

Application Number	19/0340/FUL	Agenda Item	
Date Received	13th March 2019	Officer	Lewis Tomlinson
Target Date	12th June 2019		
Ward	Abbey		
Site	John Banks Honda 444 Newmarket Road		
Proposal	Erection of student accommodation with 154 student rooms (following demolition of existing buildings). Together with ancillary accommodation comprising common/study rooms, laundry room, management office, plant room, bin and bicycle enclosures, landscaping and associated infrastructure including a Sub-Station.		
Applicant	c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal would not give rise to harm to the setting or special architectural merit of the Lepar Chapel and would respect the character and appearance of the locality. - The proposal would provide high quality accommodation for students and satisfies the adopted policy requirements for new student accommodation. - The proposal is not considered to give rise to any significant adverse impacts to the amenity of surrounding occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site 444 Newmarket Road 'John Banks Honda' is located at the northern apex of Newmarket Road, adjacent to Barnwell Lake. To the north-east of the site is the Leper Chapel which is a Grade I listed building.

2.0 THE PROPOSAL

2.1 The application seeks full planning permission for the redevelopment of the site for student accommodation. This includes:

- The demolition of the existing car sales room building
- The erection of two blocks student accommodation, comprising a total of 154 bedrooms
- The provision of an access from Newmarket Road
- Bin/cycle storage facilities
- An electricity sub station
- 1 disabled car parking

3.0 SITE HISTORY

3.1 None relevant to the proposal.

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 35 36

	46 52
	55 56 57 58 59 61 62 70 71
	81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A)
Previous Supplementary Planning Documents (These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Public Art (January 2010)
Material Considerations	<u>City Wide Guidance</u> Arboricultural Strategy (2004) Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).

	<p>Buildings of Local Interest (2005)</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>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridgeshire County Council Transport Assessment Guidelines (2017)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

First comment

6.1 Objection:

- 1) The applicant has shown an inter vehicle visibility splay of 2.4x 43m on to the A1303 into a designated bus route. While the Y distance of 43m would be acceptable in locations where the vast majority of the motor vehicle traffic was domestic in nature it has been demonstrated that larger vehicles such as buses have difficulty stopping over this distance and that a splay of 2.4m x 70m would be more appropriate in this location.
- 2) While accepting in principle the provision of the toucan crossing adjacent to Garlic Row, the detail of this facility must be agreed in advance with the Highway Authority

Traffic Signal Team to confirm that it will not unduly impact on the adjacent traffic signal controlled junction and bus gate.

- 3) It is likely that a significant proportion of the residents of the proposed units will cycle into the centre of Cambridge and therefore use the existing footways on Newmarket Road for this purpose and the applicant appears to have ignored this situation which will increase conflict between cyclists and pedestrians.

Second comment

6.2 No objection:

- 1) Drawing number 48949/PP/201/B is acceptable to the Highway Authority and therefore, the first reason for requesting that the application be refused has been overcome.
- 2) I have requested that the Traffic Signal Team review the proposed Toucan crossing and will provide their comments as soon as I have the same.
- 3) While accepting that the existing footway is of the minimum acceptable for a shared use facility, I will await confirmation from my colleagues in Major Developments that the level of additional cycle and pedestrian traffic the site will generate can comfortably be accommodated within the existing footway width.
 1. The Highway Authority confirmed on the 7th June, that given the relatively low numbers of pedestrian and cycle flows, the shared used footway as it stands should be able to accommodate these without any significant problems.

- 6.3 Recommends conditions regarding a traffic management plan.

Environmental Health

- 6.4 Further details are required on the proposed “heat pump comfort cooling units” and ventilation to ensure future occupants have sufficient control over adequate ventilation rates for thermal comfort.
- 6.5 Recommends conditions regarding plant noise insulation, construction hours, collection during construction, dust,

contaminated land, acoustic assessment compliance, artificial lighting and various associated informatives.

Refuse and Recycling

- 6.6 Further information needed: From the diagram it looks like the refuse vehicle can drive all the way round, but from the design and access statement it says it can only go half way and has to turn to come back out, because the paved terraced area to the rear near the 60 student rooms is for emergency access only. The refuse vehicle really needs to be able to drive all the way round rather than turn in turning heads and come back out, only to go up the next road and do the same.
- 6.7 No objection: As the site will be managed, and bins will be brought to a collection point near the road, there is no need for refuse vehicle to enter the site.

Historic England

- 6.8 On the basis of the information available to date, we do not wish to offer any comments.

Conservation Team

- 6.9 The treatment of in particular, the apex of the site remains problematic in its response to context. CLP Policy 55: 'Responding to context' explains the circumstances where development proposals will be supported. The design needs to demonstrate how it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings to help create distinctive and high quality places. The supporting policy text explains the necessary understanding of and appropriate response to context will ensure that the special character of Cambridge is protected and enhanced. Proposals for new development should create a scale and form that is appropriate to existing buildings, the public realm and open spaces, which complement the local identity of an area. Policy 61 requires inter alia, that development should preserve or enhance the setting of heritage assets and contribute to local distinctiveness.
- 6.10 The design of the apex does not meet these requirements. View 5 shows it as an incongruous block mainly featuring at upper

levels, seamed metal cladding. There is nothing in its design that responds to or contributes to the local distinctiveness provided by Barnwell Lake and meadows, nor that seeks to mitigate its appearance in the setting of the Leper Chapel.

