

Application Number	17/0970/FUL	Agenda Item	
Date Received	1st June 2017	Officer	Charlotte Burton
Target Date	31st August 2017		
Ward	West Chesterton		
Site	St Regis And 108 Chesterton Road, St Regis House 47 Hamilton Road Cambridge Cambridgeshire CB4 1BY		
Proposal	Erection of student accommodation comprising 53 student rooms - clusters (incl. 2 x DDA rooms), 9 student flats and 15 student studios (Sui generis), and ancillary facilities including kitchen/communal areas, laundry room, plantroom, bin and bicycle enclosures; refurbishment and minor works to 108 Chesterton Road with the retention of 8 student rooms; and 14 residential flats (Use Class C3) comprising 1 bed and 2 bed units (following demolition of existing buildings), together with landscaping and associated infrastructure.		
Applicant	N/A C/O Agent		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposed buildings would be appropriate to the street scene and surrounding context and would be high quality replacement buildings;</p> <p>The scale and massing would be similar to the existing buildings and the proposal would not have an unacceptable impact on the residential amenity of neighbouring properties and the wider area;</p> <p>The proposed student accommodation is acceptable in principle and the</p>
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	additional residential units would deliver wider benefits.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site comprises St Regis House and No. 108 Chesterton Road. St Regis House is made up of three separate blocks arranged in an 'H' form, with one block fronting Chesterton Road, one block fronting Hamilton Road and a central block. There is a single storey garage block on the eastern side of the site.
- 1.2 The blocks were originally built for office use and were converted for student accommodation under planning consent C/94/0112. The site is owned by Clare College. The existing accommodation provides 63 no. bed spaces for graduate students within bed sitting rooms with communal kitchen and bathroom facilities, bedsit flats and partnered flats. No. 108 Chesterton Road is currently used as a student hostel for graduate students.
- 1.3 The existing buildings are four storeys with a flat roof. The buildings are constructed in red brick with render on the ground floor of the two blocks fronting the roads. The blocks include a regular arrangement of windows and paraphernalia has been later attached to the elevations, including external escape stairs. The central block has external walkways on the western elevation.
- 1.4 The application site includes No. 108 Chesterton Road. This is a semi-detached property attached to No. 106. It is a traditional property with a pitched roof, bay windows on the frontage and brickwork detailing. The property has a rear garden.
- 1.5 There are 'in' and 'out' vehicular accesses from Chesterton Road and an under-croft providing access into middle of the site. There is parking along the Hamilton Road frontage. The site includes areas of hard surfacing which is used for informal parking. There are areas of soft landscaping to the rear of the Chesterton Road block and around the central block. The ground level of the site lowers in the middle compared to the frontages.

- 1.6 The existing buildings are not Listed and have not been identified as Buildings of Local Interest. The site is outside the conservation area, with the exception of the rearmost part of the garden of No. 108 Chesterton Road which is within the De Freville Conservation Area.
- 1.7 The site falls outside the controlled parking zone and is within the air quality management area. The site is not within an area of flood risk and there are no tree preservation orders on the site.

2.0 THE PROPOSAL

- 2.1 The proposal is for the erection of three blocks, following demolition of the existing buildings, and refurbishment of No. 108 Chesterton Road, together with landscaping and associated infrastructure.
- 2.2 The proposed buildings would be laid out in a similar 'H' form arrangement as existing, with a northern (Chesterton Road) block, southern (Hamilton Road) block and central block. The site would be split with the student accommodation within the Chesterton Road and central blocks, and the residential use within the Hamilton Road block. There would be no access between the two parts of the site except for maintenance.
- 2.3 The student accommodation (sui generis use) would provide 85 no. bed spaces and would be used by Clare College to house graduate students. The accommodation would comprise:
- 53 no. student rooms arranged in clusters (including 2 x disabled access rooms);
 - 9 no. student flats;
 - 15 no. student studios; and
 - refurbishment and minor works to No. 108 Chesterton Road with the retention of 8 no. student rooms, including creation of an internal link to the proposed Chesterton Road block; with
 - ancillary facilities including kitchen/communal areas, laundry room, plantroom, bin and bicycle enclosures.
- 2.4 The proposed residential block fronting Hamilton Road would include 14 no. residential flats (Use Class C3) comprising 9 x 1-bed and 5 x 2-bed units. There would be a common stairwell

serving the units with entrances from Hamilton Road and from the rear of the block. The units would have terraces or balconies and would have access to communal amenity space at the rear.

- 2.5 The blocks fronting Chesterton Road and Hamilton Road would be four storeys including an attic storey, and the Chesterton Road block would include a basement storey. The front elevations feature split projecting gables. The central block would be three storeys including an attic storey and single storey elements in the northern end. The materials proposed for all blocks are buff brick with zinc cladding including on the attic storeys.
- 2.6 There would be a vehicular access from Chesterton Road into the middle of the site via an undercroft, which would provide access to 2 no. disabled car parking spaces, as well as pedestrian and cycle access. Bin storage and cycle parking would be provided in separate stores for the student and residential uses. 10 no. car parking spaces would be provided along the Hamilton Road frontage for the residential units.
- 2.7 A landscaping scheme has been submitted which shows communal amenity spaces provided for each of the student and residential uses. The proposal includes the removal of some of the trees on the site and replacement planting. The garden of No. 108 Chesterton Road would be integrated into the landscaping scheme for the whole site.
- 2.8 During the course of the application, amendments were submitted which principally comprised:
 - Widening of the proposed vehicular access from Chesterton Road;
 - Removal of the proposed vehicular access from Hamilton Road to the rear of the block;
 - Removal of 3 no. proposed car parking spaces from the rear of the Hamilton Road block and relocation of 2 no. spaces to increase the number of proposed spaces on the Hamilton Road frontage from 8 to 10, with associated landscape changes.
 - Relocation of the proposed cycle parking for the Hamilton Road block to the western site boundary and bin store.

3.0 SITE HISTORY

Reference	Description	Outcome
C/94/0112	CHANGE OF USE FROM OFFICES (CLASS B1) TO STUDENT HOSTEL, ST REGIS, HAMILTON ROAD	Approved subject to conditions

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 Local Plan 2006	3/1, 3/4, 3/7, 3/8, 3/11, 3/12 4/3, 4/9, 4/11, 4/13, 4/15 5/1 7/7 8/2, 8/6, 8/10, 8/16 10/1

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
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	Circular 11/95
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge City Council (2011) - Open Space and Recreation Strategy</p> <p>Balanced and Mixed Communities – A Good Practice Guide (2006)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>

	<u>Area Guidelines</u> De Freville Conservation Area Appraisal (2009)
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5.4 Status of Proposed Submission – Cambridge Local Plan

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

For the application considered in this report, there are no policies in the emerging Local Plan that should be taken into account.

6.0 **CONSULTATIONS**

Cambridgeshire County Council (Highways Development Management)

6.1 Initial comment 16.06.2017

Objection. The accesses are too narrow for two motor vehicles to pass in the entrance and must be widened.

6.2 Comment on amendments 10.08.2017

No objection. The proposed access arrangement overcomes the previous objection. Residents of the new dwellings will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.

Recommended conditions:

- No unbound gravel
- No gates
- Details of vehicular access
- Access drainage
- Manoeuvring areas
- Access free of obstruction
- Traffic management plan
- Residents parking informative
- Traffic management plan informative
- Public highway informative

Cambridgeshire County Council (Transport Assessment Team)

6.3 Initial comment 06.07.2017

Following a review of the Transport Statement and Travel Plan, further information is required with regard to the existing situation, proposed impacts, trip generation and travel plan.

6.4 Comment on additional information 24.08.2017

Following review of the additional information provided, the outstanding issues have been addressed and the holding objection can be removed subject to a Travel Plan and student management place being secured by condition.

6.5 Policy Section

No objection subject to condition for student accommodation to remain as such and is for full-time students.

6.6 Environmental Health

No objection. Recommended conditions/informatives:

- contaminated land conditions
- submission of furnace/boiler details
- implementation of furnace/boiler as approved
- collection and deliveries during demolition/construction
- piling
- dust condition
- plant noise condition
- noise insulation scheme

- building noise insulation informative
- dust condition informative
- site investigation informative
- housing health and safety rating system informative

6.7 **Refuse and Recycling**

No comments received.

