

<b>Application Number</b>	20/02172/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	24th April 2020	<b>Officer</b>	Mary Collins
<b>Target Date</b>	11th September 2020		
<b>Ward</b>	Queen Ediths		
<b>Site</b>	Land At 11 Queen Ediths Way Cambridge		
<b>Proposal</b>	The erection of new buildings to provide 40 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works		
<b>Applicant</b>	c/o Agent One Station Square Cambridge		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> <li>• It provides high-quality visitor accommodation fronting a main road in an area with good public transport accessibility.</li> <li>• Measures to promote non-car modes of travel, all of which can be secured by condition, are sufficient to ensure the development does not put pressure on on-street car parking.</li> <li>• The height, massing, materials and detailed design of the building, are appropriate to the context, and will not cause visual harm to the surrounding area</li> <li>• Protected trees to the street frontage are respected</li> </ul>
RECOMMENDATION	APPROVAL

**0.0 ADDENDUM**

0.1 Planning application reference 20/02172/FUL was considered at Cambridge City Council’s Planning Committee meeting of 6th

October 2021. The committee resolved to defer the determination of the application to allow additional information to be provided as regards the following matters:

- The layout and accessibility of car parking spaces in the proposed basement
- Capacity for provision of air source heat pump plant in the proposed basement
- The gradient of the proposed ramp access into the proposed basement
- The accessibility of the proposed basement lift
- The means by which refuse bins may be transported between the basement and the surface level for collection.

0.2 In this context the following drawings and documents are provided and are to be added to the planning application documents, in some instances replacing existing plans.

- 406.09988.00001.ATR01.1 – Basement Tracking Assessment
- 1841 1-10 rev D – Proposed Site Plan
- 1841 2-10 rev D - Block A-B Lower Ground & Ground Floorplan
- 1841 3-11 rev E - Block B Elevations
- 1841 4-10 – Site Section Ramp Access

### **The layout and accessibility of car parking spaces in the proposed basement**

0.3 Plan ref 1841 2-10 rev D provides an updated basement layout plan. Drawing reference 406.09988.00001.ATR01 provides tracking of the updated basement layout and demonstrates that the proposed car parking spaces are accessible to a large car. This includes the three proposed accessible spaces, which meet relevant size requirements and are located close to the proposed lift entrance. The accessible spaces are 5 metres deep by 2.4 metres wide with a 1.2 metre wide access aisle located adjacent to the parking spaces to permit a person using a wheelchair to enter or exit the car.

### **Capacity for provision of air source heat pump plant in the proposed basement**

0.4 The application is supported by a Sustainability Statement and Carbon Reduction Statement. The Carbon Reduction Statement sets out a strategy for compliance with policy 28 of the

development plan, which has been reviewed by the Council's Sustainability Officer and determined to be acceptable.

- 0.5 The strategy for carbon reduction (i.e. compliance with policy 28 of the development plan) is predicated upon the provision of Air Source Heat Pumps (ASHP's). The strategy will see CO2 emission reductions in the order of 50% below the baseline Building Regulations compliance figures.
- 0.6 The strategy requires the provision of two ASHP units. It is determined that two ASHP's will require a compound area of 5m x 3m to be provided within the proposed basement. Plan ref 1841 2-10 rev D demonstrates that there is ample space for provision of a compound of this size within the proposed basement, indeed there is shown to be at least two separate locations where provision of such a compound in its entirety could be accommodated.

#### **The gradient of the proposed ramp access into the proposed basement**

- 0.7 Plan ref 1841 4-10 provides a section through the proposed basement access ramp. The gradient of the ramp is 1:10, which is an appropriate design standard for a ramp of the nature proposed. This is addressed in detail within section 5.2 of the supporting Transport Statement. Plan ref 1841 1-10 rev D shows how the proposed basement level aligns with the proposed site layout at ground level.