Urban Design Team

6.11 Background information/additional comments:

The Urban Design Team was involved in comprehensive pre-application discussions on the submitted scheme along with other technical and specialist officers.

6.12 Design & Conservation Panel

The emerging proposals were reviewed by the Design & Conservation Panel (D&C Panel) CB1 sub-panel in September 2018 where it received a unanimous 'red'. A significantly revised scheme was presented to them again on the 19th January 2019 where it received an 'amber' verdict. The applicant and their design team have provided a thorough response to the D&C Panel comments in the Design & Access Statement (D&A Statement) submitted in support of the application. These changes form the basis of the application submitted and will be considered further in the comments below. In summary it is apparent that further design development has occurred that has largely resolved issues raised by the D&C Panel.

6.13 Response to context

The applicant has provided a useful summary of the prevailing site context in the submitted D&A Statement. The site occupies an interesting and diverse part of Cambridge on the approach into town over the railway bridge. The site is currently occupied by the John Banks Honda dealership in a collection of unremarkable 2-3 storey buildings sandwiched between Newmarket Road (NMR) and the Newmarket (and on to Norwich) railway line at Barnwell Junction. To the south of the site is a large format DFS 'shed' showroom that rises to 3 storeys and currently provides something of a backdrop to the garage site. To the west side of NMR are existing Victorian terraced houses along with a collection of larger format residential as well as workshop type uses. The site contains a number of mature trees along the NMR frontage that will be retained as part of development proposals. Longer views into the site are afforded from across Coldham's Common. Key

view into the site have been provided and are discussed further elsewhere in these comments under 'verified views'. A key consideration is the setting of the Leper Chapel located to the north-east of the site across the railway. Conservation colleagues will be providing a detailed assessment of this aspect of the proposals. However the presence of existing trees, the intrusion of the embankment for the railway bridge, along with the distance of the garage site from the chapel go some way in helping to mitigate impact from a townscape perspective.

6.14 Scale and massing

The overall scale and massing of the proposals and the need to carefully manage their impact from longer range views were key points of discussion through the pre-application process. Whilst there are larger format 'shed' type buildings in the immediate locale, the finer grain of the Victorian suburbs are also a strong and positive characteristic. The design approach aims to create a finer grain and more 'plot based' approach to the scheme. This has resulted in defining a series of 'houses' to aid with the legibility of the scheme from the point of views of future residents. These 'houses' translate into the overall stepped massing of the scheme which rises from 3 storeys at the western end of the site to 4 storeys at the eastern end. The embankment for the railway bridge helps to moderate the increase in massing at this end. The railway and Coldham's Common elevation is predominantly 3 storeys although rises to 4 storeys at the Apex end of the building. The overall approach to scale and massing is considered acceptable in design terms. However, there are a number of adjustments needed to the roof form of the eastern section of NMR to resolve concerns about impact on longer views. These changes are described more fully in our assessment of the submitted 'verified views' below.

6.15 Verified views

Eight viewpoints to aid in the design development and subsequent assessment were agreed at pre-application discussions. The applicant has submitted these and the methodology from AVR London to explain the specification and construction of the verified views. The proposed scale of development is increased over that already on the site and the scheme will be visible from both Coldham's Common and NMR. Views 1-4 show the impact of the scheme on views from Coldham's Common. Glimpsed views of the development will

be possible through the existing and mature tree boundaries to The Common. Summer views have been provided but in winter the trees and bushes will continue to afford filtered views albeit more open than the summer views. In views 1-4 the scheme is not considered to be harmful. View 5 looking west from near to the Leper's Chapel reveals that the apex of the building will be visible. The introduction of the building clearly changes the existing view. The pitched roof forms of the eastern section of the NMR frontage create more visually cluttered appearance and undermine the more confident, if restrained, apex building. In our view it would be beneficial to amend the roof form to create a cleaner silhouette. View 6 is closer towards the site from NMR. Again it would be beneficial to remove the pitched form of the eastern section of the NMR frontage to allow the apex form to read more clearly. Views 7-8 show how existing vegetation along with the level change help to moderate the impact of the proposal on the NMR streetscene. In these views, the proposals are not considered to be harmful and indeed help to reinforce and define the street.

6.16 Layout

The proposed development is organised around a central amenity courtyard with a series of entrances to 6 'houses' that contain the student rooms and break them down into more manageable clusters. The main reception and communal hub is located to provide activity and surveillance of the entrance space to the western corner of the site. The approach helps to breakdown the massing of the building, organise the circulation and help create an attractive and legible environment. Less active uses such as the bin store and plant area are located to the eastern part of the site and screened by the embankment to the railway. The overall layout and site organisation are considered to be acceptable in design terms.