6.8 **Urban Design and Conservation Team**

6.9 Initial comment

No objection. The overall design and relationship with the conservation area is considered acceptable and, subject to clarification regarding materials and details, the application is supported in conservation and urban design terms.

Recommended conditions:

- Materials samples;
- Sample panel;
- Roof details
- Details of solar panels;
- Window details;
- Glass types;
- Balcony details;
- Chimney details;
- Rainwater goods;
- External treatment of shelters;
- Lift-overflow details
- Photographic record of existing building

6.10 Comments on additional information

Awaiting prior to committee. To be reported on the amendment sheet.

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

No objection. Gas fired combined heat and power (CHP) and photovoltaic array have been chosen as the preferred technology choice. Recommend condition for installation of renewable and low carbon energy technologies.

6.12 **Access Officer**

No comments received.

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

No objection. Recommended condition for Arboricultural Method Statement and Tree Protection Plan.

Head of Streets and Open Spaces (Landscape Team)

6.14 Comments on revised plans.

No objection. Support tree retention on the site and the introduction of new trees along Chesterton Road. Support the decrease in the amount of space designated for vehicles and the increase of green space and planting areas. Parking, soft landscape planting and hedges, balcony amenity spaces and tree planting all combine successfully to provide a positive streetscape. Recommend an increase in the width of the path directly adjacent to the large cycle storage facility. Not entirely clear what the boundary treatment between the Hamilton Road site and the St Regis student site will be. It is suggested at the junction of the two garden boundaries that it will be a dwarf retaining wall with fence above and hedging/planting on both sides. It is less clear what is proposed between the cycle store and the new central block building. These details can be considered under condition.

Recommended conditions:

- Hard and soft landscaping
- Boundary treatments
- Landscape maintenance and management plan

6.15 **Head of Streets and Open Spaces (Walking and Cycling Officer)**

No comments received.

Lead Local Flood Authority (Head of Service Growth and Economy, Cambridgeshire County Council)

6.16 Initial comments 29.06.2017

Object. The drainage scheme does not adhere to the hierarchy of drainage options as outlined in the National Planning Policy Framework (NPPF) and Planning Practice Guide. Infiltration testing is required to demonstrate whether infiltration is viable on site and the drainage strategy should be updated accordingly in line with the results.

6.17 Revised comments 24.07.2017

No objection following additional correspondence from the applicant, subject to recommended conditions:

- Infiltration testing
- Surface water drainage scheme
- Long term maintenance arrangements for the surface water drainage system

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.18 Initial comment 04.07.2017

Objection. The proposed surface water drainage strategy does not follow the drainage hierarchy as described in the National Planning Policy Framework. Available broad scale mapping suggests infiltration may be feasible therefore site specific testing in accordance with BRE Digest 365, should be undertaken and the results submitted to the local planning authority.

6.19 Comments on additional information 19.09.2017

Based upon the information submitted, satisfied with a pre-commencement condition for infiltration tests to be undertaken in accordance with the relevant guidance.

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

The application has identified the breeding of at least 3 pairs of Swifts within the Building. Recommend condition for construction environmental management plan.

6.21 Environment Agency

No objection. The Council should refer to the Environment Agency's standing advice and consult its drainage manager.

6.22 Anglian Water

No objection. Recommend condition for surface water drainage scheme.

6.23 Cambridgeshire Constabulary (Architectural Liaison Officer)

No objection.

6.24 Cambridgeshire County Council (Education)

No planning obligations sought towards education for 1 and 2 bed flats.

6.25 Cambridgeshire County Council (Archaeology)

No objection. The site lies in an area of archaeological potential. Recommend a programme of archaeological investigation.

6.26 Design and Conservation Panel (Meeting of 12th July 2017)

The conclusions of the Panel meeting were as follows:

The Panel welcome the improvements made since last time, not least the removal of the single storey block within the centre of the scheme and the re-orientation of the Hamilton Road block to the south.

However, it was felt that there is scope for further improvement. The general architectural treatment of the two blocks facing Chesterton and Hamilton Roads, and in particular how the front and backs relate to each other, could be improved, and thereby improve their relationship with the existing houses. The Panel would also encourage further revisions to the Hamilton Road block to remove the need for it to step forward in the centre and to provide front doors for the ground floor flats. Finally, the removal

of the single storey appendages on either end of the central block, along with the removal of the 3 parking bays behind the Hamilton Road block, would dramatically improve the provision of green space within the site.

Therefore, while this scheme has less of an impact on the character and appearance of the Conservation Area than the existing buildings, it was felt there was potential for even more enhancement to this part of Cambridge.

VERDICT – AMBER (6) with 1 abstention.

The relevant section of the minutes of the panel meeting are attached to this report as Appendix 2.

Disability Consultative Panel

6.27 Meeting of 27th June 2017

- DDA compliant rooms - it was not clear from the plans where these were to be located or whether the provision had been made to accommodate a hoist.
- Fire refuge points - these appear to either obstruct the staircase or the lift access on the 2nd and 3rd floor plans. A concern.
- Accessible WC - the doors need to open outwards.
- Lift - this would need a secondary power supply for use in the event of an emergency.

A fundamentally flawed scheme that shows little or no compliance with accessibility regulations. A complete re-think is recommended with a greater attention to detail.

6.28 Meeting of 29th August 2017

- 108 Chesterton Road. The Panel questioned the relationship between the accessible WC, passageway and Common Room and would encourage the doorway widths to be as generous as possible (up to 1 metre).
- Accessible kitchen. The furnishings need to be in a style that would encourage social interaction. The kitchens as well as any other communal areas should also be sensory accessible with visual indicators for fire alarms etc.

- Market flats. The Panel applaud the intention to make these flats comply with Category 2 as a minimum requirement. The designers are however encouraged to include accessible features such as clutch bars in the showers etc. from the outset, as making adaptations at a later stage is always more costly. Sliding doors for bathrooms are useful from both an accessible and space-saving solution
- Accessible parking bays. The Panel note the low number of parking bays on the Hamilton Road frontage and would welcome the inclusion of more accessible bays elsewhere on the site for the benefit of the disabled.

The Panel appreciated the opportunity to re-visit this scheme and note that the Access Officer is supportive. A very useful discussion aided by helpful supporting documentation provided in advance of the meeting.

6.29 Developer Contributions Monitoring Unit

- Community Facilities:

The proposed development is within 1 mile of the Akeman Street Community House site.

Given the scale of the proposed development on this site, and in line with the funding formula set out in the Councils Planning Obligations Strategy 2010, a specific S106 contribution of £17,584 (plus indexation) is requested towards the provision of and / or improvement of community facilities and equipment at part of the Akeman Street Community House redevelopment, Cambridge.

Under the S106 pooling constraint regulations, no more than five specific S106 contributions can be agreed for the same project. So far, the council has not agreed any other specific contributions for this project. The council has proposed, but not formally agreed two further specific contributions for this project.

- Indoor Sports:

The proposed development is within 700m of the Chesterton Community College sporting facility, which is on the Councils 2016/17 target list of indoor sports facilities for which specific S106 contributions may be sought in order to mitigate the

impact of development. This target list was agreed by the City Councils Executive Councillor for Communities in June 2016.

Given the scale of the proposed development on this site, and in line with the funding formula set out in the Councils Planning Obligations Strategy 2010, a specific S106 contribution of £6,321.50 (plus indexation) is requested towards the provision of blackout blinds to the main hall to enable the provision of activities to include glow sports and beats fitness at Chesterton Community College, Gilbert Road, Cambridge CB4 3NY.

So far, the council has not agreed any other specific contributions for this project. The council has proposed, but not formally agreed two further specific contributions for this project.

Outdoor Sports:

This proposed development is within 500m of Chesterton Recreation Ground, which is on the council's 2016/17 target list of outdoor sports facilities for which specific S106 contributions may be sought.