#### **The accessibility of the proposed basement lift**

- 0.8 Plan ref 1841 2-10 rev D shows that the proposed basement lift will be accessible to users of the proposed basement level, including the accessible car parking spaces and the proposed drop off space.

#### **The means by which refuse bins may be transported between the basement and the surface level for collection**

- 0.9 The proposed scheme is not a C3 residential development. It has previously been established that the waste generated by the proposed development will be collected by a private waste refuse collection contract, as opposed to the Council's waste refuse collection service.

- 0.10 Waste bins will be stored in the basement level of the proposed development and will be brought to ground level only at the time of collection. This will be coordinated by the facility management.
- 0.11 There are two key options for moving bins from the basement level to the ground floor level, as follows:
- Via the proposed lift, which is sized to accommodate waste bins, to be wheeled out onto the site courtyard
  - Via the proposed access ramp. The gradient of the ramp is marginally in excess of the RECAP Waste Design Guidance as regards this matter, but movement could be by way of an electric trolley if necessary either option presents a viable and reasonable means to transferring bins to the ground level and back on bin collection days.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is situated on the northern side of Queen Edith's Way.  
Three trees along the southwest boundary of the site have Tree Preservation Orders (TPO) on them.
- 1.2 11 Queen Edith's Way formerly comprised a detached dwelling, extension and two brick outbuildings, with associated hard surfaced parking and patio spaces. The previous use of the building and site was as a care home. The structures have been demolished down to the foundation pads and portions of the hard surfacing have been removed. The front garden space remains soft landscaping, with a hard-surfaced access drive providing vehicle access to the site. The site is surrounded by adjacent dwellings and gardens on the north, east and west, and Queen Edith's Way to the south. The site features a sunken garden roughly central to the former front garden space.

## **2.0 THE PROPOSAL**

- 2.1 The original proposal was for the erection of new buildings to provide 53 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works.

2.2 Amendments have been made as a response to comments received from Urban Design and the Tree Officer and these include:

- Updated site layout, building layout and elevation plans
- Updated shadow study document
- Updated street scene visualisation
- Updated Arboricultural Impact Assessment

The amendments consist of a reduction in the scale and mass of the proposed buildings as well as providing a repositioning of buildings within the site. Consequential to the amendments the number of units of visitor accommodation has reduced to a total of 40 overall.

### **Block A**

2.5 Storey. Pair of canted gables linked with light grey zinc tile roof. Approximately 9.45 metres high to ridge, 6.7 metres to eaves level

Approximately 21 metres overall in width. Two storey element 16 metres wide.

Single storey 5 metres wide

Ventilation stacks to each end. Single storey flat roofed element to side. Single storey flat roofed section to rear linking to Block B.

15.5 deep with single storey flat roof linking section approx. 3 metres high.

17 No. (min. 25m<sup>2</sup>) units

### **Block B**

2.5 Storey. Ridge Height 9.45 metres. Pair of canted gables linked with light grey zinc tile roof. Ventilation stacks to each end.

Approximately 16.6 metres wide and 14 metres deep. 6.7 metres to eaves level

15 No. (min. 25m<sup>2</sup>) units,

## **Block C**

Single Storey 8 No. (min. 25m<sup>2</sup>) units in two buildings of four units each.

Single storey, canted gables to front,

4.8 metres to highest ridge height, 2.5 metres to eaves, Rear elevation is 15.7 metres wide. 12.7 maximum depth

Front elevation has gable projecting into application site by approximately 6 metres.

Block C2 has an L shape footprint and C1 is rectangular in footprint.

Blocks C1 and C2 are situated at the far end of the application site close to the boundary with Holbrook Close.

The materials proposed to all the proposed blocks are light grey standing seam roof finish and red brick walls and ventilation stacks.

Cycle parking is proposed to the western side of the site. With 44 spaces being provided. Car parking is within the basement and comprises 14 spaces including 5 accessible spaces.

The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water.

Refuse storage would be at basement level.