6.17 Daylight sunlight appraisal

A comprehensive daylight and sunlight appraisal prepared by EB7 has been submitted as part of the application. The appraisal reveals that the scheme will not impact on the amenity of existing nearby residents. It also reveals that the courtyard will meet and exceed BRE Assessment Guidelines. Accordingly the proposals are considered acceptable in urban design terms.

6.18 Elevations and materials

The street and railway facing elevations have been broken down into a series of frontages that aim to create a finer grain and plot based response. The roof forms and changes to materials create a variation and grain to the proposed development that sits more comfortably with the prevailing character of the residential parts of NMR. The materials palette proposes brick, standing seam roofing and other metal accents around key entrances. The submitted elevations show 2 types of facing bricks whereas the D&A Statement identifies only Mystique or similar. The scheme should introduce the second variation of brick as shown on the submitted elevations to create a richness and variety. Submitted views show signage 'Barnwell Gate' but signage placeholders are not shown on the submitted elevations. The use of oversized script signage is not supported and proposals should be well integrated into the elevations. This can be covered by condition should the application be approved. The overall palette is restrained and has the potential to work well in the prevailing context. The Materials will need to be covered by condition should the application be approved.

6.19 Conclusion

Overall the scheme is considered to be largely acceptable in design terms. An adjustment is needed to the roof profiles on eastern section of the NMR frontage to resolve the cluttered roof forms in longer views. With these amendments the Urban Design Team would support the proposals.

Landscape Officer

6.20 No objection: Landscape supports the current submission in respect of landscape and open space. The changes produced improve the quality of the amenity offer providing a variety of spaces for group and individual study or recreation. Key trees for retention have been identified and retained along the Newmarket Road frontage retaining the maturity of the frontage landscape character.

6.21 Recommends conditions regarding landscaping plan/maintenance and boundary treatment.

Senior Sustainability Officer (Design and Construction)

- 6.22 No objection: Recommends conditions regarding BREEAM design stage certification, BREEAM post construction certification and implementation of energy strategy

Drainage Engineer

- 6.23 The proposals are not in accordance with Policy 31 of the adopted Cambridge City Council Local Plan. Policy 31 requires that:

i) priority is given to the use of nature services; *the only surface water management features that are proposed is permeable paving and this is not a natural system.*

ii) water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development; *there is no proposed water re-use for the development.*

iii) the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to making places for people; *the proposals lack ambition and are a perfunctory sustainable drainage proposal*

iv) any flat roof is a green or brown roof, providing that it is acceptable in terms of its context in the historic environment of Cambridge (see Policy 61: Conservation and Enhancement of Cambridge's Historic Environment) and the structural capacity of the roof if it is a refurbishment. Green or brown roofs should be widely used in large-scale new communities; *there are elements of flat roof and these should be a green or brown roof.*

v) there is no discharge from the developed site for rainfall depths up to 5 mm of any rainfall event; *this has not been demonstrated*

The proposals are not in accordance with Policy 32 of the adopted Cambridge City Council Local Plan. Policy 32 requires that:

i) the post-development volume of run-off, allowing for climate change over the development lifetime, is no greater than it would have been for the undeveloped site. If this cannot be achieved then the limiting discharge is 2 litre/s/ha for all events up to the 100-year return period event; *this means the development should be reduced back to greenfield run-off rates. This has not been achieved. There are opportunities to*

introduce additional storage through measures such as sub-base replacement geo-cellular attenuation.

Developer Contributions Monitoring Unit

6.24 Community Facilities

In line with the Planning Obligations Strategy 2010, the council does not seek S106 community facilities contributions from planning applications relating to student accommodation.

Indoor Sports

The proposed development is within 450m of Abbey Sports Complex facility, which is on the Council's 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 Council's 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 Council's Planning Obligations Strategy 2010, a specific S106 contribution of £41,426.00 (plus indexation) is requested towards the provision and/or improvement to the fitting out of an indoor sports zone at the Abbey Sports Centre and Gym, Whitehill Road, Cambridge CB5 8NT.

Outdoor Sports

The proposed development is within 450m of Abbey Sports Complex facility, which is on the Council's 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 Council's Executive Councillor for Communities in June 2016. The Cambridge & South Cambridgeshire Playing Pitch Strategy highlights the need to provide investment to be directed at sites which will provide the best impact and highest increase in participation including the provision of a 3G artificial surface at Coldham's Common. 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 £36,652.00 (plus indexation) is requested towards the

improvement to and enhancement of the artificial grass pitch carpet (from sand to rubber crumb) at Coldham's Common.

Informal Open Space

This proposed development is within 350m of Stourbridge Common, which is on the council's 2016/17 'target list' of informal open spaces for which specific S106 contributions may be sought.

The Informal Open Spaces Audit (2016) highlights that the scope for improving the open space facilities in order to mitigate the impact of local development.