Given the scale of the proposed development on this site, and in line with the funding formula set out in the council's Planning Obligations Strategy 2010, it is proposed that the council requests £5,474 (plus indexation) for the provision of and / or improvements with regard to the pavilion extension / pitch works at Chesterton Recreation Ground.

So far, the council has proposed only one specific contribution for this project (ref 14/0790/FUL former Cambridge City Football Ground) so there is still scope for this contribution (and up to three others) to be requested. The council has though proposed, but not formally agreed two further specific contributions for this project.

Informal Open Space:

This proposed development is within 500m of Chesterton Recreation Ground.

Based on the funding formula set out in the Council's Planning Obligations Strategy 2010, it is proposed that the council requests £9,075 (plus indexation) for the provision of and / or

improvements to informal open space at Chesterton Recreation Ground.

So far, the council has agreed only one specific contribution for this project, and proposed two further contributions, so there is still scope for this contribution (and one other) to be requested.

- Play provision for children and teenagers:

This proposed development is within about 600m of Chesterton Recreation Ground play area. Chesterton Recreation Ground play area is on the councils target list of facilities for which specific S106 contributions will be sought. This highlights the scope for improving the play area equipment and facilities in order to mitigate the impact of local development.

Based on the funding formula set out in the councils Planning Obligations Strategy 2010, it is proposed that the council requests £3,160 (plus indexation) for improving the play area equipment and facilities at Chesterton Recreation Ground play area.

So far, the council has not agreed any specific contributions for these projects so there is still scope for this contribution (and up to four others) to be requested. The council has though proposed, but not formally agreed one further specific contribution for this project.

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

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations **objecting** to the proposal:

- 49 Hamiton Road
- 51 Hamilton Road
- 53 Hamilton Road
- 227 Chesterton Road
- 229 Chesterton Road
- 7 Chesterton Hall Crescent
- 9 Chesterton Hall Crescent

- 28 Chesterton Hall Crescent
- 9 Kimberley Road
- 13 Kimberley Road
- 126 Milton Road
- 9 George Street

7.2 The City Council Ward Councillor for West Chesterton, Cllr Sargeant has submitted a representation objecting to the proposal.

7.3 The owners/occupiers of the following addresses have made **neutral** representations objecting to the proposal:

- 82 Chesterton Road

7.4 The representations can be summarised as follows:

- Over-provision of student accommodation in the City;
- Demand for social housing, not student accommodation;
- Potential change of use from student accommodation to residential use should be guarded against;
- Loss of existing buildings of design interest;
- Proposed buildings lack merit and distinction and appears to be purely functional;
- The existing buildings or their frontages should be retained;
- Poor landscaping and design within the public realm;
- The Chesterton Road building should be no further forward than the existing building line and should have green space in front;
- Realignment of Hamilton Road frontages welcomed;
- Loss of trees in terms of impact on conservation area and loss of screening to neighbouring properties;
- Proposed buildings are too large for the site;
- Central block would result in loss of light and privacy to Hamilton Road properties and would be substantially more overbearing and visually intrusive;
- Overshadowing and overlooking of properties on opposite site of Chesterton Road;
- Increased noise and disturbance during construction and resulting from increased number of residents on the site;
- Lack of parking for residential use and impact on on-street car parking within the vicinity;
- Concerns about the enforcement of restrictions on student cars;

- Concerns about access for taxis, drop-offs and emergency vehicles;
- Taxis frequently used by students and are likely to pull-up in the cycle lane;
- Travel Plan has been drafted on false premise that students regularly travel to Clare College rather than their normal place of study/work on other sites within the city;
- Ensure no through-route from Hamilton Road to Chesterton Road;
- Avoid light pollution from external lighting and stairwells;
- Long-term plan for Mitcham's Corner is required.
- Noise, dust and mess during construction works and impact on children playing in neighbouring gardens;
- Concerns about asbestos removal from the existing buildings;
- Damage to neighbouring buildings during construction;
- Many nearby properties are not owner-occupied or have not been consulted.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Affordable Housing
3. Context of site, design and external spaces
4. Impact on the Conservation Area
5. Residential amenity
6. Disabled access
7. Highway safety
8. Car and cycle parking
9. Refuse arrangements
10. Renewable energy and sustainability
11. Drainage
12. Ecology
13. Public Art
14. Third party representations
15. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 The site is an existing College site which provides accommodation for 63 no. graduate students of Clare College. The proposal would provide a total of 85 no. bed spaces across a mix of clusters, studios and flats. The provision of an increased number of student units is acceptable in principle and is in accordance with policy 7/7 which supports the provision of additional student residential accommodation within existing College sites. I have recommended a condition to restrict the occupants to members of Clare College and the proposal would help meet the identified need for additional purpose-built student units as identified in the Council's student study.
- 8.3 The proposal includes 14 no. residential flats. Policy 5/1 supports the provision of residential development subject to the existing land use and compatibility with adjoining uses. The existing student use would be retained on the site with re-provision of more student units (notwithstanding that the Council has no adopted policies to resist the loss of student accommodation). The site is within an established residential area and therefore the use would be compatible.
- 8.4 For these reasons, the principle of the development is acceptable and in accordance with Cambridge Local Plan (2006) policies 7/7 and 5/1.

Affordable Housing

- 8.5 The proposed 14 no. residential flats and the student accommodation use would not trigger a requirement for affordable housing contributions according to Cambridge Local Plan (2006) policy 5/5 and the Council's Affordable Housing SPD (2008).

Context of site, design and external spaces

- Existing buildings and layout
- 8.6 The existing buildings are prominent in the street scene along Chesterton Road and Hamilton Road by virtue of their scale and massing, however they are not Listed and are not identified as Buildings of Local Interest and are excluded from the

conservation area. The demolition of the buildings is acceptable in principle and they have not been identified by the Urban Design and Conservation team as being of particular architectural merit or cultural importance. Moreover, the buildings could be demolished under permitted development, subject to prior approval as to the method of demolition only.

- 8.7 On Chesterton Road, the existing building sits between traditional Victorian properties. The scale, form and design of the four-storey building is incongruous with the neighbouring properties, however it is more similar to the larger buildings along Chesterton Road to the west. The building is set back from the established building line along Chesterton Road with a hedge in front and space for vehicle access. This softens the visual impact the existing building, however it remains a prominent building by virtue of its scale and relatively blank elevations which have little relief.
- 8.8 On Hamilton Road, the existing four-storey building sits between the traditional properties within the conservation area to the east and the three storey Midwinter Place flats to the west. The block is positioned at an angle which creates a triangle of space between the frontage and the road. This area is hard surfaced and used for car parking, which dominates the frontage. There is no soft landscaping on the Hamilton Road frontage, however there is a street tree to the south east of the site.
- 8.9 Within the site, the area is dominated by hard surfacing, which provides access to the garages on the eastern side of the site and is used informally for parking. This forms an unattractive setting for the buildings. There are some mature trees along the western boundary and in the rear garden of No. 108 which make some positive contribution to the character of the site. There are some small-scale outbuildings at the rear of No. 108 and this garden is characteristic of semi-detached traditional properties.

Layout

- 8.10 The site would be laid out with a similar arrangement of three blocks in an 'H' formation as the existing site. The Chesterton Road building would be further forward than the existing building, however it would remain stepped back from the

neighbouring traditional properties. Along Hamilton Road, the replacement block would be aligned parallel to the frontage so that it forms part of the frontage alongside Nos. 49-53 Hamilton Road. The central block occupies a similar westerly position to the existing block which allows for the retention of trees along this western boundary and allows the eastern side of the site to remain open for landscape amenity space. The garage on the eastern part of the site would be demolished to provide open space.

8.11 The site would be split with the northern and central blocks used for student accommodation, and the southern block used for residential units. Each use would have separate access from the road frontages and there would be no access between the two, other than a gate to provide access for maintenance only. Access to the northern part of the site would be via a single vehicle access from Chesterton Road, via an undercroft on the western side of the site similar to the existing situation. This would provide access to disabled parking spaces and for servicing vehicles, and pedestrian and cycle access into the centre of the site. On the southern part of the site, there would be parking along the frontage and a pedestrian and cycle access to the rear of the block.

