

Application Number	18/1245/FUL	Agenda Item	
Date Received	19th September 2018	Officer	Mairead O'Sullivan
Target Date	19th December 2018		
Ward	West Chesterton		
Site	Former Hamilton Lodge Hotel 156 - 160 Chesterton Road And Land Rear Of 162 Chesterton Road Cambridge		
Proposal	Proposed serviced apartments (sui generis) comprising 32 x studio and 14 x 1 bed units together with hard and soft landscaping, an external garden room, cycle and refuse stores, basement car parking spaces and visitor cycle parking		
Applicant	Mr Neil Robinson 2 Hills Road Cambridge CB2 1JP		

SUMMARY	The development accords with the Development Plan for the following reasons: <ul style="list-style-type: none"> - The proposed use complies with policy 77 - The scale, mass and design are considered appropriate for the site
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is located on the southern side of Chesterton Road close to the junction with Elizabeth Way roundabout. To the west on the opposite side of the road is a parade of commercial units which includes a café and a Spar convenience shop. The area is predominantly in residential use ranging from private housing to hotels and B&Bs. To the west of the site is a hotel and to the east is a private house. The scale of development along Chesterton Road is varied and ranges from two storey semi-detached and detached properties to three storey flatted buildings. The built form of the area is characterised mainly by two storey Victorian villas, which have

projecting gables with pitched roofs and bay windows and a varied ridge line. Many of the buildings along Chesterton Road have been extended to the side and rear although there are also examples of front extensions.

- 1.2 The site formerly comprised two existing two storey buildings which formed Hamilton Lodge Guest House. Both buildings were detached with rooms in the loft space and appeared to have been built at different times. They were attractive buildings and contributed to the street scene.
- 1.3 The site backs onto Sandy Lane which serves many of the existing outbuildings/garages to the rear of the properties along Chesterton Road. The application site formerly contained a 1 ½ storey detached outbuilding to the rear of the site which was used for additional accommodation serving the hotel use. Planning permission has been granted for residential development on vacant land to the south of the application site but this has not seen any development of the houses granted planning permission. Sandy Lane is not an adopted public highway according to the County Council's adopted highway register.
- 1.4 The site is not located within a Conservation Area but is located within a Controlled Parking Zone. There are no Listed Buildings, Buildings of Local Interest or protected trees within close proximity of the site or that would be affected by the proposed development.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for the construction of two blocks with basement car park comprising 46 serviced apartments (Sui Generis use); 32 x studio units and 14 x one bed units. Hard and soft landscaping including a garden room, and cycle and refuse storage associated with the use are proposed.
- 2.2 The development is arranged in two blocks one of which fronts Chesterton Road at 2.5 storeys over basement and the other fronts Sandy Lane at 1.5 storeys. In the centre of the site between the two plots a garden room is proposed which will provide amenity space for users of the serviced apartments. The basement car park would be accessed from Sandy Lane

with two car lifts to provide access. Some cycle parking and refuse storage is also provided in the basement.

- 2.3 The proposal, in scale and design terms, is similar to the two most recent applications on site detailed in the table in 3.0 of the report. The site edged red has been expanded slightly to include the end of the rear garden of 162 Chesterton Road. A winter garden is also proposed between the two proposed blocks within the site. The proposed use of the development is for short-term accommodation as serviced apartments.
- 2.4 Throughout the course of the application amendments and further information has been submitted to overcome objections from the City Council's Drainage Officer, The Lead Local Flood Authority and the Senior Sustainability Officer.

3.0 SITE HISTORY

Reference	Description	Outcome
17/1032/FUL	Proposed residential (C3) dwellings comprising 27 x studio and 14 x 1 bed units together with hard and soft landscaping, cycle and refuse stores, 2No x disabled car parking spaces and visitor cycle parking on land at 156 - 160 Chesterton Road	Refused
14/2051/FUL	Proposed student accommodation (sui generis) comprising 27 x studio and 14 x 1 bed units together with hard and soft landscaping, cycle and refuse stores, 2no. Disabled car parking spaces and visitor cycle parking following the demolition of all existing buildings and structures on site.	Permitted

4.0 PUBLICITY

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

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 28 31 32 33 34 35 36 55 56 57 58 59 71 77 81 82

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

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A)
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<p>Previous Supplementary Planning Documents</p> <p>(These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)</p>	<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>Public Art (January 2010)</p>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objection: The site lies within, but on the edge of the De Freville Residents' Parking Scheme. The residents of the development would not be eligible for Residents Permits (other than visitor permits). A construction traffic management conditions is requested.