Based on the funding formula set out in the council's Planning Obligations Strategy 2010, it is proposed that the council requests £37,268.00 (plus indexation) for the provision of and/or improvement of and/or access to the Informal Open Space facilities at Stourbridge Common.

Play provision for children and teenagers

In line with the Planning Obligations Strategy 2010, the council does not seek S106 children's play contributions from planning applications relating to student accommodation.

Planning Policy Team

6.25 National Policy (NPPF) 2019

The NPPF, paragraph 60 includes the requirement for planning policies to assess and reflect the needs of student accommodation.

Student Accommodation in Cambridge

To support the Local Plan and Development Management processes, the Council commissioned the 'Assessment of Student Housing Demand and Supply for Cambridge City Council', referred to as the Cambridge Student Accommodation Study (CSAS). It was produced by Cambridge Centre for Housing and Planning Research and completed in January 2017. CSAS estimated the current need, in 2016 for PBSA (for both Universities) of 6,085 bed spaces (University of Cambridge: 3282; Anglia Ruskin: 2803). This figure is reduced from the maximum position of 8,802 (University of Cambridge: 3732; Anglia Ruskin: 5070) to 6,085 bed spaces because mature students are less likely to live in shared housing. The

6,085 bed spaces figure is the amount of PBSA that would be needed to accommodate all of the current students who are not housed by their educational institution or living in existing family housing.

Student growth requiring accommodation to 2026

Anglia Ruskin University is planning to maintain the same student numbers in Cambridge over the next five to ten years. For non-university institutions, if future plans for growth are achieved, this could mean at least a further 230 students taking courses in other educational institutions by 2026 who will require accommodation.

The Cambridge Local Plan 2018

The Cambridge Local Plan 2018 adopted 18 October 2018 includes Policy 46 'Development of student housing', relates to student accommodation for educational establishments within Cambridge providing full-time courses of one academic year or more. It supports the identified total growth figure for the universities and the other institutions in Cambridge of 3,104 student rooms to 2026. Taking into account student accommodation units under construction or with planning permission, allocations in the Local Plan and the remaining allocation at North West Cambridge, these sources of supply would address and go beyond the growth figure of 3,104 and would provide flexibility. Policy 46 requires schemes to "demonstrate that they have entered into a formal agreement with at least one existing educational establishment within Cambridge providing full-time courses of one academic year or more. This formal agreement will confirm that the proposed accommodation is suitable in type, layout, affordability and maintenance regime for the relevant institution."

Policy 46(a) also requires evidence of a proven need for student accommodation to serve the institution.

Anglia Ruskin University Student Numbers

Using the student numbers reported by Anglia Ruskin University's snapshot website indicates a 17% decline in its student population, from 11,397 in 2016/17 to 9,425 in 2017/18, at its Cambridge campus. CSAS however reported on the quantum of student growth requiring accommodation to 2026 and in particular Anglia Ruskin University maintaining the same student numbers in Cambridge over the next five to ten years. The reported drop in student numbers indicates the demand for

student accommodation will not be maintained and therefore raises the question of the demand for such student accommodation. If the new facilities are for existing students then presumably the development would release private rental housing in use by existing students. This number should be quantified to explain the extent to which this development may relieve pressure on local housing.

Additional Information

Additional information has been provided in the form of a letter explaining ARU student numbers and an analysis of the proposal's catchment area. These consider ARU's population as measured by the Higher Education Statistics Agency (HESA), the designated data body for England that collect, process, and publish data about higher education (HE) in the UK. These figures are therefore considered a robust source. The analysis of the area's catchment area using HESA data indicate there is a need for the proposed student accommodation.

Summary

Cambridge Local Plan Policy 46 'Development of student housing': supports the identified net growth need to 2026 for the universities and the other institutions in Cambridge, equating to a total of 3,104 student rooms. The additional information provided indicates there is a need for additional student accommodation to help satisfy current growth in full-time Higher Education. The proposal is therefore compliant with Policy 46(a).

- 6.26 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 the following objections:

- 29 Garden Walk
- 8 Montreal Square
- 17 Fen Road
- 13 Cookes Field (Waterbeach)
- 17 Romsey Road

- 5 Segraves (Boxworth)

7.2 The representations can be summarised as follows:

- Cambridge City needs more social/affordable housing for local residents not more student accommodation
- Housing developments should ensure houses are adaptable over time. Unfortunately student accommodation does not meet this criteria as it cannot be adapted to respond to the need for more affordable family housing in the city.
- Key point at the entrance to the city, opposite to the Lepar Chapel and overlooking the lake and Coldham's Common. A quality building that is distinctive is essential here.

