliveries/maintenance of the site.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, nos.23 and 25 Hills Road, is comprised of a three-storey building and a four-storey building situated on the corner of Hills Road and Cambridge Place, on the east side of Hills Road.
- 1.2 No.23 Hills Road is a three-storey building, with a shop on the ground floor (A1) and educational rooms (D1) on the upper floors, in association with Abbey College. The building is designed with a shop front on the ground level and in red brick with projecting windows on the first and second floor, with a flat roof form. The third floor is stepped back from the building line and is designed with a mansard roof, again, used for education purposes.
- 1.3 No.25 Hills Road is a three-storey building with the ground floor used as a retail shop (A1) and education rooms (D1) on the upper floors. The building is staggered in height and eclectic in form, with a two-storey flat roof design facing Hills Road, which then progresses up to a three-storey form with a hipped roof.
- 1.4 The rear of the site is comprised of hard standing car parking and there are several air conditioning units erected on the rear elevations of the buildings.
- 1.5 The surrounding area is mixed in terms of the use classes of buildings with a range of city centre uses, as well as offices, residential uses and places of worship in the wider area. The predominant scale of buildings in this area is 3-4 storeys in height along Hills Road, while residential properties along the various side streets that filter off Hills Road are mainly two-storeys in height and traditionally terraced properties.
- 1.6 The site falls within the Central Conservation Area.
The site falls within the controlled parking zone.
The site falls within the Hills Road Local Centre.

2.0 THE PROPOSAL

- 2.1 The proposal seeks planning permission for the demolition of nos.23-25 Hills Road and the re-development of this plot with a four-storey building with a mansard roof form, containing a retail unit (A1) on the ground floor level and student accommodation

(C2) on the upper floors. The building would project an additional 6.3m to the rear compared to the existing building and occupy the entire site with built form.

- 2.2 The building itself would be four-storey in scale including the mansard roof, measuring 10.4m to the point of the flat roof and approximately 12.7m to the ridge of the mansard roof. This is 0.5m higher than the highest point of the existing building at no.23 Hills Road. The building would be designed in Gault brick with powder coated aluminium windows, and the mansard roof designed in zinc cladding.
- 2.3 The proposed retail unit would be accessed from Hills Road and contain 100m² of retail space. The retail unit would have a store area to the rear at ground floor level, as well as a bin store accessed via Cambridge Place.
- 2.4 The proposed student accommodation would occupy the first, second and third floors of the building, with the third floor being reduced in foot print in line with the mansard roof. There would be a total of 26no. bedrooms for use by students of the Abbey College.
- 2.5 The student accommodation would be accessed from Cambridge Place. A cycle store, including 22 spaces, and bin storage would both be provided internally on the ground floor of the building for future occupiers. A car parking space in the internal rear yard would be provided for maintenance, servicing and delivery purposes.
- 2.6 The proposal has been amended so that the ground-floor wall has been cantilevered back 1.5m from the edge of the pavement of Cambridge Place to increase the level of visibility for vehicle users exiting the internal car parking space.
- 2.7 The application is accompanied by the following supporting information:
 1. Design and Access Statement
 2. Planning Statement
 3. Drawings
 4. Daylight Assessment
 5. Heritage Statement
 6. Noise Impact Assessment

7. Arboricultural Impact Assessment
8. Servicing Management Plan

Background

- 2.8 At the Planning Committee meeting of 4th November 2015 the previous application for this site was refused for the following reason:

“The development fails to make proper provision for servicing of the proposed student accommodation units and in so doing fails to provide for the adequate management and maintenance of the development. The development is therefore contrary to policy 3/7 of the Cambridge Local Plan 2006.”

- 2.9 This new application seeks to address this reason for refusal through the provision of an internal car parking space to allow for delivery, servicing and maintenance vehicles to park off-street when visiting the site.
- 2.10 The servicing management plan explains that the student accommodation will be managed by Abbey College and there will be an on-site warden present and resident within the building. This warden will be responsible for keeping the residential block in good order, for arranging routine maintenance and repairs, managing servicing and for dealing with anti-social behaviour, disciplinary procedures and compliance procedures and will be contactable 24 hours a day.
- 2.11 In terms of refuse management and collection, the plan explains that on bin collection day, the bins will be taken out of the stores so that they can be serviced directly from Cambridge Place. It is explained that the warden will ensure that students are aware of local refuse collection procedures and details. Furthermore, this warden will be responsible for making sure that the refuse store is kept clean and tidy.
- 2.12 In respect of vehicles arriving for deliveries, collections and maintenance purposes, the plan states that the on-site warden will ensure that any visits by trade for routine maintenance and repairs, and for managing servicing of the premises, will be subject to advance notification regarding the availability of parking within the site, such that only one vehicle requires parking at any one time.