2.3 The application has been accompanied by the following documents:

- Drawings
- Planning Statement
- Flood Risk Assessment and Drainage Strategy
- Preliminary Ecological Appraisal
- Biodiversity Net Gain Assessment
- Sustainability Statement
- Transport Statement

- Tree Survey and Arboricultural Impact Assessment

### 3.0 SITE HISTORY

Reference	Description	Outcome
18/1904/DEMDET	Prior notification of the demolition of the main building (including extension) and two brick outbuildings.	Approved 16.05.2019
17/1317/CLUED	Application for Certificate of Lawfulness under Section 191 for continued use of the property for any permitted Class C2 activity without restriction to 14 residents.	Withdrawn 05.12.2017
16/1913/FUL	Change of use from a residential care home (use class C2) to Guest House (use class C1) - 26 letting rooms plus managers flat and associated external works.	Refused 04.12.2017

### 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	13

Plan 2018	17 28 30 31 32 33 34 35 36 47 50 51 55 56 57 59 69 70 71 77 81 82
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### 5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2021 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A)
Previous Supplementary Planning	Sustainable Design and Construction 2020 Cambridgeshire and Peterborough Flood and Water Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010) Public Art (January 2010)
Material Considerations	City Wide Guidance Air Quality in Cambridge – Developers Guide (2008) Arboricultural Strategy (2004)



	<p>Balanced and Mixed Communities – A Good Practice Guide (2006)</p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</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 Draft Air Quality Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge Sub-Region Culture and Arts Strategy (2006)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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## 6.0 CONSULTATIONS

### Planning Policy

- 6.1 The proposal for serviced apartments (sui generis) is considered acceptable from a policy perspective, subject to suitable conditions to limit minimum and maximum lengths of stays and the proposals is not used for any other purpose other than for visitor accommodation.

## **Cambridgeshire County Council (Highways Development Management)**

Original submission

- 6.2 Highway Authority requests that the application be refused on the grounds of highway safety. As described within the Transport Statement the footway to the front of the property is a shared use facility for both pedestrians and cyclists. While suitable pedestrian visibility splays have been shown and given the roads geometry suitable inter vehicle visibility splays can be achieved the applicant has failed to show suitable motor vehicle to cycle splays from the proposed access, which will be to the detriment of highway safety.

The above request may be overcome if the applicant provide a plan showing that splays of 2.4m x 14m (assuming an approach speed of 12mph) can be achieved within land under the control of the applicant or that is adopted public highway.

Revisions

Drawing number 1841 1-10 Rev A showing the proposed vehicle-cyclist visibility splays to the shared use path overcomes the Highway Authority's request that the application be refused.

Recommend conditions:

- Traffic Management Plan
- Proposed motor vehicle access to the development be at least 5m wide for a distance of at least 5m into the applicant's property from the boundary of the adopted public highway, to enable two average sized domestic vehicles to pass each other with relative ease while both are off the adopted public highway.
- Two pedestrian visibility splays of 2m x 2m as shown on drawing number 1841/1-10 shall be maintained in perpetuity free from obstruction exceeding 0.6m above the level of the adopted public highway
- The proposed access be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway.
- The proposed access be constructed using a bound material for a distance of not less than 5m into the site from the

boundary of the adopted public highway, to prevent debris spreading onto the adopted public highway.

- Demolition and construction vehicles with a gross weight exceeding 3.5 tonnes shall enter and leave only between hours of 9.30 – 15.30 seven days a week.

## **Cambridgeshire County Council Transport Assessment Team**

### 6.3 Response dated 31<sup>st</sup> July 2020

Holding Objection: Insufficient detail has been presented to make a sound statement. Issues related to the Transport Statement will need to be addressed before the transport implications of the development can be fully assessed.

1<sup>st</sup> April 2021

No Objection subject to Mitigation Package: Sufficient detail has been presented to make a sound assessment. Indicative Mitigation: Should the development go ahead the developer should be conditioned to provide a Travel Plan.