Environmental Health

- 6.2 No objection: five contaminated land conditions are recommended. Further conditions regarding construction hours, collections/deliveries during construction, dust, piling and noise insulation (traffic noise).

Refuse and Recycling

- 6.3 No comments received.

Urban Design and Conservation Team

- 6.4 No objection: The Urban Design Team has previously been involved in the approved application for the site (14/2051/FUL). The proposals are consistent with approved scheme 14/2051/FUL in terms of the overall scale and massing. Accordingly it is considered acceptable in overall scale, massing and design terms. The scheme states that 81 cycle parking spaces will be provided but only 57 are shown on the submitted plans. Given that the use is sui generis it is unclear how the need for 81 spaces has been derived. Access to the basement cycle store will be through the lift cores or car lifts. Space for off gauge cycles and charging points need to be provided. Access to the basement car park is via two car lifts. These are space efficient and the provision of two creates some flexibility and resilience. EV charging points should be included in the basement.

Planning Policy

- 6.5 No objection: The proposal is considered to be acceptable from a policy perspective, assuming the maximum lengths of stay

(typically 90 days) and a restriction on return visits is conditioned. The site itself is considered to be a suitable location for serviced apartments, subject to there being no adverse local amenity issues.

Senior Sustainability Officer (Design and Construction)

- 6.6 Further information is required: While a sustainability checklist has been submitted, many of the requirements are marked as to be confirmed at the detailed design stage. In light of the requirements of the Cambridge Local Plan 2018 (For Adoption), a water efficiency condition is recommended.
- 6.7 No objection: Following my original comments dated 16 October 2018, the applicant has now submitted a revised Energy Strategy for the site, which demonstrates that through the use of an air to water source heat pump, the proposed building will meet, and indeed exceed, the requirements of policy 28 in relation to a 44% reduction in carbon emissions compared to Part L 2006 (equivalent to a 19% reduction in emissions compared to Part L 2013), reducing emissions by 29.47% compared to the Part L 2013 compliant baseline. This approach is supported, subject to the imposition of the conditions referenced above. A condition requiring implementation of the carbon reduction strategy is recommended as well as the water efficiency condition previously requested.

Access Officer

- 6.8 No objection: One Blue Badge parking space and one Blue Badge visitor space should be provided. Double doors will need to be powered or be asymmetrical with one leaf being at least 900mm and having an opening force of less than 20N. The outdoor flagstones should have as smooth a surface as possible. They said two rooms were suitable for wheelchair users, I could only identify 1. All other rooms should meet Code 2 of Part M Housing.

Head of Streets and Open Spaces (Tree Team)

- 6.9 No comments received.

Head of Streets and Open Spaces (Landscape Team)

- 6.10 Objection: The proposal does not comply with policy 50 of the Cambridge Local Plan (2018) as all units do not have private external amenity space. The cycle parking would not comply with policy. The garden room is not adequate for the entirety of external amenity space. A sunlight and shadow study is required to assess light to the private and communal amenity areas as there is a concern that the proposal would not comply with BRE guidance.

Cambridgeshire County Council (Lead Local Flood Authority)

First comment

- 6.11 Objection: Inadequate information has been provided. A flood risk assessment and surface water strategy, containing the information set out in the consultation response, are required.

Second comment

- 6.12 Objection: The applicant has provided additional information but inadequate infiltration testing has been carried out.

Third comment

- 6.13 No objection: The applicant has submitted further information in response to previous comments from the LLFA. Based on this additional information the LLFA can remove their objection subject to a condition and informative relating to surface water drainage details.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.14 Further information required: Insufficient surface water drainage information has been provided.
- 6.15 No objection: The proposed surface water drainage strategy is acceptable, however the detailed design of the system is required by condition to ensure that it is fully delivered in the construction of the development.

Environment Agency

- 6.16 No objection: The application falls within Flood Risk Standing Advice. The City Council's Drainage Officer should be consulted. Three conditions are requested regarding contamination and infiltration drainage.

Anglian Water

- 6.17 No comments received.

Cambridgeshire County Council (Archaeology)

- 6.18 No objection: We do not object to development from proceeding in this location but consider that the site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition

Cambridge Constabulary (Designing Out Crime Officer)

- 6.19 Accepting the West Chesterton ward is a large area, there are fairly high reports of vehicle and bicycle thefts. Disappointed that security measures are not mentioned in the Design and Access Statement. Happy with conditioning external lighting but would like to see plans and a lux plan. Suggest the applicants submit a Secured by Design application.