7.3 The owners/occupiers of the following addresses have made the following representations of support:

- 118-120 Newmarket Road
- 185-189 Newmarket Road
- 231 Newmarket Road
- 261 Newmarket Road
- Mr Barbers, 30 Hills Road
- 189 Hills Road
- 45 Ferrars Way
- 35 Rathmore Road
- 9 Chield Way, Baldock
- 10 Blenheim Close
- Crick House 697 Station Place
- 125 Peter Taylor House, East Road
- 27 Elm Tree Drive, Bassingbourn
- Collier Road
- CB4 2WP
- CB2 3AR
- Newham College
- Homerton College
- Clare College
- 112 Meadows, Fenstanton
- Newhaven, Station Road, Elsenham
- 27 Henford Way
- 5 Seagraves, Boxworth
- Anglia Polytechnic University, East Road

7.4 The representations can be summarised as follows:

- Good for local business due to more potential customers living locally.
- The site is a gateway site in an area in need of redeveloping

7.5 A further representation has been received from Camcycle:

- We object to application 19/0340/FUL under policies 80 and 82 of the Local Plan because of poor access for cycling, some issues with the cycle parking design, and lack of contribution to the Eastern Gate SPD proposals. The applicant has proposed a Toucan crossing of Newmarket Road to help people cycle between the site and Garlic Row and the river. However, the concept put forward is of very poor quality and will likely be largely unusable because it proposes a badly staggered, two-stage crossing with a tiny waiting area in the centre of the road that will be further cluttered by guardrail and signal poles. We strongly object to this staggered crossing design.
- The applicants have noted the cycling desire line towards the city centre, however they have not taken into account the Chisholm Trail route that will run on the other side of the railway bridge, nor for that matter the existing Coldham's Common path. We believe there will be a strong desire line towards this facility and people will be unwilling to cross Newmarket Road twice to access it (especially if one of the crossings is the proposed, difficult-to-use Toucan). This will likely lead to levels of footway cycling on the southern footway of the bridge. The applicants have proposed two-tier stands. Should the planning authority be minded to grant permission to this application, a condition should be attached securing the details of gas-assisted two-tier stands, as required by policy 82, to be submitted for approval prior to installation and occupation of the dwellings. Some of the two-tier stands are provided with what appears to be a 2m aisle, which is smaller than the 2.5m required by policy 82 (Appendix L). We wish to remind the applicants that the lower tier of two-tier cycle parking does not count as 'accessible' cycle parking for the purpose of the policy 82 (Appendix L) requirement that 20% of spaces be provided using Sheffield stands. We observe that only 13 of the 103 residential cycle parking spaces are compliant with that requirement, which is short of the requirement.

- The applicants have proposed a student dwelling and it is certain that students living on this site would be walking and cycling via Newmarket Road and East Road. Therefore the applicant should be contributing towards walking and cycling infrastructure improvements within the Eastern Gate SPD area.

- In order to resolve our objection, the applicants should:
 - Consult Interim Advice Note 195/16 (published by Highways England), section 2.4.8, which states that, 'Staggered crossings can be difficult to negotiate by cyclists, particularly people (including disabled people) using larger vehicles. Staggered crossings shall not be used unless the central refuge can accommodate the design parameters for the design cycle and a two-way cycle track (including pedestrian facilities where appropriate) in accordance with Tables 2.2.11 and 2.2.11.1.'
 - Revise the Toucan crossing proposal such that it is in compliance with section 2.4.8 above, or better yet, a single-stage crossing that allows people to cross the entire road at once, similar to the Coldham's Common crossing or the Abbey Street crossing.
 - Account for the cycling desire line to the Chisholm Trail / Coldham's Common path and put forward a proposal to help people cycle there easily without causing conflict with pedestrians.
 - Agree to the condition securing the details of the gas-assisted two-tier stands.
 - Increase the aisle width for the two-tier stands and increase the number of cycle parking spaces provided by Sheffield stands until at a bare minimum it meets the 20% requirement. Better yet would be to provide the majority of cycle parking spaces with Sheffield stands, preferably 100% of them, in order to encourage cycling as much as possible.
 - Be required to and commit to contributions for walking and cycling infrastructure improvements as part of the Eastern Gate SPD.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces and impact on heritage assets
3. Public Art
4. Carbon reduction and sustainable design
5. Water management and flood risk
6. Light pollution, noise, vibration, air quality, odour 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 proposal is for the erection of new student accommodation. Policy 46 Of the Cambridge Local Plan 2018 relates to the development of new student accommodation. This states that student accommodation will be permitted if it meets identified needs of an existing educational institution to provide housing for students attending full-time courses of one academic year or more. The application will need to:

- a. Demonstrate there is a proven need for student accommodation to serve the institution
- b. Demonstrate no loss of market or affordable housing as part of the proposal
- c. Be in a location which is appropriate to the institution it serves
- d. Being close to sustainable transport links
- e. Having appropriate management arrangements to prevent student bringing cars into Cambridge
- f. The rooms and facilities being adequate
- g. Where appropriate, being warden controlled to minimize anti-social behavior

- 8.3 The applicant has submitted various documents in order to demonstrate compliance with policy 46. The applicant has submitted evidence that claims there is a need for additional student accommodation to help satisfy the current growth in full-time Higher Education at Anglia Ruskin University which is located nearby on East Road. The applicant also argues that the site currently comprises a non-residential use but lies within proximity to public transport links and is well connected by pedestrian and cycle infrastructure and can also provide a new toucan crossing point on Newmarket Road which would improve the safety for pedestrians and cyclists. No dedicated car parking for students is provided on the site and students are subject to proctorial controls to prevent students bringing cars into Cambridge. The room sizes and facilities proposed are considered acceptable (further assessment below). The site would house a mixture of post-graduate & undergraduate students and will be managed/staffed at all times by a warden. The Planning Policy Team have reviewed the application against Local Plan policy 46 and raise no objection to the proposed use. The site is not allocated for a specific use within the Cambridge Local Plan and the change of use from a garage use to student accommodation is accordingly considered to be acceptable subject to the material considerations discussed below.