## **Environmental Health**

### 6.4 No objection subject to conditions:

CE05C – construction hours

CE15C – collection during construction

CE16P – construction/demolition noise/vibration & piling

CE14P – dust condition

Plant/machinery/equipment – noise assessment and any noise insulation / mitigation scheme

External lighting

Unexpected Contamination

Electric Vehicle Charge Points – Communal Parking

The lower ground floorplan indicates two areas of plant. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water.

Noise levels from plant and equipment associated with the application requires assessment to ensure local amenity is protected. It is required that the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background sound level ( $L_{A90}$ ) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Whilst requirements are for the rating level not to exceed the background sound level at the application site boundary, if the plant is roof mounted and / or nearby noise sensitive receivers are in closer proximity than the site boundary and / or the site boundary is afforded shielding from the application building parapet, the nearest noise sensitive receiver would be the required assessment location.

As noise sensitive premises (apartments) are located within the site boundary, the glazing of the apartments and amenity areas will also be a location for the rating level of all plant not to exceed the existing background sound level ( $L_{A90}$ ).

The application site has a very favourable land-use history and the associated risk from potentially contaminated land is considered to be low. The site appears to have been in residential use since the 1920s and became a residential care home for the elderly in the early 1980s. Due to the piecemeal expansion of the original dwelling during its time as a care home, it is considered reasonable to impose a condition relating to the discovery of unexpected contamination as a precautionary measure.

## **Refuse and Recycling**

- 6.5 Bin stores not indicated. The vehicle would not be able to go up the private drive, so bins would need to be sited, or placed on collection days by the main road. As these are serviced apartments, unclear who would put bins out, unless they have a managing agent do it, or have a bin store near the main road. As these are serviced apartments, maybe they should be trade?

## **Urban Design**

- 6.6 Original comments

By virtue of the proximity of the proposed buildings to existing trees considered important to the character of the site, the scheme has failed to satisfactorily resolve the issue of impact on these trees. A scheme that satisfactorily works around the trees is likely to require an amendment to site footprint and therefore the number of units. Furthermore, in the absence of supporting information, unable to adequately assess the proposed scale and massing, particularly of Block A, and the relationship with adjoining properties. Therefore, taking the above into account, the proposed scheme is not supported in Urban Design terms.

Revised comments – first amendment

The revised drawings include changes to the site layout, bike storage and additional information including a basic Shadow Study and Street Elevation.

### **Scale and massing**

We previously raised concern around the scale & massing of the proposed scheme, its scale relationship to neighbouring buildings and potential impact to amenity of No.13 Queen Edith's Way. The Street Elevation shows that the proposed scheme is both significantly taller and wider than the neighbouring buildings.

Block A, which introduces massing to the front (south) of the site, clearly has a role to play in maintaining the character and rhythm of the street scene, and a scaled transition between neighbouring dwellings No.9 &13 Queen Edith's Way is needed. As currently shown as a full 3 storey form, the top ridge height of ~8.8m, and gable height of ~9.2m reads as a building that is significantly taller.

Whilst the more recent development to the west of the site is taller (~8.3m) than no.9 Queen Edith's Way (~6.8m), the building forms are well articulated with a smaller footprint and an upper floor that is subservient, reading as an attic space. The proposed Block A, which is forward of the existing building line, is taller than the recent new development and significantly taller than the buildings adjacent to it, creating an uncomfortable scale relationship.

As shown in the Shadow Study, the width and height of Block A will cast a shadow over the entire front façade of No. 13 Queen Edith's Way in the late afternoon of the Spring & Autumn

Equinox, overshadowing the building and front garden amenity space when it wasn't previously. Furthermore, the scale of the building combined with the orientation of the site, will cast a shadow over the proposed courtyard for much of the year, resulting in a poor-quality amenity space.