- 2.13 Trade personnel will also be advised that Cambridge Place and Hills Road fronting the site are subject to parking control. Therefore, if it is necessary to drop-off materials this must be undertaken expeditiously without obstructing the highway locally, and thereafter vehicles must be parked within the rear yard or in accordance with the locally available legal parking provision as set out within this document.
- 2.14 Finally, with regards to student drop-off and departures, a timetable will be prepared so that arrival and departure times can be staggered. Students will be notified in advance of the local parking restrictions and will be given information on public parking in the surrounding area. It is also explained that it is likely that the majority of students will arrive to the site by public transport rather than private car.

3.0 SITE HISTORY

Reference	Description	Outcome
15/1760/FUL	Mixed use development comprising ground floor retail (use Class A1), with a non-speculative student accommodation scheme of 26No. Bedrooms on the upper floors to be occupied by Abbey College, along with cycle parking, following demolition of existing buildings on site.	Refused
15/0945/FUL	Mixed use development comprising ground floor retail (use Class A1), with a non-speculative student accommodation scheme of 26No. Bedrooms on the upper floors to be occupied by Abbey College, along with cycle parking, following demolition of existing buildings on site.	Refused
14/1537/FUL	Mixed use development comprising ground floor retail (Use Class A1), a 20no. bed House in Multiple Occupation	Withdrawn.

	(HMO)(sui generis) on the first and second floors, with 5no. student studio flats to be provided on the upper floor, along with cycle parking, following demolition of existing buildings on the site.	
13/1422/CAC	Demolition of the existing building.	Withdrawn
13/1421/FUL	Proposed mixed use development at 23-25 Hills Road, comprising ground floor retail area, cycle parking and a 28 bed HMO, further to the demolition of the existing building.	Withdrawn
09/1194/FUL	Change of use of first floor to third floors of 3 Cambridge Place and of the first floor of 25 Hills Road from offices (B1) to offices (B1) and/or education (class D1) use and provision of associated cycle parking at 25 Hills Road, 3 Cambridge Place and 3 Glisson Road.	Permitted.

4.0 PUBLICITY

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

5.0 POLICY

5.1	See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.
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5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/12 3/15 4/4 4/11 4/13 4/14 5/11 6/7 7/10 8/2 8/6 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)
Material Considerations	<u>City Wide Guidance</u> Balanced and Mixed Communities – A Good Practice Guide Cycle Parking Guide for New Residential Developments (2010) The Cambridge Shopfront Design Guide

	(1997) Air Quality in Cambridge – Developers Guide
	<u>Area Guidelines</u> New Town and Glisson Road Conservation Area Appraisal (2012) Hills Road Suburbs and Approaches Study (March 2012)

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, the following policies in the emerging Local Plan are of relevance:

Policy 46 (new student accommodation)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objection, following amendments to the design, as well as confirmation by the agent that bins would not obstruct the highway and that the gates would not open outwards onto the highway. Recommended conditions and informatives:

– *Traffic management plan*

- *Standard highways informative*
- *Residents parking scheme informative*
- *Cellar informative*

Head of Refuse and Environment

6.2 No objection, subject to conditions and informatives:

- *Construction hours*
- *Collection or deliveries during construction.*
- *Construction/ demolition noise, vibration and piling.*
- *Dust*
- *Noise insulation scheme*
- *Noise assessment – emperor pub*
- *Odour monitoring*
- *A1 Plant noise insulation*
- *Waste*
- *Waste separation*
- *Dust condition informative*
- *Plant noise insulation informative*
- *Contaminated land informative*
- *Housing informative*

Urban Design and Conservation Team

- 6.3 The proposed revised scheme cannot be supported in design terms, the revised entrance through the 'residential courtyard' forms a poor quality entrance to the scheme. The parking space undermines the security of the building and is unlikely to be viable given the narrow width of Cambridge Place.
- 6.4 Conditions relating to the facing brick, windows, the shopfront and the salvage of the street name plate are recommended.

Policy Officer

6.5 No comment.

Drainage

6.6 No objection, subject to condition.

Landscape Team

- 6.7 The arrangement for the student entrance at the rear of the property and through effectively a service yard, is inappropriate. If a vehicle is parked in this space, the gates must stand open therefore introducing an insecure aspect to the facility. A secure entrance to the student units should not combine with service, bikes and bins in this manner. (Policy 3/7 Creating Successful Places & Policy 3/12 The Design of New Buildings)

Disability Access Panel (26/01/2016)

- 6.8 The Panel had few concerns regarding this proposal. For a small development, the inclusion of a platform lift was regarded as acceptable and as Abbey College is located on Station Road the students would be based within easy reach of the college and to various amenities. As the students in the accessible rooms will be using shared kitchen facilities, consideration needs to be given to accessible surfaces and sink heights. Hearing loops need to be fitted in all communal areas and fire alarms need to be both visual and audible. Students with impaired hearing could also benefit from additional safety features such as vibrating pillow alarms.
- 6.9 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:
- 14 Cambridge Place
 - 15 Cambridge Place
 - 44 Cambridge Place
 - 47 Cambridge Place
 - South Petersfield Residents Association
 - 193 Coleridge Road
- 7.2 The representations can be summarised as follows:
- No amenity space for future occupiers
 - The proposed servicing arrangement is still unsatisfactory

- Loitering of students on Cambridge Place due to no outdoor amenity space
- Highway Safety regarding proposed vehicular entrance
- Lack of security for future occupiers due to open gates.
- Parked car will block refuse and cycle store access
- Development is too large for site/ Out of character
- Proposal would be better suited for reasonable sized flats
- No parking for future occupiers
- No details of how the student hostel will be managed during holiday periods.
- The student accommodation could be used by a third party operator? How would this be managed/ supervised?
- No visitor cycle parking
- Pressure of parking on nearby streets.
- Lack of cycle parking
- Inadequate provision for contractors, removal of dirt and deliveries of vehicles.
- In the event of permission being granted, stringent conditions should be added to prevent illegal parking which should be supervised and enforced by the Local Planning Authority and Highway Authority.