8.12 In my opinion, the site layout provides a functional arrangement and good movement and access for the future occupants and those using the site. The layout also responds to the constraints of the site in terms of residential amenity, which is discussed in the section below.

□ Scale and massing

8.13 The Chesterton Road and Hamilton Road blocks would be four storeys. The proposed ridge heights of both frontage blocks would be similar to the existing buildings. The fourth floor would be set back and in contrasting materials so that it would be visually subservient and have the appearance of an attic story within the roof scape. The eaves height would be lower than the existing flat roof buildings, so that visually the height and mass of the building is lowered and sits more comfortably with the neighbouring traditional properties compared to the existing building. The mass of the buildings would be further broken up with the use of split projecting gables to create a rhythm across the elevation which responds to the finer grain of the street

scene. The Design and Conservation Panel suggested that the Hamilton Road block should be revised to remove the need for it to step forward in the centre, however in my opinion, the step forward is marginal and provides interest and relief to the elevation, and breaks up the mass of the building.

- 8.14 For these reasons, while the frontage blocks would be positioned marginally further forward than the existing buildings, in my opinion the scale and massing responds better to the street scene along both frontages than the existing buildings. The rear of the frontage blocks would have a set-back top floor with contrasting materials so that, again, it would appear as a subservient attic storey. The rear elevation of the Chesterton Road block has been visually broken up with glazed stair cores and the Hamilton Road rear elevation has a staggered building line to visually break up the elevation into separate elements. The Design and Conservation Panel commented that the front and backs of these blocks should relate to each other with the split gables continued on the rear elevation, thereby improving their relationship with the existing houses. The rear of the buildings would only be visible from within the site and from neighbouring properties. The rear elevations would relate well to the central block and have a different setting to the front elevations, so that in my opinion, a different elevational treatment between the two can be supported.
- 8.15 The central block would be lower than the frontage blocks being three storeys including an attic, and would be approximately 2.3m lower than the existing four storey block. The width of the building would be approximately double the existing building, however the footprint would be similar to the existing building combined with the single storey garage on the eastern part of the site, which would be demolished. The length of the building would be similar to the existing plus single storey elements on the both ends, which add little to the bulk of the building. The east and west elevations are stepped which breaks down the length of these facades into smaller elements. The split gabled approach at the ends of the building together with the glazed central link and chimney elements adds interest and helps to mitigate the depths of these elevations.
- 8.16 In my opinion, the scale and massing of the proposed replacement buildings is similar to the existing building in terms of foot-print and height parameters, and is visually broken up

through the roof scape and elevational treatment, so that the massing is more appropriate to the finer grain of the surrounding area than the existing buildings.

□ Elevations and Materials

- 8.17 The Urban Design team has commented that the overall approach to the elevations has the potential to provide a convincing modern interpretation of the important visual elements that characterise the area. The split projecting gables along the frontages responds to the gabled forms of the adjacent traditional properties along both frontages and creates a rhythm which sits more comfortably with the finer grain of the street scene. The proposal includes chimney stacks which complement the roof scape along the street. The Urban Design team has recommended conditions to control the detailing such as windows, balconies and balustrades, coping, rain water goods, porch details etc., and subject to this, in my opinion the proposal is a high quality scheme.
- 8.18 In terms of materials, the application proposes buff bricks on the three blocks. The Urban Design team has recommended the scheme would benefit from the use of two different, but complementary bricks, and I share this view. A redish-brown tone along the Chesterton Road frontage and central block, with a buff brick of mixed tone use on the Hamilton Road frontage could further help to scheme to respond to the sites two different frontages, as well as creating a visual distinction between the two uses. I have recommended a condition for materials samples and a brickwork panel to agree these details. A sample of the zinc to be used on the attic storeys should also be submitted for approval.
- 8.19 The Urban Design team has raised concerns about the full height windows and the risk of exposing student clutter within and the visual impact of this. This can be dealt with through a condition for window details to be submitted for approval, and could include obscure glazed panels. The Design and Conservation Panel recommended front doors could be provided for the ground floor flats to break up and activate the Hamilton Road frontage. This would not work functionally and would be an usual response to a flat typology. In my opinion, a repetition of front doors is not necessary and the elevation is

successful in responding to the character of the street scene as proposed.

□ Landscaping

- 8.20 The frontage along Chesterton Road is currently formed by a low brick wall and a tall hedge with hard surfacing behind. The existing hedge would be removed, however the proposed landscaping scheme retains a low brick wall and replacement hedge, with grass behind and five new trees. The easternmost vehicular access would be removed and the westernmost access would be widened. A pedestrian entrance would be provided which would create a visual break into the site and enhance the presence of the building on the street. In my opinion, the proposal would enhance the landscaping along Chesterton Road.
- 8.21 Along Hamilton Road, the existing frontage is dominated by hard surfacing which is used for car parking. During the course of the application, following comments from the Design and Conservation Panel, the proposed car parking at the rear of the Hamilton Road block was relocated to the frontage with the loss of one proposed space. There would be space for planting zones and a hedge in front of the building, and a new tree in the south western corner. In my opinion, while parking would be retained along the frontage, the proposed landscaping scheme would significantly enhance the street scene.
- 8.22 The future occupants of the residential units would have access to an area of communal open space at the rear of the Hamilton Road block. The amendments to the landscaping scheme submitted during the course of the application have increased the amount of amenity space at the rear of this block by relocating the parking to the frontage, which has reduced the area of hard landscaping and overall enhanced the soft landscaping on the site.
- 8.23 The student accommodation would be landscaped to provide communal amenity space. The garden of No. 108 would be incorporated into the site and would provide an area to the east of the central block for amenity space for the student occupants. This area would be split into three sections providing informal spaces for students to use. Buffer planting would be provided in front of the ground floor units to provide defensible space to

protect the privacy of the occupants. The disabled parking areas would be incorporated into a shared surface hard landscaped area to allow for flexible use when not needed for parking.

- 8.24 There are several mature trees on the western side of the site and within the rear garden of No. 108. The proposal would retain the trees of highest quality on the western side of the site. The lower quality trees within the garden of No. 108 would be removed with two trees retained in the south eastern corner. There would be replacement tree planting on the eastern and western sides of the student site. The Tree Officer supports the proposal subject to conditions for further tree protection details to be submitted. I accept this advice and in my opinion, the loss of some of the lower quality trees on the site would be mitigated by the replacement planting and wider landscaping scheme.
- 8.25 The Landscape Officer has queried the nature of the boundary between the student and residential uses, however this detail could be secured through standard landscaping conditions. The Landscape Officer has recommended the conditions for a detailed hard and soft landscaping, boundary treatments and maintenance, and subject to this, in my opinion the proposal would enhance the site.
- 8.26 For these reasons, in my opinion the site layout, scale and massing, elevations and materials, and landscaping would be compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/12.

Impact on the Conservation Area

- 8.27 The site is outside the conservation area, with the exception of rearmost part of the garden of No. 108 Chesterton Road which is within the De Freville Conservation Area. The boundary of the conservation area runs along the eastern boundary adjacent to the Hamilton Road block and along the southern boundary, so that the site and the southern block in particular form part of the setting of the conservation area. The frontage along Chesterton Road does not adjoin the conservation area and thus does not form part of its setting, in my opinion.
- 8.28 The area within the garden of No. 108 that is within the conservation area would be retained as open space within the

landscaping scheme. While there would be some removal of lower quality trees, two of the trees would be retained and there would be replacement tree planting in the south eastern corner. The character of this area would be retained and in my opinion, the replacement planting within a high quality landscaping scheme would enhance this part of the conservation area.

8.29 The frontage along Hamilton Road forms part of the street scene and thus the setting for the adjoining conservation area. I have set out above how the scale, massing, elevations, materials and landscaping respond to the finer grain of the traditional properties within the conservation area and how the proposed landscaping scheme would enhance the frontage. In my opinion, the Hamilton Road block which sits forward of the existing building would complete the street scene and would sit more comfortably with the traditional terraced properties, thereby enhancing the setting of the conservation area.