Developer Contributions Monitoring Unit

- 6.20 The Developer Contributions Monitoring Unit has requested contributions towards community facilities, indoor/outdoor sports and informal open space.
- 6.21 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations in objection to the application:

- Camcycle x 2
- 13 Chesterton Hall Crescent

- 126 Chesterton Road
- 140 Chesterton Road
- 144 Chesterton Road
- 152 Chesterton Road (Worth House managers accommodation)
- 168A Chesterton Road (labelled as support but text reads as objection)
- 259 Chesterton Road
- 2 De Freville Avenue
- 45 Herbert Street
- 6 Luard Road (freeholder of 128b Chesterton Road and 99 Sandy Lane)
- 18 Mill Road (Saint Andrews Bureau Ltd) – on behalf of 148 Chesterton Road
- 98 Sandy Lane
- 107 Sandy Lane
- 109 Sandy Lane
- Murfitts Patch, Sandy Lane

7.2 The representations objecting to the application can be summarised as follows:

- Increased noise and disturbance from traffic and intensification of use of the site.
- More comings and goings at all times of the day
- Sandy Lane currently has issues with congestion and on-street parking meaning it is regularly impassable.
- Vehicular access during and after construction will be difficult. Concerned about pedestrian/cyclist safety and damage to cars by construction vehicles and increased traffic levels.
- Insufficient car parking spaces for the number of flats proposed
- Sandy Lane cannot cope with heavy construction traffic
- Drop off, loading and parking will impact on residential amenity
- Granting of planning permission should be conditional on requiring environmental improvements such as improving visibility splays and the surface of the road.
- One of the cycle store rooms is not well laid out and should be amended
- Request a condition guaranteeing cyclists access to the lifts
- Wheel bending stands are not policy compliant.
- The development will cover the whole site so concerned about soakaway/drainage matters.
- More cars parking on Sandy Lane will restrict fire engine access

- Request that Sandy Lane is adopted by the Council and that double yellow lines are added and that this should be funded through S106 agreement
- Would prefer affordable housing on site
- Similar development to nearby student castle which has had to apply for a change of use as it is unable to fill all beds. Concerned that something similar will happen here.
- The site should be used for residential purposes to be in keeping with the surrounding character

7.3 The owner/occupier of 162 Chesterton Road has made two neutral representations which can be summarised as follows:

- Concerned about noise disturbance from drop-offs/pick-ups using slip road to the front of 162-172 Chesterton Road.
- A neutral representation has been submitted following discussions with the developer about the provision of a drop-off point in front of the aparthotel.

7.4 The owner/occupier of 66 Humberstone Road has made a representation in support of the application. The representation can be summarised as follows:

- Welcome plans for an aparthotel which is more suited to the site than previous uses
- Users will be more mature and likely to contribute to the local economy
- Users are likely to travel to site using public transport.
- Will fit with the De Freville Conservation Area

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. Context of site, design and external spaces
3. Public Art
4. Carbon reduction and sustainable design

5. Water management and flood risk
6. Noise, vibration and dust
7. Inclusive access
8. Residential amenity
9. Refuse arrangements
10. Highway safety
11. Car and cycle parking
12. Third party representations
13. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 The proposed use as serviced apartments is a sui generis use but would have many of the characteristics of a C1 hotel use including having a reception and a restriction on length of stay. This type of use is covered by policy 77 of the Cambridge Local Plan (2018) which relates to visitor accommodation.
- 8.3 Policy 77 supports proposals for high-quality visitor accommodation as part of mixed-use developments in certain specific locations: the Old Press/ Mill Lane site; around Parker's Piece; around Cambridge and Cambridge North stations; and other large windfall sites in the city centre. The policy also supports proposals for visitor accommodation in other city centre locations, stating that the new accommodation should be on the frontages of main roads, or in areas of mixed use, or within walking distance of bus route corridors.
- 8.4 The site has a frontage onto Chesterton Road and is in close proximity to public transport, pedestrian and cycle infrastructure. The Hawthorn Way Neighbourhood Centre is at the other side of the road and within walking distance of the site.
- 8.5 The applicant has provided further information about the proposed use. They have confirmed that the buildings will be leased to a serviced apartment operator. They are willing to accept a condition to restrict occupancy of the units to a maximum of three months. The condition will also need to restrict return guests to ensure that the units are used on a short term basis rather than as permanent accommodation. The applicant has confirmed that there will be an office/reception with staff on site during the day. Users will be able to book units from a single night to the maximum of 3 months and will use the flats similar to a hotel.