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. Servicing arrangements
9. Third party representations

- 8.2 The previous scheme was refused for failure to provide for servicing arrangements. The current application includes a Servicing Management Plan, which is summarised in paragraphs 8.66 – 8.73. For the sake of completeness the other material issues are repeated in this report.

Principle of Development

Ground floor A1 Unit

- 8.3 Policy 6/7 of the Local Plan (2006) states that additional development within classes A1, A2, A3, A4 and A5 will be permitted in District and Local Centres if it will serve the local community and is of an appropriate nature and scale to the centre.
- 8.4 The proposal would involve the demolition of two A1 units, each with a GIA (Gross Internal Area) of approximately 47.5m² (excluding the storage area), and replace these with a single A1 unit with a GIA of 100m² (excluding the storage area).
- 8.5 As the quantity of floor space is very similar to that of the existing combined A1 units at ground floor level and the use class is staying the same, I am satisfied that the proposed A1 use on the ground floor is acceptable and is in accordance with policy 6/7 of the Local Plan (2006).

New Student Accommodation

- 8.6 Policy 7/10 in the Cambridge Local Plan (2006) relates to Speculative Student Hostel Accommodation. While the planning policy team have formally elected not to comment on the application, the case officer has been directed to a previously approved application which has similar policy implications (13/1250/OUT).
- 8.7 Abbey College is a specialist school that runs GCSE and A Level courses for predominantly overseas students. Given the age of their students, they will not be taking up housing stock in the same manner as University of Cambridge or Anglia Ruskin University students in HMO's. They will also not be able to keep cars in Cambridge. The planning statement provided by the applicant explains that Abbey College has been running at capacity for a number of years and are continuing to expand

and that the existing teaching units on the upper floors of the site will be moved to a new site at Homerton Business Park in 2016.

- 8.8 In terms of evidence, the application is accompanied by a letter of intention from Abbey College confirming that they are committed to taking occupation of the rooms upon completion which is likely to be summer 2017. Draft Heads of Terms have also been prepared and included as part of this submission.
- 8.9 The emerging revised Local Plan as published can be taken into account, especially those policies where there are no or limited objections to it. Policy 46 in the Local Plan 2014 proposed submission document deals with new student accommodation. This draft policy supports the provision of student accommodation to meet the identified needs of an existing educational institution providing courses for one academic year or more, provided they meet a number of criteria. The proposal would appear to be likely to meet a number of the criteria e.g. need for accommodation to serve the institution; no result in the loss of existing housing; be in an appropriate location to serve the institution; and be well served by sustainable transport modes.
- 8.10 There is clearly a need for the student rooms and to require these rooms to be for the sole use by students of the University of Cambridge or Anglian Ruskin University would be unnecessarily restrictive, unworkable and undeliverable in practice. Draft policy 46, which carries minimal weight as there has been an objection to it, nevertheless indicates policy is moving away from the narrow scope for student accommodation dictated by policy 7/10. The scheme is NPPF compliant. I have no land use issue in principle with the proposed student accommodation.
- 8.11 In my opinion, the principle of the proposed land uses is acceptable in the round, taking into account adopted policy, the NPPF and emerging policy.

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

Response to context

- 8.12 It is considered that the existing buildings on the site, no.23 and no.25 Hills Road, form two distinct buildings due to the separate plots, arrangement of the retail units at ground floor, the differences in roof forms and the stepped height of the later extensions.
- 8.13 The overall rhythm and grain of the plot, as well as the width and arrangement of shop frontages, is reflective of other buildings in this area.
- 8.14 The application site is within the New Town and Glisson Road section of the Central Conservation Area. The site is not identified as being important to the character of the area or having any heritage significance to the character of this Conservation Area. This Hills Road Suburbs and Approaches Study does not make specific reference to the application site, but, in summarising the character of the area states:

“It is in largely commercial use with a mixture of 19th century shops and villas and modern office blocks; the chief exception being the landmark Roman Catholic Church.

- 8.15 The form, massing and detailed design of buildings fronting Hills Road is fairly eclectic and there is not a uniform building form or style in the area. Buildings are predominantly 3-4 storeys in height, although there are some notable exceptions in the form of various large scale office developments and St Paul’s Church within close proximity of the site.
- 8.16 In respect of the context of the site and the lack of heritage or design significance awarded to these buildings, I consider the loss of the existing buildings and the subsequent re-development of this plot with a building of a similar foot print and overall scale to be acceptable, subject to the detailed design of the proposal.