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

Context of site, design and external spaces

- 8.4 The existing building on the site is a typical commercial of recent post war “out of town” commercial design which equates to 3 stories of height. The proposal would result in the demolition of all of the buildings on the site. The proposed redevelopment consists of 2 blocks of student accommodation with a central courtyard. The 2 blocks are separated into 6 ‘houses’ with 3 central stair/life cores. There is also a main reception and communal hub located centrally. The development rises from 3 storeys at the western end of the site to 4 storeys at the eastern end. The embankment for the railway bridge helps to moderate the increase in massing at this end. The railway and Coldham’s Common elevation is predominantly 3 storeys although rises to 4 storeys at one end. There are other large post war commercial type buildings on

this side of Newmarket Road and Victorian terraced properties on the opposite side of Newmarket Road. The proposed design responds to the finer residential grain rather than seeking to replicate or continue the large format commercial building on the site at present. It is this approach that helps the proposed development integrate well into the residential character of the opposite side of Newmarket Road.

- 8.5 Both the Urban Design Team and Landscape Officer are supportive of the proposal subject to various conditions regarding materials, landscaping and boundary treatment.

Impact upon the setting of the Grade I Listed Building

- 8.6 To the north-east of the site is the Leper Chapel which is a Grade I listed building. The site does not lie within a Conservation Area.
- 8.7 The Conservation Team have raised concerns that the design of the apex would not comply with the requirements of Policy 55 & 61 as outlined above. Their response suggests that the winter view from viewpoint 5 shows the apex as an incongruous block with the seamed metal cladding at the upper levels and that there is nothing in its design that responds to or contributes to the local distinctiveness provided by Barnwell Lake and meadows, nor that seeks to mitigate its appearance in the setting of the Leper Chapel.
- 8.8 Winter view 5 is taken from a position on Chisholm trail located north west of the Leper Chapel. Within this view there are 6 prominent street lamp posts that line Newmarket Road. The road is also elevated from the position on Chisholm Trail due to the embankment for the railway bridge, resulting in the road itself and vehicles travelling along it being prominent in this view. Both these features, the lamp posts and the embankment of the road, are typical of an urban setting. While the apex of the proposed building would be visible within the setting of the Leper Chapel, the proposal would fit in with the urban setting that already contributes to the setting of the Leper Chapel. The seamed metal cladding helps to break up the massing of the upper floors and achieves a balance with the brick features of the lower levels. This is to ensure the apex would not appear bulky or dominant.

- 8.9 There have been discussions about whether the site is a gateway site to the city. After visiting the site and assessing the surrounding area I do not consider this site to be a gateway site to the city but more of a transition between the 1930's suburbs to the east of the site and the Victorian city to the west of the site. I acknowledge that the design is modest. However, it is my view that such a modest approach in design is key in ensuring that the proposed development does not compete with the Grade I Listed Building. It is to be noted that the proposed building is also some distance away from the Lepar Chapel, and is separated by existing trees and Newmarket Road. In consideration of all the points above, I consider that the proposal would not have any harmful impact upon the mixed urban setting of the Lepar Chapel and would accord with Policy 55 & 61 of the Cambridge Local Plan 2018.

Public Art

- 8.10 No information has been provided up front regarding public art. I am satisfied that it will be possible to include an element of public art within the site. The Local Plan policy obligation could, I consider, be addressed by way of a planning condition requiring a public art delivery plan in the event that permission is granted. Such a condition forms part of my recommendation.
- 8.11 In my opinion the proposal is capable of satisfying Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010

Carbon reduction and sustainable design

- 8.12 Paragraph 4.8 of the supporting text to policy 28 states that the Council will be supportive of innovative approaches to meeting and exceeding the standards. While it is noted that the scheme is not capable of meeting the full requirement for BREEAM 'excellent', instead achieving 'very good', the proposals do meet the mandatory energy requirements associated with 'excellent'. The Senior Sustainability Officer accordingly supports the application subject to conditions.
- 8.13 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

- 8.14 The applicant has submitted additional information regarding integrated water management for the site which is currently being reviewed by the Council's Drainage Engineer but which is expected to address earlier concerns expressed by the Drainage Engineer. An update will be provided on the amendment sheet.