- 8.6 The Planning Policy Officer has reviewed the application and has confirmed the principle to be acceptable in policy terms subject to consideration of the impact on local amenity. I share his view and consider that subject to a condition restricting length of stay the proposal is acceptable and compliant with policy 77 and that the development would provide high quality living arrangements for short term visitors.

Context of site, design and external spaces

- 8.7 In terms of scale and design the proposal is similar to the two previous recent applications on site. The current application has a larger site area as the site edged red has been expanded to include an element of land at the end of the garden of 162 Chesterton Road. A garden room is also proposed in the middle of the site between the two blocks. For clarity, I have included much of the assessment from 14/2051/FUL below and I will also comment on any changes and the additional elements.
- 8.8 All the buildings on the site have been demolished and the site is currently surrounded by hoarding. The architectural character and scale of development along Chesterton Road is varied but has a strong Victorian influence. The proposed front block in terms of its symmetrical and proportionate bays and window arrangement in the front façade, and detailed elevation treatment would introduce a form of development that would be of high quality and revitalise the tired appearance of the site whilst sympathetically assimilating into the architectural setting of the area. The proposed front block would enhance the visual appearance of this part of Chesterton Road and make a positive contribution to the street scene.
- 8.9 In the previous approval, I note that a wall with railings was proposed to the front of the site. No details have been provided as part of the current application and a boundary treatment condition is recommended to ensure the front boundary with Chesterton Road is treated in a way which would be sympathetic to the streetscene.
- 8.10 The rear elevation facing the Courtyard presents a more functional appearance compared to the front. The canopy originally proposed in 14/2051/FUL has been removed and the doors to the rear now open out at ground level. This improves

accessibility through the site and reduces clutter on the rear elevation. A further chimney has been added to this elevation. The removal of the canopy is a positive change and results in clean lines and less clutter to the courtyard elevation

- 8.11 I am satisfied that the front block in terms of its design, scale and appearance would result in a form of development that is of high quality.
- 8.12 The scale of development along Sandy Lane is modest and predominantly 1½ storey with rooms in lofts defined by dormer windows and rooflights. There are gaps between buildings along Sandy Lane that offer views towards the rear elevations of the more dominant buildings fronting Chesterton Road. The proposed rear block from Sandy Lane would maintain the modest/subservient appearance with garage and double timber doors along the ground floor and small pitched roof dormers within the roofscape breaking up the eaves line. The additional element of building at the rear of 162 Chesterton Road would be of the same height as the rest of the Sandy Lane elevation of the development but with a curved window to the dormers and a zinc roof. The roof form is hipped on the west side to reduce its scale. Whilst the rear block would be one of the largest single buildings within Sandy Lane in terms of its width, the height of the block would be lower than the building previously on site (since demolished) and lower than the outbuilding to the west but taller than the outbuilding to the east. The treatment of the element to the rear of 162 in a different style helps to break up the mass and retains the feeling of the plot sizes. I am therefore satisfied that the elevation of the rear block from Sandy Lane would be in keeping with the prevailing character and appearance of development in this area.
- 8.13 The rear elevation facing into the site would read as 2 ½ storey due to the lower ground level. Levels have been rationalised on site since the previous approval (14/2051/FUL) and as a result the lower level of flats are now accessed from the courtyard rather than down steps. Similar to the Sandy Lane elevation, the element to the rear of 162 will also have a more contemporary finish than the main part of the site. There will be hit and miss brick detailing and a zinc projecting gable at first and second floor. The treatment of this elevation, as with the elevation to Sandy Lane, helps break up the length and mass of block B and retains a sense of plot sizes.

- 8.14 In the previous proposals the centre of the site was to be a landscaped courtyard. This space is now proposed to be enclosed and used as a winter garden/garden room. The structure will occupy the majority of the middle of the site. It is proposed to be a glazed structure with a sedum roof. The space would serve as indoor/outdoor break out space for users of the serviced apartments. This central structure will mean that most of the site will become enclosed however in my view this winter garden space due to its materials, glazing and green roof, will retain the sense of it being a garden and will mean this part of the site will still feel relatively open. The structure would not be visible from outside of the site and in my view would provide year round usable space for guests.
- 8.15 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59.