Movement and Access

- 8.17 The proposed ground floor retail unit would be accessed off Hills Road, similar to the existing retail units on the site and in keeping with other buildings that face Hills Road in the

surrounding area. Therefore, I consider the ground floor unit to be well connected to the existing routes along Hills Road.

- 8.18 The proposed upper floor student accommodation would be accessed from an entrance off Cambridge Place at ground floor level and is clearly defined and independent of the ground floor retail unit. There is an internal staircase and lift for students to gain access to their respective rooms and this is acceptable.
- 8.19 One of the main changes to the proposal compared to that of the previously refused scheme (15/1760/FUL) is that, rather than having two separate entrances for cycle and pedestrian users, there would now only be one shared entrance. It is noted that the Urban Design Team is not supportive of this amendment as it would create a poor entrance to the scheme. However, in comparing the proposed entrance to that of the previously refused entrance, I do not believe the entrance would be significantly worse. The entrance would remain legible and would provide a relatively straightforward route of access for future occupiers.
- 8.20 It is acknowledged that the Landscape Team and Urban Design Team has raised concerns with the proposed gated vehicular entrance and how the configuration of the car parking would undermine the security of the building as the gates have to be left open when the parking space is in use. However, I believe that this issue can be easily overcome through the replacement of the inward double gates with a rolling/ sliding shutter door which could be closed when the parking space is in use. Therefore, a condition has been recommended requiring the details of the gate to be submitted prior to commencement of the development.
- 8.21 In my opinion, the residential pedestrian and cycle access is integrated successfully into the existing routes into the area and would be straightforward and easy for future users to access.

Layout

- 8.22 The proposed ground floor retail unit would be orientated towards Hills Road which is supported given the position of the site within the Hills Road Local Centre as this positively contributes towards the character of the area. The store room and service area would be positioned to the rear of the unit and

accessed off Cambridge Place. The majority of retail units in the surrounding area are serviced off the smaller side streets due to the high frequency of all modes of traffic that use Hills Road. The shop front would wrap around part of the side elevation along Cambridge Place and I am of the opinion that this helps to contribute towards creating an active frontage.

- 8.23 The student accommodation on the upper floors is coordinated so that the communal living room, dining room and kitchen areas have outlooks that face out onto Hills Road. The orientation of the accommodation so that the windows face out in this direction helps to improve the levels of natural surveillance along this frequently used Hills Road and will overall make a positive contribution to the street scene. The elevation along Cambridge Place would be comprised of a series of windows which all serve individual bedrooms. I consider that these windows help to increase the perception of natural surveillance along this side street which is important considering that the entrance to the student accommodation is along this elevation.

Scale and massing

- 8.24 The proposed building would rise to 4 storeys in height and is similar in mass to the existing buildings at nos.23 and 25 Hills road.
- 8.25 The scale and massing has been subject to pre-application advice between the Urban Design and Conservation Team and the applicant. The mansard roof is setback approximately 2/6m above no.23, with a deeper 4.6m setback proposed above no.25. The Urban Design and Conservation Team have explained that the different setbacks are supported and reflect the existing setback roof of surrounding buildings. Furthermore, as the mansard roof continues around the south elevation (facing Cambridge Place) and the rear (east) elevation and reinforces the appearance 'roof' when viewed looking north along Hills Road.
- 8.26 In light of these comments from the Urban Design and Conservation Team and the reflectiveness of the overall mass and scale to other properties, I am of the opinion that the design is acceptable in this respect.

Open Space and Landscape

- 8.27 The proposal does not include any open space and landscaping. However, given the urban grain and density of the site, coupled with the city centre context of the site, open space and landscaping is not considered a necessity to help the proposal correlate with the character of the area.
- 8.28 The existing trees to the rear of the site along Cambridge Place, which are protected by virtue of the Conservation Area designation, will not be removed under the proposed works. There would be some pruning/ crown reduction works required to accommodate the proposed building, but as the trees will be remaining, I do not have any objection to this.

Elevations and Materials

- 8.29 The materials of the proposed building are generally supported by the Urban Design and Conservation Team. However, it is explained in their comments that further consideration of the facing brick needs to be made and it is suggested that a dark buff/ grey brick would form a better relationship with the existing stained buff bricks on the C19th buildings opposite and a condition has been recommended to control this. I agree with this advice and have recommended the condition accordingly.
- 8.30 The treatment of brick is supported by the Urban Design and Conservation Team to help emphasise the plot division of the existing layout and to break up the depth of the block.
- 8.31 Window arrangements have been designed to create the appearance of two buildings which again helps to break up the bulk of the block and relate successfully to the character of the area. The Urban Design and Conservation Team have recommended a condition for detailed drawings of windows to be provided and I agree with this advice.
- 8.32 While the overall elevation treatment of the shop front is supported, there are a number of key features missing such as stall risers and transoms. However, the additional detailing can be dealt with through condition.
- 8.33 The traditional 'Cambridge Place' road sign is considered to contribute positively to the character of the area. As a result, a

condition has been attached to ensure that the sign is retained and re-incorporated on the Cambridge Place Elevation.