8.30 For these reasons, my view is that the proposal is compliant with Cambridge Local Plan (2006) policy 4/11.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.31 The nearest residential properties on Chesterton Road are No. 102 to the west and No. 110 to the east which adjoins No. 108; and on Hamilton Road are the flat Nos. 21-26 Midwinter Place to the west and Nos. 49 and 51 Hamilton Road which are part of a short terrace to the east. There are also properties on the western side of De Freville Avenue which have views from the rear towards the site, however these are over a considerable distance, and Nos. 223-229 Chesterton Road opposite the site.

□ Nos. 102 and 110 Chesterton Road

8.32 No. 102 is a two storey (plus attic) detached property with a rear garden adjacent to the western boundary of the application site. The property is understood to be a single residential unit.

8.33 The proposed Chesterton Road block would have the same building line on the rear elevation as the existing building, so it would not extend further to the rear of No. 102 than the current situation. The front elevation would be further forward than the

existing building, however it would not project in front of the building line of No. 102, so would not impact on any windows. There would be oblique views from the windows on the rear elevation towards the garden of No. 102, however the number, positioning and size of the windows would be similar to the existing building, so would not result in any significant loss of privacy.

- 8.34 Adjacent to the boundary with No. 102 is the existing undercroft which is open along the boundary at ground floor level. The proposal would retain an undercroft and would also be open along the boundary, having a similar relationship with No. 102 in terms of enclosure. The undercroft would include a bin store and cycle parking, however these would be within the confines of the undercroft so in my opinion there would not be significant noise and disturbance resulting from these.
- 8.35 The proposed central block would be positioned on the same building line as the western elevation of the existing building, so would not extend closer to the garden of No. 102 than the current situation. The building would be lower than the existing, so would have a lesser impact on No. 102 in terms of enclosure. There would be fewer windows and no external balconies from the proposed central block overlooking towards No. 102 compared to the existing situation. The existing mature trees along the boundary would be retained and additional planting proposed to the west of the central block to screen views.
- 8.36 For these reasons, in my opinion the proposal would have an acceptable impact on residential amenity for No. 102.
- 8.37 No. 110 is a two storey (plus attic) property which forms a semi-detached pair with No. 108 and has a rear garden adjoining the site. It is understood to be a single residential unit.
- 8.38 The proposal does not include extensions to No. 108 so there would be no impact on No. 110 in terms of enclosure or overshadowing. The central block would be closer to No. 110 than the existing building, however I am satisfied on the basis of the applicant's Daylight and Sunlight Assessment that there would be no significant impact on this regard. There would be some views from first and second floor windows on the eastern elevation towards the rear garden which would be closer than

the views from the existing central block, however these would be over 14m and direct views would only be towards the rearmost part of the garden. Moreover, existing trees along the boundary would be retained and enhanced with new hedge and tree planting to screen views.

8.39 The area adjacent to the eastern boundary would be used as amenity space for the student occupants, however it has been landscaped to provide three separate informal areas with buffer planting along the boundary, so in my opinion would not result in significant noise and disturbance.

8.40 For these reasons, in my opinion the proposal would have an acceptable impact on residential amenity for No. 110.

□ Nos. 223-229 Chesterton Road

8.41 Nos. 223-229 are two storey semi-detached properties on the northern side of Chesterton Road opposite the site. The properties have bay windows and roof lights on the front elevations and are set back with front gardens. Chesterton Road is approximately 20m wide including footpaths. The distance between the front elevations and the existing St Regis house is approximately 30m. The front elevation of the proposed Chesterton Road block would be approximately 2-4m further forward, so a separation distance of approximately 26m would be retained. The proposed building would be on the same building line as the neighbouring properties so the relationship with the properties on the northern side would be similar to other situations along the street. There would be a similar number of window openings and the size of the windows would be smaller in some cases, particularly those on the fourth floor being set within the roof. The proposal also includes 4 no. trees which would screen views compared to the existing situation. For these reasons, while the building would be further forward, in my opinion it would not have an unacceptable overlooking impact on Nos. 223-229 Chesterton Road. The applicant has submitted revised shadow studies demonstrates that there would be no significant loss of light to these properties as a result of the separation distance.

□ Nos. 49 and 51 Hamilton Road

- 8.42 Nos. 49 and 51 are two storey properties with rear gardens which form part of a short terrace. The properties have two storey rear outriggers and No. 49 has been extended at the side to adjoin the application site boundary. The rear garden of No. 49 is lower than the application site.
- 8.43 The Hamilton Road block has been sited and aligned forward of the existing building line, so that the rear elevation does not extend as far to the rear of No. 49 as the current building. Thus the proposal would not have a significant impact in terms of enclosure on the rear garden of No. 49 and the outlook from windows on the rear elevation. The applicant's Daylight and Sunlight Assessment shows there would not be a significant difference in terms of overshadowing, and there would be an improvement in daylight and sunlight to the rear windows.
- 8.44 The existing single storey garage on the eastern part of the site would be removed thereby reducing the immediate enclosure on the north western corner of the garden of No. 49. The central block would be lower than the existing building, however it would be approximately 7m closer to the boundary. The mass on the south eastern corner of the building has been reduced with the two storey element and attic storey cut away, and the gable end split with a glazed link. The applicant has provided modelled views from the gardens of No. 49 and 51 comparing the existing and proposed situation. In my opinion, the reduction in the height of the building compared to the current building, the reduction in the mass of the building on the south eastern corner, the removal of the garage adjoining the garden, along with the proposed planting on the south eastern corner of the site would mitigate the impact of the building being positioned closer.
- 8.45 There would be some oblique views towards the gardens which would be closer than the existing windows, however there would be fewer windows overlooking and views from the nearest windows on the eastern elevation would be obscured by screens (to be secured through conditions).
- 8.46 For these reasons, in my opinion the proposal would have an acceptable impact on residential amenity for Nos. 49 and 51.

□ Midwinter Place

8.47 Nos. 21-26 form the easternmost block of flats within Midwinter Place, and is a three storey block. Midwinter Place has a parking court at the rear. The eastern elevation provides external access to the flats.

8.48 Currently there is a single storey garage structure attached to the Hamilton Road block along the boundary with the four storey elevation stepped off the boundary. The Hamilton Road block would be stepped away from the boundary by approximately 2-5m, and the height and length of the western elevation would be similar to the existing building, so that the relationship would be similar to the current situation.

8.49 Along the western boundary there would be an access to the bin and cycle stores and amenity space at the rear of the residential block. In my opinion the noise and disturbance from use of the access and servicing areas would not have a significant impact on residential amenity.

Wider residential area

8.50 Third parties have raised concerns about the impact of noise and disturbance. The number of student occupiers would increase from 63 no. bed spaces to 85 no. spaces, however the nature of the student use would be the same as existing. The student accommodation would be for graduates and not for under-graduates. It would be subject to the College's management regime, which includes remote monitoring by Porters and student ambassadors on site. I have recommended a condition for a student management plan to be submitted for approval. Access to the student accommodation would be via Chesterton Road so there would be no thoroughfare through the site to Hamilton Road (to be secured through condition). The landscaping scheme shows how the site would be laid out to provide amenity spaces to promote informal use, as well as buffer planting along the boundaries. The residential units would be compatible with the surrounding uses. The number of vehicle movements to and from the site would be reduced with the removal of informal parking within the site.

8.51 Third parties have also raised concerns about the impact of additional demand for on-street car parking on residential amenity. The site is outside the controlled parking zone where

on-street parking is available. The College states that the graduate students would be restricted from owning cars in the City under their tenancy agreement. I have recommended a condition which includes submission of a copy of the tenancy agreement. The residential units would have 10 no. spaces for 14 no. units, which could provide one space for each 2-bed unit. This meets the adopted car parking standards. The site is in a sustainable location and the proposal includes good cycle parking facilities. The future occupants of the 1-bed units are less likely to be car dependent. In my opinion, the proposal would not impose a significant additional demand on on-street car parking and would not have an unacceptable impact on residential amenity in this regard.