The proposed scale and massing of Block A, its scale relationship with adjoining properties and its impact to neighbouring amenity is not acceptable in urban design terms and as such a different form is needed. A reduced building height and footprint for Block A, that sits better within the prevailing context and mitigates impact to amenity is required. Subsequently, Block B will require a revised assessment and a reduced scale may be needed here too. Taking the above into account, the proposed scheme does not comply with Policy 55, 56 & 57 of the Cambridge Local Plan 2018, and is not supported in Urban Design terms.

#### Revised comments – second amendment

The building setback and reduced length of Block A brings the eastern side further west by ~2m and provides space for a planted boundary on the eastern edge of the site. This, along with the reduced massing to a single storey and flat roof on the western side of Block A, and the overall reduction in ridge height creates a better scale relationship with the neighbouring properties, No.9 & 13 Queen Edith's Way, and as such is considered acceptable in design terms.

The stepped layout of Block A & B, and the subsequent change to the proposed courtyards allows sunlight to the external amenity across the day on the Spring/Autumn Equinoxes, greatly improving the quality of these amenity spaces.

The applicant has provided a shadow study that demonstrates there is some impact in the afternoon to the neighbouring property of No.13 Queen Edith's Way in terms of overshadowing, however it is limited to 5pm onwards on the Spring/Autumn Equinoxes, and therefore is considered acceptable.

Taking the above into account, the proposed scheme is now supported in Urban Design terms. Recommend conditions requiring materials and sample panel.

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

- 6.7 The general approach to sustainable design and construction is supported. An indicative water efficiency specification has been provided demonstrating water use of no more than 110 litres/person/day in line with the requirements of policy 28 of the Local Plan. This should be secured by condition. With regards to climate adaptation and the issue of overheating, a combination of measures are proposed including the role of the green infrastructure on the site in helping to shade the buildings and provide evaporative cooling. Would recommend that as part of the detailed design, overheating analysis be undertaken using current and future climate scenarios to double check that the measures proposed will be sufficient.

With regards to energy and meeting the carbon reduction requirements set out in policy 28 (using the approach for residential development) it is proposed to utilise fabric efficiency measures coupled with the use of communal air source heat pumps. Together these measures are predicted to reduce emissions by over 60%, an approach that is supported. Query whether the claimed efficiencies can be met if the system is providing all of the hot water demands of the site, and an alternative approach may be needed for domestic hot water.

The proposed scheme is supported in sustainable construction terms subject to submission of a plan showing the location of the proposed air source heat pumps.

### Revised comments

Further amendments have resulted in a reduction in the number of apartments from 53 to 40. While this will not alter the general energy strategy, which utilises communal air source heat pumps located in a basement plant area, it will lead to a change to the submitted carbon calculations.

### **Access Officer**

- 6.8 3 Blue Badge Parking Spaces need to be marked as close to lift core as possible. The lift needs to be position so that it has 1.4 metre depth from the doorway. (Officers note three blue badge spaces are located in the parking basement directly adjacent to the lift).

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

### 6.9 Original submission

Not supported and is recommended for refusal because of the impact on trees that contribute significantly to amenity. Relocation of the vehicular access is supported and necessary to provide adequate access for construction traffic, while safeguarding the retention of T1 and T2.

#### Revised drawings

Amendments made to the scheme create a defensible and sustainable relationship between trees and buildings. Confirm therefore support of the amended scheme subject to conditions:

- Prior to commencement submission and approval of a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837 2012. Pre-commencement site meeting shall be held to discuss details of the approved AMS.
- Implementation of approved tree protection methodology.
- Replacement of any tree shown to be retained on the approved tree protection methodology if removed, uprooted, destroyed or dies within five years of project completion.

## **Head of Streets and Open Spaces (Landscape Team)**

### 6.10 Original comments

Landscape has concerns about the edges of the site and the space left for thresholds and boundaries to suit the residential context of the area. The buildings require more space around them for thresholds, adequate boundary planting and maintenance access.