- 8.34 Finally, the Urban Design and Conservation Team, has advised that the existing slate tiles, grills and stone heads and window cills should be salvaged and so an appropriate condition has been attached to ensure this.
- 8.35 Overall the approach to the elevations and materials is supported, subject to detailing which can be dealt with through conditioning.
- 8.36 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, 3/15, 4/4 and 4/11.

Disabled access

- 8.37 The proposed access to the student accommodation is acceptable from a disabled access perspective. The floorplans indicated that there is an accessible room on the first floor and second floor for future occupiers. The proposal does not conflict with planning policy in this respect.
- 8.38 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

Visual Enclosure/ Dominance

- 8.39 The proposed building would not project any further to the rear than that of the public house immediately to the north-west of the site. There are no windows on the side elevation of this adjacent building and so I do not consider that the proposed building will be perceived as visually dominant from this neighbouring occupier.
- 8.40 On the other side of Cambridge Place to the south-east of the application site is 27 Hills Road which does have residential accommodation on the upper floors. However, the side elevation windows of this neighbour already look onto the built

form of nos.23 and 25 which is fairly similar in mass and scale to the proposed replacement building. Furthermore, as the mansard roof is stepped back from the main building line, the visual perception from these neighbouring windows will be more of a three-and-a-half storey form rather than four storey which in my opinion will not visually dominate these outlooks.

- 8.41 Residential properties on Cambridge Place are situated over 35m away from the application site and so this separation distance is considered sufficient as to prevent the building from having any impact on the amenity of these properties.

Overshadowing/loss of light

- 8.42 In studying the orientation of the site, the main area that is likely to be affected in terms of overshadowing is the adjacent car park to the north-east of the application site. However, given the function of this space as a car park, the overshadowing of this area is not considered to be harmful.
- 8.43 As there are no garden spaces, habitable windows or other amenity spaces to the west, north or east of the site that are close enough to be overshadowed, I do not consider that the proposed building will harmfully overshadow any neighbouring occupiers.

Overlooking/loss of privacy

- 8.44 The proposed windows on the front elevation (Hills Road elevation) would not lead to a loss of privacy due to the fact that this is a very frequently used and public road and there are a considerable number of windows from other first floor properties that mutually look over this space.
- 8.45 The proposed windows on the side elevation (Cambridge Place elevation) would allow for views from student bedrooms that look across towards the upper floor residential flats of no.27 Hills Road. However, as there are already views from the upper floor teaching rooms that look out in this direction and these neighbouring windows of no.27 are visible from both Hills Road and Cambridge Place, the level of privacy afforded to these windows is relatively low at present. Therefore, while I accept there will be views out towards the neighbouring property at

no.27, I consider that the privacy of this neighbour will not be significantly harmed.

- 8.46 The proposed windows on the rear elevation will only have views out onto the car park and so there will be no loss of privacy caused by these windows. Furthermore, the perception of overlooking onto this car park will likely increase the levels of surveillance over these parked cars which will benefit the users of this car park.

Noise and disturbance

- 8.47 The proposed student accommodation would involve comings and goings from a considerable amount of future occupiers. At present, there is a high volume of students who use the upper floors of the building for educational purposes and the nature of this use means that students frequently enter and exit the building onto Cambridge Place before/ after teaching starts. Students tend to congregate outside the application site after/ between teaching which can lead to a high volume of people situated on this narrow street. Therefore it could be argued that the change of use from D1 (education) to C2 (residential institution) will lead to a reduction in the frequency of trips to and from the site due to the nature of the use as students will likely be spending the majority of their time at the various educational facilities in the wider area, and only go to and from the site when teaching has finished. As a result, I consider that the change from educational use to student accommodation will likely result in an improvement in terms of comings and goings, particularly as future occupiers will be spending the majority of their time inside and off the narrow street, rather than outside on the street at present. The servicing management plan explains that an on-site warden will be responsible for limiting the levels of disturbance from students and will provide a point of contact for neighbouring residents to contact if there are any instances of disturbance such as noise or anti-social behavior.

- 8.48 In terms of noise specifically, the Environmental Health team has recommended three conditions to control the levels of noise, two referring to the student accommodation use and one relating to the ground floor retail unit. The Environmental Health team has also recommended an odour monitoring condition to avoid odour disturbance to neighbouring occupiers. The

Environmental Health team is supportive of the proposals subject to these conditions and I agree with this advice.

- 8.49 Given that the future occupiers will be between the ages of 16-18 years old, a management plan condition has been recommended to ensure that if any antisocial behavior arises, there is scope for residents to contact an appropriate warden or site manager to resolve the issue.

Overspill car parking

- 8.50 The proposal does not include any dedicated parking for future occupiers and Cambridge Place is situated within the Controlled Parking Zone.
- 8.51 Sufficient cycle parking has been provided internally on-site for future occupiers and the site is considered to be in a sustainable location as it is in a local centre, within walking distance of the city centre and close to bus routes and stops. Therefore, I do not consider that there will be a significant increase in parking in this area resulting from this proposed scheme.