Public Art

- 8.16 The proposal has not provided a draft public art proposal as part of the application. I note that in the previous 2014 application, a public art scheme on the Chesterton Road elevation was proposed. I recommend a condition requiring a Public Art Delivery Plan and associated maintenance plan/regime to ensure an element of public art is delivered on site to comply with policy.
- 8.17 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010

Carbon reduction and sustainable design

- 8.18 The applicant provided additional information in response to comments from the Senior Sustainability Officer. The Senior Sustainability Officer is satisfied with the details provided and has recommended a condition requiring compliance with the carbon reduction detail provided and a condition regarding water efficiency to ensure compliance with policy 28.
- 8.19 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 (2018) policy 28 and the Sustainable Design and Construction SPD 2007.

Integrated water management and flood risk

- 8.20 Both the City Council's Sustainable Drainage Engineer and the Lead Local Flood Authority objected to the application as submitted. Further information was provided and both officers are now satisfied that their objections can be removed subject to conditions.
- 8.21 In my opinion the applicants have suitably addressed the issues of water management and flood risk, and subject to condition, the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Noise, vibration and dust

- 8.22 The Environmental Health Officer has reviewed the proposal and has recommended conditions regarding construction hours, piling and dust to protect the amenity of surrounding occupiers during construction. A number of conditions are also requested regarding contaminated land. A condition requiring details of noise insulation to protect occupiers from traffic noise is also requested. The Designing Out Crime Officer has noted that details of external lighting should be conditioned for security reasons.
- 8.23 In my opinion, subject to the conditions I have recommended, the applicants have suitably addressed the issues of noise, vibration and dust, and the proposal is in accordance with Cambridge Local Plan (2018) policies 35 and 36.

Inclusive access

- 8.24 The current proposal improves accessibility through the site when compared to 14/2051/FUL. There would be steps up to the front building from Chesterton Road but there would also be a Part M compliant ramp. Building A which fronts onto Chesterton Road would have a lift to provide access to the upper floors and basement. The courtyard area and garden room and lower ground level of building B are all accessed at one level. The Access Officer has reviewed the application and his comments will be included as an informative. The Access Officer has flagged up that only one of the rooms is shown as being accessible while the documentation states there would be

two accessible rooms. I will clarify this with the applicant and provide an update on the amendment sheet.

- 8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.26 As with the design and impact on the character of the area section above, much of the assessment in terms of residential amenity echoes the assessment from 14/2051/FUL. The two most impactful changes are the addition of the winter garden and the extension of the site to incorporate the end of 162 Chesterton Road.

Impact on 162 Chesterton Road

- 8.27 The area is characterised by buildings fronting Chesterton Road and buildings at the rear fronting Sandy Lane with gardens, courtyards or car parking areas in between. To the east of the site is no.162 which is a two storey semi-detached dwelling. The dwelling has been extended at the rear and there are small timber sheds in the garden. The end of the garden has been fenced into the application site and included in the site edged red.
- 8.28 The front block would project beyond the main rear elevation of no.162 by 6.8m. This element would also be 3.6m off the boundary and stepped back from the adjacent part of the rear elevation. Having carried out a 45 degree test (from the approximate position of the first floor window in no.162), the line of sight would clip the corner section of the rear projection. However, I do not consider this would have a significant adverse impact on the outlook from no.162 and this impact was accepted under 14/2051/FUL. The shadow study, provided as part of the previous application, indicated that the proposed front block would not significantly overshadow the rear garden of no.162 over and above the existing. The main impact from shadowing is likely to be in the late afternoon in the summer months.