Little room has been provided to safeguard existing on and off-site trees and allow for their maturity to be reached.

It is considered that the site is slightly over developed and does not allow for meaningful and practical external environments for the residents to enjoy.



## First revision

There is a feeling that there is not enough space to achieve this in the spaces retained for external use. The frontage court will be busy place with cycles moving in and out and the rear court is quite small when you factor in additional space for threshold planting. It is considered that the site is slightly over developed and does not allow for meaningful and practical external environments for the residents to enjoy and the addition of basic boundary treatment.

## Second revision

The amended submission for a reduced number of units and redistribution of the buildings.

Previous concerns regarding quantity of communal open space have been addressed with an additional area of green space being released under the large tree towards the rear of the site.

The site plan still does not show how any thresholds will be treated, particularly around communal garden areas or in front of the large windows at ground floor level. It is considered that this can be left to detailed design under condition.

The nature of this type of development, frees it from some of the features we would expect to find in a standard residential development, such as private amenity space, however, this leads to a need for high quality communal spaces that function well for the residents.

It should be noted that cycle parking must be both covered and secured for the benefit of the residents. Updated details for cycle parking arrangement will be needed under condition.

## **Cambridgeshire County Council (Flood and Water Management) LLFA**

### 6.11 Original comments

The concept of the surface water strategy is supported by the LLFA. However, clarity is required on the layout of the surface water drainage network.

## Revised comments

Objection removed based on submitted Flood Risk Assessment & Surface Water Drainage Strategy, which demonstrate that surface water from the proposed development can be managed through the use of permeable paving over all site access and pedestrian areas.

Infiltration testing indicates that rates are better in the south of the site, and therefore all subbase of permeable paving to the pedestrian areas in the north, will be wrapped in an impermeable membrane. A perforated pipe will pick up surface water and distribute it to the subbase of the site access road, which will be permeably paved with direct infiltration through the subbase. There is provision of geo-cellular storage beneath a section of the permeable paved access road, providing additional volume for the 1% Annual Exceedance Probability (AEP) storm event, including an allowance for climate change. The surface water drainage will be maintained by a management company. Request that a detailed scheme be secured by condition.

### **Head of Streets and Open Spaces (Sustainable Drainage Officer)**

- 6.12 The proposals have indicated that a suitable surface water drainage scheme can be delivered. However further refinement of the design including further infiltration tests are required to ensure that the design follows the drainage hierarchy and can be maintained for the lifetime of the development. This can be secured by condition

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

## Original comments

- 6.13 Prior to the ecology survey the site appears to have been largely cleared of buildings and vegetation that may have supported protected or notable species. Given the sites scale, location within an area of mature gardens and the proposed number of units would request that a minimum 10% biodiversity net gain is achieved for the site through appropriate landscaping, habitat creation and biodiversity features. The requirement to be determined through use of the DEFRA

Biodiversity Net Gain metric (Version 2) and agreed prior to determination to ensure the site has the capacity to accommodate. Details of the proposals can be secured within a landscape and / or ecological design strategy condition and should focus on tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators and gaps in boundaries for hedgehogs.

Comments following submission of Biodiversity Net Gain assessment.

The assessment demonstrates a net gain of 39.25%. Content with the assumptions. The protection of retained trees is critical to achieving this. Request green roof and bird/bat box conditions.

### **Environment Agency**

- 6.14 Have reviewed the information provided and have no formal comment to make on this application but offer the following guidance:

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary. Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space.

The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

Flood Risk Assessment. The sewerage system at present has available capacity for these flows.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, AW is unable to provide comments on the suitability of the surface water

management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be reconsulted to ensure that an effective surface water drainage strategy is prepared and implemented

**Cambridgeshire Constabulary (Architectural Liaison Officer)**

- 6.15 Have reviewed documents and drawings in relation to community safety and reducing vulnerability to crime – whilst happy to support the design and layout would like to see an external lighting plan when available.