- 8.52 The Environmental Health team has advised on conditions for plant noise insulation. Regarding the impact on residential amenity during construction, I have recommended the conditions advised by the Environmental Health team to control construction and delivery hours and dust. I accept their advice on this matter and the condition is sufficient. I have also recommended the contamination conditions requested.
- 8.53 For these reasons, in my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 4/13.

Amenity for future occupiers of the site

- 8.54 The student occupants would have access to amenity space on the site, primarily the area to the east of the central block. This is approximately 460 sqm. The students will have access to other amenity space and recreation facilities provided by Clare College. The site is also within close proximity of Midsummer Common. In my opinion, the amount and quality of the amenity space for the student use would be acceptable. The students would have access to common rooms and shared facilities on the site. The landscaping scheme shows buffer planting around the buildings which would provide defensible space to provide a degree of privacy for the future occupants of the ground floor rooms.
- 8.55 The residents units would have access to communal amenity space at the rear of the block. Following amendments to the

landscaping scheme submitted during the course of the application, this area was increased to provide approximately 260 sqm space. This would be to the north of the Hamilton Road block so the shadow diagrams show it would be overshadowed, however this would be compensated for by the units each having ground floor terraces or balconies on the southern elevation which would provide useable amenity space. In my opinion, this would be acceptable. The landscaping scheme shows planting at the front and rear of the block which would provide a buffer to protect the privacy of the occupants of the ground floor units. There would be no windows on the south elevation of the central student block so the privacy of the residential block would be protected.

- 8.56 For these reasons, 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, 3/12 and 7/7.

Disabled access

- 8.57 The student accommodation includes 2 no. disabled access rooms and 2 no. disabled access parking spaces. The residential use includes 1 no. disabled access parking space. The Disability Panel has reviewed the application and is generally supportive, with recommendations for the applicant to consider in the detailed design stage. The parking arrangements are compliant with the adopted standards and are acceptable. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Highway Safety

- 8.58 The site currently has separate 'in' and 'out' accesses onto Chesterton Road which provides access via an undercroft to informal parking areas within the site. The proposal would remove the easternmost access and widen the westernmost access to create a single entrance/exit. This would provide access to 2 no. disabled car parking spaces and for servicing, so there would be a reduction in the number of vehicles using the access compared to the existing situation. During the course of the application, the access was amended in consultation with the Highways Authority to allow vehicles to

entering the site to wait off-road in the event that there is a vehicle exiting the site. The Highways Authority has confirmed that the revised arrangement is acceptable.

- 8.59 On the Hamilton Road frontage, the existing parking area accessed via a dropped kerb along the length of the frontage would be retained. Following amendments to the scheme, there would be no vehicular access to the rear of the Hamilton Road block. The arrangement would thus be similar to the existing situation. The Highways Authority has raised no concerns with this arrangement and I accept their advice.
- 8.60 I have recommended the conditions requested by the Highways Authority, in particular to restrict gates and obstructions, and to ensure that the altered access onto Chesterton Road is created to an appropriate standard. Subject to this, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car parking

- 8.61 The proposal includes the provision of 2 no. disabled car parking spaces associated with the student use. The graduate students would be restricted from owning cars in the city under the tenancy agreements with Clare College and I have recommended a condition for a copy of the tenancy agreement to be submitted. The disabled car parking spaces have been provided on the basis of one space per accessible room and thus accords with the adopted standards. The provision of 10 no. car parking spaces associated with the 14 no. residential units would be in accordance with the adopted maximum car parking standards.

Cycle parking

- 8.62 The proposal includes 76 no. cycle parking spaces for student occupants and 12 no. visitor spaces associated with the student use. The spaces for student occupants would comprise 12 no. upright spaces within the undercroft and 64 no. stacker spaces in a store on the western boundary of the site. The store at the rear would be covered and would be secure within the gated site. While the number of visitor spaces is approximately 3 no.

spaces fewer than the standards, I am satisfied that the upright stands would be convenient for visitor use to compensate. Thus the cycle parking for the student use complies with the adopted standards and guidance in my opinion.

- 8.63 The proposed residential units would have cycle parking within a store at the rear providing 20 no. covered spaces which would be secure. There would be visitor spaces at the front of the site. In my opinion, the cycle parking for the residential use is also compliant with the adopted standards and guidance.
- 8.64 For these reasons, in my view the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Refuse Arrangements

- 8.65 The proposal includes for the student use a bin store within the undercroft of the Chesterton Road building (within 10m of the kerb) with a capacity for 8no. 1,100l bins (4no general waste and 4no recyclables) and 3 no. 770 litre for green/compost waste. The residential units would have a bin store at northeast of site (within 25m of the kerb) which allows for 5 no. 1,100 litre bins (2 no. general waste, 2 no. recyclables and 1 no. green/compost waste). I am satisfied that the proposal complies with the relevant guidance and is compliant with Cambridge Local Plan (2006) policy 3/12.

Renewable energy and sustainability

- 8.66 The application proposes to reduce the buildings' energy use and carbon emissions through fabric and system efficiencies. Photovoltaic panels are proposed for the southern slopes of the Chesterton Road building and Hamilton Road, which provides an area of approx. 160m² for PV panels. The application also specifies a gas fired combined heat and power (CHP) and electric car charging points for one of the student disabled parking space and residential spaces will be incorporated, as well as natural ventilation.
- 8.67 The Sustainability Officer has reviewed the applicant's renewable energy strategy and has confirmed that this is acceptable, subject to conditions to secure the installation of the renewable and low carbon energy technologies. I accept this advice and in my opinion the applicants have suitably

addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Drainage

8.68 The proposed site layout includes on-site attenuation on the eastern part of the site within the landscaping scheme. The Sustainable Drainage Officer and the Lead Local Flood Authority have requested infiltration testing, however the applicant has explained how this is not possible due to the presence of garages on this part of the site. The consultees are in agreement that a condition for infiltration testing and a detailed surface water drainage scheme would be appropriate in these circumstances and I accept their advice.

Ecology

8.69 The applicant's ecology survey identified that the site is used by a colony of swifts and the site has potential to provide a habitat for bats. The Ecology Officer has recommended a condition for construction environmental management plan for swifts. I accept this advice and I have also recommended a condition for bat and swift boxes to be provided. Subject to this, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 4/3.

Public Art

8.70 The applicant has submitted a Public Art Strategy which sets out the College's commitment to delivery of public art on site. I have recommended a condition for a detailed Public Art Delivery Plan to be submitted in accordance with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD (2010).

Third Party Representations

8.71 I have addressed these as follows:

Representation	Response
Over-provision of student accommodation in the City;	The principle of student accommodation is acceptable

	for the reasons set out in paragraphs 8.2-8.4.
Demand for social housing, not student accommodation;	The site is currently in use for student accommodation and thus this use is established. There would be no loss of social housing as a result of the proposal.
Potential change of use from student accommodation to residential use should be guarded against;	The use of the proposed student accommodation for residential would need planning permission, which would be assessed through an application for change of use. The current application can only consider the use proposed and not any future applications that may come forward.
Loss of existing buildings of design interest;	The existing buildings are not Listed and are not Buildings of Local Interest, nor are they within the conservation area. The boundary of the conservation area adjoins the site indicating that the buildings have been deliberately excluded. The buildings are an unusual feature within the street scene, however are not considered by the Urban Design and Conservation team to be of particular merit. Moreover, they could be demolished under permitted development, subject to prior approval as to the method.
Proposed buildings lack merit and distinction and appears to be purely functional;	The proposal responds to the surrounding context for the reasons set out in paragraphs 8.6-8.19. The Urban Design and Conservation team supports the proposal. I have

	recommended conditions to secure high quality design details.
The existing buildings or their frontages should be retained;	The existing buildings are not considered to be of high architectural merit or to make any positive contribution to the street scene. The retention of the frontages is not warranted.
Poor landscaping and design within the public realm;	In my opinion, the proposal would deliver a higher quality landscaping scheme along the frontages. There would be a reduction in hard landscaping and new grass and trees along Chesterton Road. Along Hamilton Road, the existing parking area would be reduced and softened with planting in front of the building and a new tree in the south western corner.
The Chesterton Road building should be no further forward than the existing building line and should have green space in front;	The Chesterton Road block would be no further forward than the building line established by the neighbouring properties. There would be space for grass and new trees which would be an enhancement compared to the existing situation.
Realignment of Hamilton Road frontages welcomed;	Noted.
Loss of trees in terms of impact on conservation area and loss of screening to neighbouring properties;	The loss of low quality trees on the site is acceptable to the Tree Officer and Conservation Officer, and would be mitigated by new tree planting within the site. The mature trees along the boundaries would be retained and the screening enhanced