Light pollution, air quality, noise, vibration and dust

- 8.15 The Environmental Health Officer has reviewed the submission and has no objection to the proposal subject to conditions regarding plant noise insulation, construction hours, collection during construction, dust, contaminated land, acoustic assessment compliance, artificial lighting and various associated informatives.
- 8.16 In my opinion, subject to the conditions I have recommended, the applicants have suitably addressed the issues of noise, vibration dust, light pollution and air quality, and the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35 and 36.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.17 The nearest neighbouring properties are a set of terraced properties to the north west of the site. These properties look straight onto Newmarket Road which consists of 4 lanes of traffic in some places separated by a central reservation. The applicant has provided a daylight and sunlight BRE assessment which concludes that the proposed development would have a negligible impact upon No.465-498 Newmarket Road and these properties would still meet the BRE targets. The proposal would result in built development moving closer to the site boundary at Newmarket Road, and would also result in an increase in height along this boundary. However, the elevation facing Newmarket Road has been designed to reflect traditional residential gables in order to help break up the massing. Accordingly, given the distance between the site and the neighbouring properties, and in consideration of the above points, I do not consider that the proposal would have an adverse impact upon any neighbouring

properties and is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

- 8.18 The accommodation proposed is to be used as student accommodation and as a result of this, policy 50 which sets minimum space standards is not relevant as this relates to C3 residential units and not purpose-built student accommodation. The proposed rooms and flats are considered to provide adequate amenity for the future student users of the site. Notwithstanding that, the applicant claims that the proposed rooms would be finished to a high standard, with the development also providing a networking hub and communal hub as well as large amenity area in the centre of the site. Given these additional spaces, the proposed development is considered to offer sufficient on site communal and living space to reduce the likelihood of student residents assembling beyond the site – and giving rise to disturbance to others nearby.
- 8.19 In my opinion the proposal therefore provides a high-quality living environment and an appropriate standard of amenity for future student occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2018) policy 46.

Inclusive access

- 8.20 The application is for student accommodation and as a result policy 51 is not relevant. The application does propose to provide 8 accessible bedrooms which are spread across the ground, first and second floors of the development. Each block has a lift to provide access to all floors and the ground floor flats have level access. The applicant has confirmed that the scheme has been designed to comply with the provisions of Part M of the Building Regulations covering accessibility.
- 8.21 The proposal accordingly considered to be compliant with Cambridge Local Plan (2018) policies 56 and 57.

Refuse Arrangements

- 8.22 There is sufficient room within the site for refuse collection vehicles to enter and exit the site in forward gear. The formal response raises no objection given the managed arrangements

on the site itself. Three bin stores are proposed serving each main block of accommodation.

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

Highway Safety

- 8.24 The Highway Engineer initially raised concerns about inadequate visibility splays and the potential for conflict between cyclists and pedestrians. The applicant has provided revised plans and further information about visibility splays/movements. The Highway Engineer has confirmed that these concerns have been overcome and recommends the inclusion of a traffic management plan.

- 8.25 Camcycle have also provided comments concerning connectivity and the quality of cycle access to and near to the site, including concerns surrounding the details of a proposed “off-site” Toucan crossing proposed for Newmarket Road by the applicant.. The detailed design of any Toucan crossing is a matter for the Highway Authority and would be delivered by way of a financial contribution/contract to deliver the works to a specification agreed by the Highway Authority under the Highways Acts. The Council has received no comments yet on this issue from the Traffic Signals Team. Whilst the concerns of Camcycle are therefore noted, given that this element of the proposal is subject to a separate detailed design process, the Camcycle concerns are not considered to render the application unacceptable – provided the financial commitment to delivering the necessary crossing are addressed through the S106 agreement.

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

Car and Cycle Parking

Car parking

- 8.27 The application proposes 1 disabled car parking space and no permanent designated car parking for students creating a car free development. As the site is located on Newmarket Road and in a very sustainable location, the future occupiers will rely

on sustainable modes of transport. The occupiers of the site will be subject to proctorial control and the car free nature of the site can as a result be realistically enforced. This approach would comply with the aim of Policy 46 to prevent students bringing cars into Cambridge.

Cycle parking

8.28 The application proposes to provide a total of 136 cycle spaces. Appendix L of the Cambridge Local Plan 2018 sets standards for student accommodation outside the city centre to provide a minimum of 2 spaces for every 3 bedspaces and 1 visitor space for every 5 bedspaces. The proposed level of provision complies with these standards. The 136 cycle spaces consists of 101 cycle spaces, 2 electric scooter spaces, 2 access spaces and 31 visitor spaces. Camcycle has objected to the proposed cycle arrangements within the cycle stores, stating that the proposed isle widths would be inadequate. After assessing the amount of space available in the cycle stores, it is my view that the required isle widths can be achieved through reconfiguration of the internal of the cycle stores. This can be achieved through a condition requesting further details of cycle storage.