**Cambridgeshire County Council (Archaeology)**

- 6.16 The County Council's records indicate that this site lies in an area of archaeological potential.

The site should therefore be subject to a programme of archaeological investigation secured through a planning condition.

**Developer Contributions Monitoring Unit**

- 6.17 The Developer Contributions Monitoring Unit (DCMU) does not propose to seek specific S106 financial contributions under the council's Planning Obligation Strategy SPD 2010, as Cambridge City Council does not seek S106 financial contributions from such developments.

**Cambs Fire and Rescue**

- 6.18 Should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

## **Cambridge Airport**

6.19 The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. Therefore, have no objection to this proposal.

However, would ask to be informed of any intended crane usage so can assess these against any potential infringement of our safeguarded slopes.

## **Public Art**

6.20 Concerned that a Public Art Delivery Plan has not been submitted to support the planning application, as per the requirements of the Council's Public Art Policy. It is crucial to integrate public art at the earliest stage of the design process, need to agree principles, approach and budget.

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 Councillor McGerty has commented on this application. If minded to approve the application, would be grateful if you would please allow the Planning Committee to consider it as believe it has a detrimental impact of its surrounding environment and residents.

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

- 1 Alfred Close (Objects)
- 3 Alfred Close (Objects)
- 21 Bowers Croft (Objects)
- 7 Queen Edith's Way
- 8 Queen Edith's Way (Objects)
- 9 Queen Edith's Way (Objects)
- 12 Queen Edith's Way (Objects)
- 13 Queen Edith's Way (Objects)
- 9 Wessex Court 21 Queen Edith's Way (Objects)
- 26 Queen Edith's Way (Objects)

- 30 Queen Edith's Way (objects)
- 60 Holbrook Road (Neutral) – changed to objection on the amendments
- 62 Holbrook Road Objects)
- 64 Holbrook Road (Neutral)
- 66 Holbrook Road (Objects)

### **Cambridge Past, Present and Future**

Objects to this application because it adds to the continuing, unwelcomed and seemingly unplanned, transformation of this neighbourhood from large, private residential properties to apartments and flats and now potentially apart-hotels. These buildings have a different scale, massing and design. This neighbourhood is not identified in the Local Plan as an area of change yet we are seeing many applications come forward, which cumulatively will transform this neighbourhood. In our view this scale of transformation should be part of the local planning process, which allows local communities to have a say on transformational changes to their neighbourhood - rather than have them imposed on them piecemeal by individual planning applications such as this one.

The proposed apartments are located to serve Addenbrooke's and Cambridge Biomedical Campus, however the Local Plan has already included provision to serve this market, Policy 17.

No justification for change of use is provided (Policy 3) nor justification for the loss of local residential care (Policy 47). • A previous application 16/1913/FUL for change of use from residential care home (C2) to Guest House (C1) for 26 letting rooms was refused due to lack of evidence that loss of residential care in this location was acceptable and the desire for short-stay accommodation to be based in the city centre. The city already has a problem with AirBnB type accommodation (eg. CB1).

7.2 The representations can be summarised as follows:

#### **Planning history of site**

Previous application No. 16/1913/FUL for the change of use from a residential care home (use class C2) to a Guest House (use class C1) was refused. it is not clear whether the

demolition of the care home removed the requirement for the developer to comply with the Cambridge Local Plan regarding the supported housing.

For all purposes the current proposals are again for the hotel / apartment hotel which is completely inappropriate for the residential nature of the area. There are no precedents of this type of buildings and this scale in the area. There is no evidence that this type of accommodation is in demand in this area which is not town centre location

#### Loss of care home facility C2

The previous building at 11 QEW (The Hollies Care Home) provided specialist care and accommodation for up to 22 people some of whom were living with dementia.

Despite the C2 classification and refusal for the change to C1 class with 26 rooms (16/1913/FUL) and additionally the local planning authority wishing for the property to continue to be used for C2 uses, the developer took the decision to demolish the building, presumably so no evidence of its former use remained.