	with new planting.
Proposed buildings are too large for the site;	The footprint and scale of the proposed frontage blocks would be similar to the existing buildings. The central block would be lower than the existing building which would mitigate the increased width so that the scale would not be unacceptable.
Central block would result in loss of light and privacy to Hamilton Road properties and would be substantially more overbearing and visually intrusive;	See paragraphs 8.42-8.46.
Overshadowing and overlooking of properties on opposite site of Chesterton Road;	See paragraph 8.41.
Increased noise and disturbance during construction and resulting from increased number of residents on the site;	See paragraph 8.52.
Lack of parking for residential use and impact on on-street car parking within the vicinity;	See paragraph 8.51.
Concerns about the enforcement of restrictions on student cars;	Implementation of the Travel Plan would be secured through a condition, which would include enforcement of College and University's restrictions on car ownership. Breach of this could be enforced by the Council.
Concerns about access for taxis, drop-offs and emergency vehicles;	The access arrangements allow taxis and drop offs to enter the site. This is similar to the existing situation and would not be significantly different under the proposal.
Taxis frequently used by	As above. The use is the

<p>students are likely to pull-up in the cycle lane;</p>	<p>same as existing and the increased number of bed spaces is not considered to have a significant impact.</p>
<p>Travel Plan has been drafted on false premise that students regularly travel to Clare College rather than their normal place of study/work on other sites within the city;</p>	<p>The Highways Authority has assessed the draft Travel Plan. A condition is recommended for submission of a detailed Travel Plan for approval.</p>
<p>Ensure no through-route from Hamilton Road to Chesterton Road;</p>	<p>I have recommended a condition for no access to be provided other than for maintenance and that this gate should be kept locked when not in use.</p>
<p>Avoid light pollution from external lighting and stairwells;</p>	<p>I have recommended a condition for an external lighting scheme to be submitted. There would be two glazed stairwells on the rear elevation. These would be over 40m from the rear elevations of the Hamilton Road properties and would be particularly screened by the central block and trees. In my opinion, while there would be some lightspill which would be visible, this would not have a significant impact on residential amenity.</p>
<p>Long-term plan for Mitcham's Corner is required.</p>	<p>The site is outside the Mitcham's Corner Opportunity Area, so the Development Framework is not a material consideration. The current application must be assessed on its own merits.</p>
<p>Noise, dust and mess during construction works and impact on children playing in neighbouring gardens;</p>	<p>The Environmental Health team has recommended conditions to control the construction process. I accept their advice on these matters.</p>

Concerns about asbestos removal from the existing buildings;	This is not a material planning matter and is covered under other health and safety legislation.
Damage to neighbouring buildings during construction;	This is not a material planning matter but is a civil matter between parties.
Many nearby properties are not owner-occupied or have not been consulted.	The statutory consultation has been undertaken in accordance with the requirements.

Planning Obligations (s106 Agreement)

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

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

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

8.73 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.

City Council Infrastructure (Open spaces and Community facilities)

8.74 The Developer Contribution Monitoring team (DCMT) has recommended that contributions be made to the following projects:

Infrastructure	Identified project	Contribution sought
Community Facilities	Towards the provision of and / or improvement of community facilities and equipment at part of the Akeman Street Community House redevelopment	£17,584 (plus indexation)
Indoor Sports	Towards the provision of blackout blinds to the main hall to enable the provision of activities to include glow sports and beats fitness at Chesterton Community College, Gilbert Road	£6,321.50 (plus indexation)
Outdoor Sports	For the provision of and / or improvements with regard to the pavilion extension / pitch works at Chesterton Recreation Ground	£5,474 (plus indexation)
Informal Open Space	For the provision of and / or improvements to informal open space at Chesterton Recreation Ground.	£9,075 (plus indexation)
Play provision for children and teenagers	For improving the play area equipment and facilities at Chesterton Recreation Ground play area.	£3,160 (plus indexation)

8.75 I agree with the reasoning set out in the DCMT comments that contributions towards these projects meet the requirements of the CIL regulations. Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/8, 5/14 and 10/1 and the Planning Obligation Strategy 2010.

8.76 The County Council does not seek contributions towards education for residential units with 1 or 2 beds.

Planning Obligations Conclusion

8.77 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

9.1 The existing buildings on the site are outdated, the accommodation fails to meet the College's needs, and the site is dominated by hard landscaping. The principle of redevelopment for student accommodation is acceptable and the proposal will also provide an additional 14 no. residential units to meet wider demand. The purpose-built accommodation will deliver a higher quality living environment for student occupants. The replacement buildings are on a similar foot print and scale as the existing buildings. I acknowledge the concerns of the immediate neighbouring properties, however I am satisfied that the proposal would have no significant impact on residential amenity compared to the existing buildings and could be mitigated through conditions, including new tree planting. The design responds to the finer grain of the adjacent conservation area better than the existing buildings and the proposal would enhance the landscaping scheme through replacement planting. The impact on the wider area in terms of noise and disturbance and parking would be similar as for the existing use and could be mitigated through conditions. For these reasons, in my opinion this is a high quality scheme which is sensitive to its surroundings and the recommendation is approval.

10.0 RECOMMENDATION

APPROVE subject to completion of the s106 Agreement and the following conditions:

In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete

the Planning Obligation required in connection with this development

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 collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

5. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority. Thereafter the works shall be carried out in accordance with the agreed details.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

6. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

7. 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

8. Submission of Preliminary Contamination Assessment:

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

(a) Desk study to include:

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

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

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

9. Submission of site investigation report and remediation strategy:

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

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

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

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

10. Implementation of remediation.

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

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

11. Completion report:

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

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

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

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

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

12. Material Management Plan:

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

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

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

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

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

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

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

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

13. Unexpected Contamination:

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

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

14. Prior to commencement of demolition, a full photographic record shall be undertaken depicting the buildings to be demolished. The precise nature and number of the photographs to be taken and the format in which they are to be displayed, titled, etc. is to be agreed with the local planning authority. Thereafter a copy of the record shall be deposited with each of the following organisations : the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge and the Local Planning Authority.

Reason: In the interests of social history.

15. No demolition/development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:
- a) the statement of significance and research objectives;
 - b) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
 - c) the programme for post-excavation assessment and subsequent analysis, publication and dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: In the interests of archaeology (Cambridge Local Plan 2006 policy 4/9).

16. Prior to the commencement of development and with reference to BS 5837 2012, details of the specification and position of all protection measures and techniques to be adopted for the protection of any trees from damage during the course of any activity related to the development, shall be submitted to the local planning authority for its written approval in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP).

The approved AMS and TPP will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with 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: In the interests of tree protection (Cambridge Local Plan 2006 policy 4/4).

17. No development shall take place (including demolition and ground work) until a construction environmental management plan (CEMP: Swifts) has been submitted to and approved in writing by the local planning authority. The CEMP (Swifts) shall include the following:
- a) Risk assessment of potentially damaging construction activities on the known swift nest sites
 - b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). Including details of potential temporary nest site provision.
 - c) The location and timing of sensitive works to avoid disturbance to breeding swifts
 - d) The times during construction when specialist ecologists need to be present on site to oversee works.
 - e) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - f) Use of any necessary protective fences, exclusion barriers and warning signs.
 - g) Number, specification/s and locations of integral nest boxes to mitigate for proposed loss of sites.
 - h) Details of proposed swift call playing equipment
 - i) Responsible persons and lines of communication.
 - j) Post construction monitoring of new nest box provision

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: In the interests of ecology (Cambridge Local Plan 2006 policy 4/3).

18. Before starting the construction of external surfaces, full details including samples of the materials to be used in the construction of the external surfaces shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of good design (Cambridge Local Plan 2006 policies 3/4 and 3/12).