Construction activities

- 8.52 The Environmental Health Team has recommended conditions relating to construction hours, collection or deliveries during construction, and construction/ demolition noise, vibration and piling. The Highway Authority has also recommended a Traffic Management Plan for the construction/ demolition phases. I agree with this advice and consider that subject to complying with these conditions, the proposal is acceptable in this respect.
- 8.53 In my opinion, subject to conditions, 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

- 8.54 The proposal would provide 26 student bedrooms which would each be approximately 12.15m², although the three double bedrooms would be larger at 18.76m², and each room would have its own en-suite bathroom. The first floor and second

floor are identical in layout and would each contain a communal living/ dining/ kitchen space which would be 51m² in area, as well as a disabled accessible room. The third floor is smaller in overall size due to the fact that the mansard roof is recessed behind the main building line. This third floor would host 6 bedrooms and have a living/ dining/ kitchen area of 31m².

8.55 It is noted that objections have been raised regarding the lack of outdoor amenity space for future occupiers. However, in my opinion, given the city centre location of the site, it is not characteristic of upper floor residential units in the area to have outdoor amenity space and so I do not consider it a necessity in this instance. Furthermore, whilst it is appreciated that no external amenity space is provided as part of this development, the site is within walking distance of communal open spaces such as Parkers Piece.

8.56 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

8.57 The proposals include bin storage for both the A1 unit and the student accommodation to be provided internally on the ground floor of the building. The Environmental Health team are supportive of this approach but have recommended conditions relating to waste to see more detailed plans. I agree with this advice and consider the proposal is acceptable subject to this condition.

8.58 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

8.59 It is noted that concerns have been raised from properties along Cambridge Place regarding the overspill of students onto this narrow street and the highway safety hazards that currently exist and that could be increased by the proposed development. However, for the reasons set out in paragraph 8.47 and 8.70, I consider that the frequency and volume of users congregating

on the street of Cambridge Place will be lower than that at present.

- 8.60 The wall adjacent to Cambridge Place has been cantilevered back so as to provide a visibility splay for users of the maintenance/ delivery parking space. This would be an improvement of the existing parking arrangement whereby the wall projects out to the edge of the narrow pavement along Cambridge Place. The Highway Authority has not raised any objection to the proposal on the grounds of highway safety and I agree with this advice.
- 8.61 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.62 No car parking spaces are provided for future occupiers. The Local Plan (2006) parking standards do not require any parking for this type of development. For the reasons stated in paragraph 8.46 of this report, it is considered that the lack of car parking for residents is acceptable in this instance. A dedicated parking space for maintenance/ delivery vehicles has been provided so as to avoid congestion along Cambridge Place.
- 8.63 It is noted that objections have been raised regarding the lack of cycle parking. However, the proposal would provide 22 cycle parking spaces, with 18 spaces for residents and 4 spaces for visitors, and this level and type of provision conforms to the cycle parking standards of the Local Plan (2006) for the residential accommodation. The cycle standards require retail developments to provide 1 cycle space per 25m² which would equate to four spaces for this development. The proposal would fall short of this requirement as no cycle spaces are specifically designated for the retail unit. However, as the existing retail unit does not have any cycle provision, and the site is within 30 meters of a large cycle parking area on the south side of Cambridge Place, I do not consider the absence of cycle parking for this retail unit to be a just reason for refusal.
- 8.64 A Car Club informative has been attached so that the future occupiers are aware of their nearest car club service given that there is no car parking provided on-site for this development.

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

Servicing Arrangements

8.66 The previous application was refused due to the lack of provision for servicing for the student accommodation units and in so doing fails to provide for the adequate management and maintenance of the development. In response to this the applicants have revised the proposal so that an internal car parking space is provided for maintenance/ delivery vehicles to access the site without blocking the street of Cambridge Place.

8.67 The servicing management plan explains that the development proposal is typical of such developments along Hills Road within the vicinity of the site, whereby retail accommodation is situated on the ground floor with residential accommodation on the upper floors and the site immediately fronts the highway with limited parking in close proximity of the site.

8.68 Firstly, in terms of parking, Hills Road and Cambridge Place are both situated within controlled parking zones and are both double-yellow lined. The loading of large goods vehicles on Hills road from 7am to 10am and 4pm to 7pm Monday - Sunday is not permitted by virtue of the double yellow lines along Hills Road. The servicing management plan explains that in order to prevent illegal parking and avoid disturbance on these roads, the following measures will be applied and monitored by the resident warden:

- The on-site warden will ensure that any visits by trade for routine maintenance and repairs, and for managing servicing of the premises, will be subject to advance notification regarding the availability of parking within the site, such that only one vehicle requires parking at any one time.
- Trade personnel will also be advised that Cambridge Place and Hills Road fronting the site are subject to parking control. Therefore, if it is necessary to drop-off materials this must be undertaken expeditiously without obstructing the highway locally, and thereafter vehicles must be parked within the rear yard or in accordance with the locally available legal parking provision as set out in the table in paragraph 8.69.
- A timetable for student drop-off/ departures will be prepared to ensure that these times are staggered and not clustered.