- 8.29 No windows are proposed in the eastern elevation that would enable direct overlooking of the private amenity space. Two false windows have been proposed at ground and first floor but this is to add interest into the side elevation.
- 8.30 The proposed rear block would now extend along the end of the rear garden of 162. The new element adjacent to Sandy Lane would be sited at the very end of the garden of 162 Chesterton Road. This will result in some enclosure to the end of the garden but I do not consider this to be significantly harmful given building would be set off the boundary and as the height will read lower due to the difference in levels. The proposal would also result in some overshadowing of the end of the garden of 164 but again, given the set away from the boundary and relatively low height due to the change in levels, and as it is the end of the garden which would be impacted I do not consider this to be significantly harmful to warrant refusal. The proposal would introduce windows at upper ground floor and first floor levels that would face back into the site. This was accepted as part of the previous application given the level of separation from the rear elevation of the rear block to the rear elevation of no.162 would be over 20m. The new building at the end of the garden would have oriel windows which would direct views into the site and prevent any further overlooking.
- 8.31 The proposed winter garden would occupy much of the centre of the site. This is a relatively low structure at 3.2m in height which would read as substantially lower given the site would be dug down. This structure would read as approx. 2m in height from the garden of 162 and as a result would be no higher than the boundary fence. It would be a lightweight building with glazed walls and a predominantly green/sedum roof. The proposal would be set off the boundary and would not protrude above the boundary fence with no 162. As a result, I do not consider it would unduly enclose or overshadow the garden of 162.

154 Chesterton Road

- 8.32 In terms of the adjacent hotel site, the sensitivity of amenity impacts is not the same as a private dwelling because of the short term nature of the occupation. In relation to the rear projection of the front block, this would not extend beyond the rear protection of the hotel building and would be set off the

boundary by between 1.7m and 2.6m. The proposed rear block would bring the built form closer to the rear elevation of the adjoining hotel. The rear block would be set 2.4m off the western boundary and separated approx. 6.4m from the nearest point of the hotel building. The previous report references a shadow study which has not been provided as part of the current application. This found the rear block cast a shadow across the car park of the hotel for part of the year. I have no concerns about overshadowing of the car park. I am therefore satisfied that the proposed development would not have a significant adverse impact on the hotel use in terms of scale and overlooking.

- 8.33 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 (2018) policies 55, 56 and 57.

33 Sandy Lane/ 164 Chesterton Road

- 8.34 The extended rear block would lie adjacent to an annex associated with 164 Chesterton Road. This building seems to be an independent residence but there is no planning history of the subdivision of the plot. The internal mapping system gives this building an address of 33 Sandy Lane. The proposal would run hard on the boundary with this building and then would step away from the boundary by approx. 1.5m as it extends beyond the rear building line of no.33. The building would extend approx. 5m beyond the rear building line of no. 33 at first floor level but given the site would be dug down the overall height of the block would not be wholly perceptible from the garden of 164/33 Sandy Lane. Due to the hipped roof and difference in levels the height would read as 3.8m to the eaves and then 7.6m to the ridge. Block B would result in some enclosure to no.33 but given the difference in site levels and the step away from the boundary, I do not consider this to be significantly harmful to warrant refusal. There would also be some overshadowing of the garden area to the rear of the building but this is likely to be limited to late afternoon sun and the garden would retain light for much of the day. As a result I do not consider this overshadowing to be significantly harmful to warrant refusal.

Other amenity concerns

- 8.35 The site had been vacant for a number of years and as a result the proposal will result in a more intensive use. However the site was previously used as a hotel. The Transport Statement provided with the application notes that normally users of serviced apartments keep similar hours to local residents and normally result in movements at the traditional AM and PM times. Normally users of serviced flats are unlikely to be coming and going late at night when neighbours may be sensitive to noise disturbance. The proposal to provide a winter garden as amenity space for users of the apartments will contain external noise. In my view the proposal will not result in any significant noise and disturbance to nearby occupiers.
- 8.36 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 (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

- 8.37 The proposed use is for short term letting rather than permanent residential flats. The proposed use is a sui generis use and occupiers would use the spaces similar to hotel rooms. As a result policy 50 and the nationally described space standards are not relevant to the consideration of the application. In my view the proposal would provide high quality accommodation for short term occupiers.
- 8.38 In my opinion the proposal provides a high-quality short term accommodation for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2018) policies 55, 56 and 77.

Refuse Arrangements

- 8.39 Waste from the site will be managed by the operator who will arrange collection from each of the units and ensure that bins are put out for collection. The refuse stores are within Building B fronting Sandy Lane and refuse is proposed to be collected from Sandy lane. The Waste Team have not commented on the current application but did provide comments on the previous approval and recommended a management plan condition. I

have also requested this condition to ensure the waste management arrangement will be acceptable.