19. Before starting any external brick work, a sample panel shall be erected on site showing the detail of bonding, coursing and colour, type of jointing which shall be submitted to and approved 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 good design (Cambridge Local Plan 2006 policies 3/4 and 3/12).

20. Prior to the construction of any external roofs, full details of such roofs shall be submitted to and approved in writing by the local planning authority. These details shall include:
- a) materials, colours and surface finishes;
 - b) relationships to rooflights or other rooftop features;
 - c) full details of all ventilation stacks ["chimneys"] including decorative features, extract/inlet functioning, etc.;
 - d) full details of the means of rainwater collection and disposal;
 - e) full details of the external appearance of lift over-run towers;
- Development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of good design (Cambridge Local Plan 2006 policies 3/4 and 3/12).

21. No external windows, doors or balconies shall be installed until full details have been submitted to and approved in writing by the local planning authority. These details shall include:
- a) drawings at a scale of 1:20 of details of sills, lintels, jambs, transoms, mullions and spandrel panels;
 - b) the means of finishing of the 'reveal'. All new window frames shall be recessed at least 50 / 75mm back from the face of the wall / façade;
 - c) full details of all glass to be installed in doors / windows / screens, etc. Floor-to-ceiling transparent windows are unlikely to be approved. Mirrored, reflective non-transparent glass types are unlikely to be approved;
 - d) full details of all balconies and their balustrades, including soffits of decks & ceilings.
- Development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of good design and residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/12).

22. Prior to first occupation of the central block hereby approved, the privacy screen on the first floor east elevation serving Flat 6 shall be installed in accordance with the approved plans, and shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policy 3/12).

23. No development, other than demolition, shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal bat boxes within the new buildings. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reasons: To provide ecological enhancements for protected species on the site (Cambridge Local Plan 2006 policy 4/3).

24. Prior to the occupation of any buildings hereby approved, the on-site low carbon and renewable energy technologies shall be fully installed and operational in accordance with details that have been submitted to and approved in writing by the local planning authority prior to installation. These details shall include:

- a) full details of all solar panels [water pre-heat, etc.] and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc.; and
- b) an ongoing maintenance programme.

Thereafter the technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority. No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and visual amenity (Cambridge Local Plan 2006 policies 3/4, 3/12 and 8/16).

25. Prior to the first use of any gas-fired CHP plant, details of the plant to be installed shall be submitted to and approved in writing by the Local Planning Authority. Any gas-fired CHP should meet an emissions standard of spark ignition engine less than 150 mgNO_x/Nm³; compression ignition engine less than 400 mgNO_x/Nm³; gas turbine: less than 50 mgNO_x/Nm³. The CHP shall be installed in accordance with the agreed details and retained as such thereafter.

Reason: To protect human health in accordance with policy 4/14 of the Cambridge Local Plan (2006).

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

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

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

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

28. No development (other than demolition) shall commence until infiltration testing has been undertaken in accordance with BRE365/CIRIA156 and a final surface water strategy based on the results of this testing has been agreed by the Local Planning Authority, in conjunction with the Lead Local Flood Authority.

Reason: To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding to third parties (National Planning Policy Framework 2012).

29. Development (other than demolition) shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment (FRA) prepared by MLM Consulting Engineers (ref: 617934-REP-IV-FRA) dated 26th May 2017 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers
- d) Full details of the proposed attenuation and flow control measures
- e) Site Investigation and test results to confirm infiltration rates;
- f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water;

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

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development (National Planning Policy Framework 2012).

30. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.

31. Prior to first occupation of the development hereby permitted, a hard and soft landscaping scheme shall be implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - a) proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
 - b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

c) boundary treatments indicating the positions, design, materials and type of boundary treatments to be erected. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: In the interests of visual amenity (Cambridge Local Plan 2006 policies 3/4 and 3/11).

32. A landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: In the interests of visual amenity (Cambridge Local Plan 2006 policies 3/4 and 3/11).

33. Prior to the installation of external lights, a detailed lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the method of lighting (including details of the type of lights, orientation/angle of the luminaries, the headgear cowling, the spacing and height of lighting columns), the extent/levels of illumination over the site and on adjacent land and measures to be taken to contain light within the curtilage of the site. Thereafter the external lighting shall be in accordance with the approved details.

Reason: In the interests of residential and visual amenity (Cambridge Local Plan 2006 policies 3/4, 4/13 and 4/15).

34. There shall be no access between the student and residential uses except for the purposes of maintenance and any openings created for this purpose shall be locked when not in use to prevent access.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/12 and 4/13).

35. Prior to the commencement of the first use of the vehicular access, the access shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification, and in accordance with a drainage scheme to prevent surface water run-off onto the adjacent public highway which has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. Thereafter the access shall be retained in accordance with the agreed details and free of obstruction.

Reason: In the interests of highway safety and to ensure satisfactory access into the site (Cambridge Local Plan 2006 policy 8/2).

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

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

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

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

38. Prior to first use of the vehicular access, the manoeuvring area shall be provided as shown on the drawings. Thereafter the manoeuvring area shall be retained in accordance with the agreed details and free of obstruction.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

39. Prior to the commencement of development (or in accordance with an alternative timetable otherwise agreed in writing by the local planning authority), with the exception of any works of demolition or below ground works, a Public Art Delivery Plan (PADP) shall be submitted to and approved in writing by the local planning authority and shall include the following:
- a) Details of the public art and artist commission;
 - b) Details of how the public art will be delivered, including a timetable for delivery;
 - c) Details of the location of the proposed public art on the application site;
 - d) The proposed consultation to be undertaken;
 - e) Details of how the public art will be maintained;
 - f) How the public art would be decommissioned if not permanent;
 - g) How repairs would be carried out;
 - h) How the public art would be replaced in the event that it is destroyed;

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

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

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

Reason: The parking provision has been assessed on the basis of sui generis hostel use for student of Clare College who are subject to a system of parking control administered by the College and University of Cambridge (Cambridge Local Plan 2006 policy 8/10).

41. Prior to first occupation of the student accommodation hereby approved, a student management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include provisions relating to travel advice; specific stipulations prohibiting the keeping of a car in Cambridge (excluding disabled students); check-in time slots in order to stage the impact of the check-in process; the organization of the move-in day; site security; the management of deliveries; responsibilities expected of students both inside and outside the site; the management of move-out times; maintenance cover; tenancy agreements and checks; waste management; and the external display of contact information for on-site management and emergencies. The scheme shall be managed in accordance with the approved details.

Reason: In order to ensure the occupation of the site is well managed and does not give rise to significant amenity issues for nearby residents (Cambridge Local Plan, policies 4/13, 7/7 and 8/10).

42. Prior to first occupation of the student accommodation hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2006, policies 8/2).

INFORMATIVE: Dust condition informative

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

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

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

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.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: The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>.

Hard copies can also be provided upon request

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

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

Further information may be found here:

<https://www.cambridge.gov.uk/housing-health-and-safety-rating-system>

INFORMATIVE: Building Noise insulation:

To satisfy the noise insulation condition for the building envelope as required above, the Council expects the scheme to achieve the BS8233:2014 standard of 35 dB LAeq during the day. It is required that bedrooms achieve the standard of 35 dB LAeq during the day and 30 dB LAeq at night. An increase of 5dB for internal noise levels specified with BS8233:2014 would be acceptable if the windows are open to provide comfort ventilation.

Where windows are required to be kept closed to achieve acceptable noise levels inside, a ventilation system is required to provide sufficient comfort ventilation to enable occupant's adequate ventilation rates without the need to open windows due to external noise. Ventilation strategy reports that have been assessed in previous planning applications to appease amenity requirements recommend 4 air changes per hour within living rooms and at least 2 within bedrooms to achieve comfort ventilation during warmer weather. This is not to be confused with Part F requirements for purge ventilation, as discussed above.

INFORMATIVE: Traffic management plan informative

The principle areas of concern that should be addressed are:

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

INFORMATIVE: Highways 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 applicant's 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: Residents parking 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.