- Students will be notified in advance of local parking restrictions and given information on public parking within the vicinity of the site.

8.69 Information on on-street parking spaces in the wider area are also provided under this plan:

<u>Location</u>	<u>Approximate number of on-street parking spaces</u>	<u>Hours of operation</u>
St Paul's Road	65	9am – 5pm Monday to Saturday: Maximum stay 4 hours
Glisson Road	13	9am – 5pm Monday to Saturday: Maximum stay 2 hours
Russell Street	13	9am – 5pm Monday to Saturday: Maximum stay 2 hours Sunday: Maximum Stay 4 hours

8.70 Secondly, in terms of the management of the student accommodation, the on-site warden will be responsible for keeping the residential block in good order, arranging maintenance works and dealing with any anti-social behaviour or disturbance instances and will be contactable 24 hours a day.

8.71 Finally, in respect of refuse management and collection, bins will be taken out of the stores on collection day and will be collected from Cambridge Place by the City Council refuse collection service. It will be the responsibility of the warden to make students aware of the refuse procedures and details. He warden will also be responsible for ensuring that the refuse store is kept in a clean and tidy state.

8.72 In assessing the information provided by the applicant, I am of the opinion that the proposal provides enough information to demonstrate that there is provision for the adequate management and maintenance of development. The Highway

Authority has raised no objection to the information supplied or the proposed vehicle access. The proposed student accommodation would be serviced in a similar manner to other residential accommodation along the side streets of Hills Road and appropriate measures have been put forward to explain how the levels of disturbance to properties and users of the highway in the surrounding area will be minimised. The student management plan condition will ensure that these measures are implemented and enforceable and that residents in the surrounding area are provided with the contact details of those responsible for the management of this accommodation. The proposed parking space would allow for deliveries and maintenance vehicles to enter the site without blocking the street of Cambridge Place. The vehicular access would be an improvement on the existing situation as the visibility splay for the existing parking space would be enhanced by the proposed works.

8.73 In my opinion, subject to conditions, the proposal is compliant with Cambridge Local Plan (2006) policy 3/7.

Third Party Representations

8.74 The third party representations have been addressed below:

<u>Representation</u>	<u>Response</u>
No amenity space for future occupiers	See paragraph 8.55
No parking/ loading space for service vehicles/ lack of servicing arrangements	See paragraphs 8.68
Loitering of students on Cambridge Place due to no outdoor amenity space	See paragraphs 8.47, 8.49 and 8.70
Highway Safety	See paragraph 8.59 – 8.60
Proposal would be better suited for reasonable sized flats	There is no policy conflict with the use of this site for student accommodation.
No parking for future occupiers	See paragraphs 8.62, 8.64 and 8.68 - 8.69
Pressure of parking on nearby streets.	See paragraph 8.48

Lack of cycle parking	See paragraph 8.59
Lack of security for future occupiers due to open gates.	See paragraph 8.20
Inadequate provision for contractors, removal of dirt and deliveries of vehicles.	The Traffic Management Plan condition will cover these issues.
In the event of permission being granted, stringent conditions should be added to prevent illegal parking which should be supervised and enforced by the Local Planning Authority and Highway Authority.	Illegal parking is an offence and is a matter for the police authority. Therefore, it would not be necessary to attach a condition to this effect.
Parked car will block refuse and cycle store access	There would still be ample room between the car parking space and the refuse/ cycle storage. The parking space, when in use, would not prevent the movement of either of these functions.
No details of how the student hostel will be managed during holiday periods.	This will be dealt with through the student management plan condition.
The student accommodation could be used by a third party operator? How would this be managed/ supervised?	This will be dealt with through the student management plan condition.

9.0 CONCLUSION

- 9.1 In conclusion, I consider that the proposed building would not appear out of context or detract from the character of the area, would not pose any harm to the amenity of adjacent occupiers, and provides a high quality living environment for future occupiers. The reason for refusal of the previous application has been fully satisfied and approval is therefore recommended.

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. 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)

4. There should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0800 hrs and 1800 hrs on Monday - Friday, 0800 hrs and 1300 hrs Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

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

5. 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 the adjoining properties.
(Cambridge Local Plan 2006 policy 4/13)

6. 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 the adjoining properties.
(Cambridge Local Plan 2006 policy 4/13)

7. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall not be altered.

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

8. a. After demolition and prior to the commencement of construction, a noise assessment that considers the impact of airborne and impact sound from the Emperor pub upon the residential units of the proposed development shall be submitted in writing for consideration by the local planning authority.

b. Following the submission of a noise assessment and prior to the commencement of construction works, a noise insulation scheme detailing the acoustic noise insulation performance specification of the building envelope (having regard to the building fabric, glazing and ventilation) for protecting the residential units from noise from the neighbouring emperor pub shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and prior to occupation of the residential units and shall not be altered.