- 8.40 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.41 The Highway Authority has no objection to the proposal on highway safety grounds. I note that many of the representations express concern about the use of Sandy Lane for access to the car park. The site is currently vacant and the proposal would result in more activity on Sandy Lane as it would be the only way for guests to access the basement car park. The Transport Statement provided with the application compares the proposal to the extant student scheme and finds an increase of 4 trips per day which is not considered significant. However given the lack of objection from the Highway Authority, I am satisfied that this impact would be acceptable and would not give rise to any significant adverse impacts on highway safety. I note that a number of the representations request that Sandy Lane is formally adopted by the City Council and that this be funded through S106 contributions. The City Council does not normally manage roads and this would be a function of the Highway Authority (County Council). The adoption of Sandy Lane is not required to make the development acceptable and could not be justified as being a requirement of the application. I recommend the Construction Traffic Management plan requested by the Highway Authority be included.

- 8.42 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.43 The site lies within a Controlled Parking Zone. Without details of staff numbers it is not possible to fully calculate required car parking but the proposal would appear to meet with, and potentially exceed, the standard set out in appendix L of the Cambridge Local Plan (2018). This requires 1 space per 10 guests and 1 space per 2 staff members. A disabled bay should be provided but I am satisfied that details can be provided through condition. I note a number of representations raise concerns about increased parking pressure on Sandy Lane as

although within the controlled parking zone, is a private road and therefore not controlled. In my view the proposal provides an adequate level of off-street car parking and would be compliant with policy 82.

8.44 The applicant proposes to provide 46 covered and secure cycle parking spaces which are a mix of Sheffield Stands, double stackers and off-gauge spaces. These are to be provided both at ground floor and basement level in both building A and B. 8 visitor cycle spaces are available at the front of the property. The cycle parking provision would exceed the minimum standards set out in appendix L for a hotel use which requires 2 spaces per every 10 bedrooms and 2 spaces per every 5 staff. The level of cycle parking would provide 1 space per every flat. I am satisfied that this exceeds the minimum policy requirement and that the proposed cycle parking provision would be acceptable. Camcycle has requested a condition to ensure that cyclists will have access to the lifts to the basement in perpetuity. I consider this to be reasonable to ensure that the basement cycle store is adequately accessible and have recommended a condition.

8.45 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

8.46 I have addressed the majority of the third party representations within the body of my report but I will cover any outstanding matters in the below table:

Representation	Response
Increased noise and disturbance from traffic and intensification of use of the site.	See paragraph 8.35 and 8.41
More comings and goings at all times of the day	See paragraph 8.41
Sandy Lane currently has issues with congestion and on-street parking meaning it is regularly impassable.	Noted. See paragraph 8.41 and 8.43

<p>Vehicular access during and after construction will be difficult. Concerned about pedestrian/cyclist safety and damage to cars by construction vehicles and increased traffic levels.</p>	<p>A construction traffic management plan condition has been recommended.</p>
<p>Insufficient car parking spaces for the number of flats proposed</p>	<p>The level of car parking is considered adequate. See paragraph</p>
<p>Sandy Lane cannot cope with heavy construction traffic</p>	<p>This is not relevant to the consideration of the planning application</p>
<p>Drop off, loading and parking will impact on residential amenity</p>	<p>See paragraphs 8.35 and 8.41. The proposal is not considered to give rise to any significant noise disturbance and drop offs are unlikely to be significantly greater than the extant student use which was deemed acceptable.</p>
<p>Granting of planning permission should be conditional on requiring environmental improvements such as improving visibility splays and the surface of the road.</p>	<p>This would not be CIL compliant. See paragraph 8.41</p>
<p>One of the cycle store rooms is not well laid out and should be amended</p>	<p>In my view the cycle parking is adequate and complies with policy.</p>
<p>Request a condition guaranteeing cyclists access to the lift</p>	<p>See paragraph 8.44. The condition is recommended.</p>
<p>Wheel bending stands are not policy compliant.</p>	<p>The applicant now proposes a mixture of Sheffield stands, double stackers and some off gauge provision in line with appendix L.</p>

<p>The development will cover the whole site so concerned about soakaway/drainage matters.</p>	<p>The applicant has provided further detailed information to both the City Council's Sustainable Drainage Officer and the Lead Local Flood Authority. Both are satisfied that the proposal would be acceptable subject to a condition requiring details of surface water drainage. See paragraph 8.20</p>
<p>More cars parking on Sandy Lane will restrict fire engine access</p>	<p>The off-street car parking provision is considered to be acceptable.</p>
<p>Request that Sandy Lane is adopted by the Council and that double yellow lines are added and that this should be funded through S106 agreement</p>	<p>This is not CIL complaint. See paragraph 8.41</p>
<p>Would prefer affordable housing on site</p>	<p>This does not form part of the application and is not required as part of the proposed sui generis use.</p>
<p>Similar development to nearby student castle which has had to apply for a change of use as it is unable to fill all beds. Concerned that something similar will happen here.</p>	<p>The proposal is for short term lets. Student Castle is a student accommodation scheme which applied for change of use to short term lets.</p>
<p>The site should be used for residential purposes to be in keeping with the surrounding character</p>	<p>The area although predominantly residential has a number of other commercial use. The adjacent site at 154 Chesterton Road is a hotel (C1 use)</p>