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

Third Party Representations

8.30 I have addressed the majority of the issues raised by the third party representations within the body of my report but cover the outstanding matters in the below table:

Representation	Response
Cambridge City needs more social/affordable housing for local residents not more student accommodation	The Local Plan supports a range of new residential accommodation to meet the City's housing needs. This includes student accommodation. The policy requirements for students housing are addressed in paragraphs 8.2 - 8.3
Housing developments should ensure houses are adaptable over time. Unfortunately student	The proposal is for purpose-built student accommodation to meet a specific identified need in the

accommodation does not meet this criteria as it cannot be adapted to respond to the need for more affordable family housing in the city.	City. Policy 51 is not considered to apply to the proposed development.
Key point at the entrance to the city, opposite to the Lepar Chapel and overlooking the lake and Coldham's Common. A quality building that is distinctive is essential here.	This is addressed in paragraphs 8.6 - 8.9

Planning Obligations (s106 Agreement)

8.31 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 statutory tests; that the obligation/requirement 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.

Indoor sports

8.32 The Developer Contribution Monitoring team has recommended that a specific S106 contribution of J41,426.00 (plus indexation) is requested towards the provision and/or improvement to the fitting out of an indoor sports zone at the Abbey Sports Centre and Gym, Whitehill Road, Cambridge CB5 8NT.

Outdoor sports

8.33 The Developer Contribution Monitoring team has recommended that a specific S106 contribution of J36,652.00 (plus indexation) is requested towards the improvement to and enhancement of the artificial grass pitch carpet (from sand to rubber crumb) at Coldham's Common.

Informal Open Space

- 8.34 The Developer Contribution Monitoring team has recommended that a specific S106 contribution of J37,268.00 (plus indexation) for the provision of and/or improvement of and/or access to the Informal Open Space facilities at Stourbridge Common.

Toucan Crossing

- 8.35 No response has been received from the Traffic Signals Team at Cambridgeshire County Council regarding a contribution towards the proposed toucan crossing. The proposed crossing would contribute towards improved and safe access near to the site for pedestrians and cyclists. I request delegated powers to agree a sum with the County Council.

Planning Obligations Conclusion

- 8.36 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. Delegated powers are requested to deal with the S106 agreement.

9.0 CONCLUSION

- 9.1 The proposal would result in the re-development of a brownfield site in a sustainable location to provide for new residential accommodation for students. It would meet an identified need for student accommodation in the city and reduce pressure from students upon open market housing across the City. The design and layout of the development has been subject to pre-application advice including design review and has evolved into a development that officers consider responds appropriately to the sites' location, and to the setting of the Lepar Chapel. The location, design and orientation of the building has regard to nearby buildings and will not, in officers view, give rise to harm to the amenities of either residents or nearby business premises. Subject to the conditions and recommended S106 planning obligations, for which delegated powers are requested, and notwithstanding the objections received, the proposal is accordingly considered on balance to be acceptable and approval is accordingly recommended.

10.0 RECOMMENDATION

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

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

Reason: In accordance with the requirements of Section 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. 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.

4. Submission of site investigation report and remediation strategy:

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

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

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

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

5. 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.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to and approved by the Local Planning Authority.

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

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

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

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

7. Material Management Plan:

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

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

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

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and 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 2018 Policy 33.

9. Prior to the first occupation/use of the development, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the Local Planning Authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such.

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

10. Prior to the occupation of the development or the commencement of the use, a noise assessment detailing noise levels emanating from all plant, equipment and vents, relative to background levels, shall be submitted to, and approved in writing by, the Local Planning Authority.

If the assessment demonstrates that noise levels exceed the background level at the boundary of the premises, having regard to adjacent noise sensitive premises, a mitigation 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 2018 policy 35)

11. 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)

12. 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)

13. 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.

14. 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)

15. Prior to the commencement of the development hereby approved, with the exception of below ground works, 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.

Reason: To ensure that the appearance of the external surfaces is appropriate.

(Cambridge Local Plan 2018 policies 55 and 57)

16. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate.

(Cambridge Local Plan 2018 policies 55 and 57)

17. Before starting any brick/stonework, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2018 policies 55 and 57)

18. No rooftop plant or equipment shall be constructed on the building hereby approved until such time as full details, to a large scale, of the siting of the apparatus and any rooftop plant screening systems to be installed, where relevant, have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018 policies 55 and 57)

19. Notwithstanding any details shown on the submitted plans, full details of proposed building signage shall be submitted to and approved in writing by the local planning authority prior to installation and the development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55 and 57)

20. 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; all means of enclosure to the site; 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); any 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 the first planting season (for planted components) following occupation of the building 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)

21. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than small privately owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall thereafter be managed in accordance with the approved details.

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

22. BREEAM Condition 1 - Design Stage Certification

Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'very good' as a minimum will be met, with 3 credits for Wat 01 (water consumption). Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

23. BREEAM Condition 2 - Post Construction Certification

Prior to the occupation of the hotel, or within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28).

24. Implementation of Energy Strategy

The approved energy strategy as set out in the Barnwell Gate Development Sustainability Statement (BSD Consulting Engineers, March 2019) 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).