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

9. Prior to the commencement of development works, a comprehensive odour impact assessment and odour control scheme for protecting the residential units from odour shall be submitted to and approved in writing by the local planning authority.

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

10. Before the A1 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 the adjoining properties.
(Cambridge Local Plan 2006 policy 4/13)

11. Prior to occupation of the development, full details of the on-site storage facilities for waste including waste for 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 will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter for their intended use 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

12. Prior to the commencement of occupation, full details of the storage facilities for the separation of waste for recycling and composting within the individual student flats/clusters shall be provided. 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

13. Before starting any brick 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, type of jointing 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 the 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 policy 3/12).

14. 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. This may consist of large-scale drawings and/or samples. 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 Policy 3/4 and 3/12 of the 2006 Cambridge Local Plan.

15. Prior to installation of any shopfront, large scale drawings of all joinery (doors, window frames, etc) and other elements of the shopfront shall be submitted to and approved in writing by the local planning authority. This includes timber and other mouldings [to cornices, sills, mullions, transoms, pilasters, etc.], stallriser finishes, console and other brackets, doors, thresholds and fanlights, etc.. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

16. Prior to the commencement of development, the street name plate for Cambridge Place shall be removed from the flank of No.25 Hills Road. It shall be stored safely (in a location to be agreed with the Local Planning Authority) and re-erected in equivalent position on the replacement building before its first occupation.

Reason: To secure the historic sign before demolition and its re-erection in the interests of the character and appearance of the conservation area and to be consistent with Cambridge Local Plan 2006 policy 4/11.

17. Prior to the commencement of development, full details of the proposed gate for the vehicular access and parking shall be submitted to and agreed in writing by the Local Planning Authority. The details should include elevations and floorplans of the gate, as well as specifications as to how the gate will open/ close. The details as approved shall be fully implemented before the use hereby permitted is commenced and shall not be altered unless otherwise agreed in writing by the local planning authority.

Reason: To protect the amenity of future occupiers in terms of site access and safety. (Cambridge Local Plan 2006 policies 3/7 and 3/12)

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

Reason: in the interests of highway safety (Local Plan 2006 Policy 8/2).

19. Sustainable Drainage

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 30% an allowance for climate change. The submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site to achieve a 20% reduction in peak flows and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
- ii. provide a management and maintenance plan for the lifetime of the development.
- iii. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To minimise flood risk (Cambridge Local Plan 2006, Policy 3/1)

20. Student Management Plan

Prior to the occupation of the College building, a student management plan shall be submitted to and approved in writing by the local planning authority. This shall set out measures as to how the student accommodation will be managed on a day-to-day basis, how it would be managed when let during holiday periods, and how any issues arising from its operation in terms of impact on adjacent neighbours will be handled. It shall include the contact name and number of a College representative, made available to local residents and placed as information near to the entrance of the building in a prominent and publicly visible location. The development shall be carried out in accordance with the agreed upon management plan and retained thereafter, unless otherwise agreed in writing by the local planning authority.

Reason: In order to ensure the occupation of the buildings is appropriately managed and controlled (Cambridge Local Plan 3/4, 3/7, 3/12)

21. One room of the 26no. bedrooms shall be provided for the on-site warden and retained thereafter for use by the warden unless agreed in writing by the Local Planning Authority.

Reason: To ensure that the student accommodation and servicing arrangements are managed (Cambridge Local Plan Policy 3/7)

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

Reason: To secure the preservation of the archaeological interest of the area either by record or in situ as appropriate.

23. Occupier

The student accommodation shall, during the relevant educational institution's term-time, be for the benefit of full-time students attending either Abbey College, Anglia Ruskin University or the University of Cambridge only save for during the summer vacation period only when the accommodation may be occupied by the following persons:

- a) Students of any of the educational institutions above; and/or
- b) Students attending summer educational courses in Cambridge.

Reason: In light of the fact that the Council has accepted a need for student accommodation for these three educational institutions through the granting of this application and through policy 7/10 of the Cambridge Local Plan 2006.

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. 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:

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:

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

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

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

- o Guidance on the assessment of dust from demolition and construction

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

- o 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: If during the works contamination is encountered, the LPA should be informed, additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA. The applicant/agent to need to satisfy themselves as to the condition of the land / area and its proposed use, to ensure a premises prejudicial to health situation does not arise in the future.

INFORMATIVE:

The Housing Act 2004 introduced Mandatory Licensing for Houses in Multiple Occupation (HMOs) across all of England. This applies to all HMOs of three or more storeys and occupied by five or more persons forming more than one household and a person managing or controlling an HMO that should be licensed commits an offence if, without reasonable excuse, he fails to apply for a licence. It is, therefore, in your interest to apply for a licence promptly if the building requires one. Further information and how to apply for a Licence may be found here:

<https://www.cambridge.gov.uk/licensing-of-houses-in-multiple-occupation>.

INFORMATIVE:

Traffic Management Plan:

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.

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

INFORMATIVE: Following implementation of any Permission issued by the Planning Authority in regard to this proposal the residents of the new dwelling will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.