Planning Obligations (s106 Agreement)

8.47 The Development Contributions Monitoring Unit has recommended contributions towards community facilities, indoor/outdoor sports and informal open space. Given the nature of the use, as serviced apartments rather than as permanent residential accommodation, there is no requirement

to contribute to any of the areas suggested and these contributions could not be argued to be necessary to make the development acceptable. As a result, it is not recommended to seek any contributions in this instance.

9.0 CONCLUSION

- 9.1 The proposed built form is similar in terms of scale and massing to the approved scheme (14/2051/FUL). The proposal is considered to be acceptable in terms of design. The proposal is considered to respect the amenity of surrounding occupiers. The proposed use is considered to comply with policy 77 and would provide high quality short term accommodation for future users. Car and cycle parking provision are considered to be acceptable.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by 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 2018 policy 35).

4. There shall 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 2018 policy 35).

5. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, 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 2018 policy 35).

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

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

7. Prior to the commencement of above ground work, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the short term let units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the short term let 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 2018 policy 35).

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 2018 Policy 33.

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 2018 Policy 33.

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 2018 Policy 33.

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 2018 Policy 33.

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 2018 Policy 33.

13. Prior to the installation of any external artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any external artificial lighting of the site and an external artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. External lighting on the development must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To protect the amenity of nearby properties and ensure adequate lighting for security purposes (Cambridge Local Plan 2018 policies 34, 55 and 56).

14. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

15. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59).

16. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 Policy 81).

17. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:

- 1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- 2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

18. Prior to the occupation of the development, hereby permitted, or the commencement of the use, the arrangements for the disposal of waste detailed on the approved plans shall be provided and information shall be provided on the management arrangements for the receptacles to facilitate their collection from a kerbside collection point. The approved arrangements shall be implemented prior to the occupation of the development or the commencement of the use and retained thereafter.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity (Cambridge Local Plan 2018 policies 35, 36 and 57).

19. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences (Cambridge Local Plan 2018 policy 61).

20. Prior to the occupation of the building hereby permitted, a water efficiency specification based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all apartments are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28).

21. The approved approach to meeting a 19% reduction in carbon emissions compared to Part L 2013 shall be fully implemented prior to the first occupation of the development. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and 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 (Cambridge Local Plan 2018, Policy 28).

22. No development above ground level, other than demolition, shall commence (or in accordance with a timetable agreed in writing by the Local Planning Authority), until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP 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 55 and 56 of the Cambridge Local Plan 2018.

23. No development shall take place above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions)).

24. Prior to the occupation of the development, a disabled parking bay will be provided within the basement car park. The space shall be thereafter retained.

Reason: To ensure adequate disabled access to the serviced flats (Cambridge Local Plan (2018) policies 56 and 57).

25. The lifts which provide access to the basement as shown on drawing 3886/CR-HL/15/010 REV P7 shall be accessible in perpetuity to cyclists with bikes.

Reason: To ensure that the secure cycle parking is easily accessible (Cambridge Local Plan 2018 policies 56, 57 and 82).

26. The maximum cumulative stay in the serviced apartments by any individual occupier shall be 90 days in any twelve months.

Reason: To ensure that the serviced apartments are not used as permanent residential accommodation or student accommodation, which would give rise to substantially different impacts and because the scheme may otherwise require the need for affordable housing, or a formal agreement to occupy with an educational institution (Cambridge Local Plan 2018 policies 45, 46, 50, 51, 77 and 78).

27. Prior to commencement of serviced apartments, a register shall be established and maintained at all times when the building is occupied. The register shall contain information regarding the names of occupiers of the units within the aparthotel and the duration of their stay. The register shall be made available to the Council in response to all reasonable requests for information about occupancy of the aparthotel.

Reason: To ensure that use of the proposed building only as visitor accommodation can be satisfactorily monitored (Cambridge Local Plan 2018 policy 77).