Insufficient evidence has been put forward as to whether the loss of a residential care home is acceptable in this area and whether there is a quantified need for this type of tourist accommodation in this edge of city centre location.

11 Queen Edith's Way should be considered as specialist residential floorspace given the nature of the care it provided. The developers have not provided any justification for why there is no local need nor demand for the space to be retained as a care home (which was why the previous development was declined). There are no other care-home options within Queen Edith's meaning residents requiring specialist care must move to a different area. Policy 75: Healthcare facilities

This is further justification for why this asset should remain as a community-based asset serving local elderly residents requiring specialist care that would potentially otherwise remain in Addenbrooke's utilising valuable bed space and resource when care could be better served in the primary care sector.

If there is no requirement for the developer to build a new care home to replace the one they demolished, then they should build houses on the land that is now empty, the houses that would be more sympathetic and more appropriate for this residential location.

### **Proposed use of building / management of serviced apartments**

Queen Edith's Way is a residential area with a selection of large domestic houses and flats and apartments, all mostly set well back from the road. The properties are in the main owned and rented and lived in by settled residents who look after their neighbourhood and are not transient.

The sui genesis proposal is not going to a settled one with people coming and going at all hours with a 90-day maximum tenancy.

Unclear how the development will be managed to control noise or other potentially antisocial behaviour by its short-term residents.

The proposal suggests a dedicated manager will be on site 24-hours per day; again, this can't be policed and will have little effect on managing 53 rooms with the potential to house 100+ residents.

The proposed erection of 53 rooms on 3 storeys could lead to up to 100 residents on the site at one time. At peak times, access to the site will be significantly restricted via the single access entrance. Too many rooms are being crammed into the site.

The size of the development is not compatible with the style and size of other dwellings in the area.

This area of Queen Edith's Way does not lend itself to short term lettings on this scale. These latest plans show studio flats/apartments, with a one room area of average 25 sq metres, nothing that compares with the many apartment properties in the vicinity with separate kitchens, bathrooms and bedrooms.



Possible cafe and the break out room only shows table and chairs. Will this mean there will be a steady stream of journeys of takeaways and deliveries of food at meal times from early morning to late evening? The apartments are described as being serviced, this means many linens' changeovers and cleaning which will add to the noise and disturbance.

The Break out/dining room has an outside door. Need for 24 hr presence to ensure no non-residents are invited in. The 24 hour management presence will probably involve 3 different personnel, are they going to be live in or live out both to start with and when the proposed building is handed over to a letting agency, what then?

The developer quotes that there is current demand for 18,600 short stay nights a year for the visitors to Cambridge Biomedical Campus. The proposed development would provide 15,476 nights a year assuming a 80% occupancy level. Given that many of these nights would not warrant a serviced apartment and taking into account the availability of hotel accommodation in the town centre, it seems unrealistic to expect the development to be viable based on the developer's planning statement.

#### Future use of the building

Whilst understand that the proposed development is for serviced apartments (sui generis) for a maximum 90-day stay, request that a guarantee is given by the Council that the use of the site will not be changed from this, to become a hotel, full-time accommodation for students, Air B&B, or personal ownership/permanent residents.

#### Impact on surrounding area

The scale of the proposal is completely inappropriate. Developments on the street are either a single or double plot of land with nothing like the proposed density of habitation.

The size of the apartments and the density is not in keeping with the surrounding area or neighbouring properties. The properties will be higher than the neighbouring properties and impact the light / visual appeal of the neighbours. Whereas most houses are set back from the road, this stacking of units in

the development will bring them closer to the road than surrounding houses.

### Privacy issues

Block A elevations show floor to ceiling windows at each end of the corridors; the position of which give direct viewing into a doorway, 2 bathrooms, a kitchen area and upper hallway of 9 Queen Edith's Way, plus views into 13 Queen Edith's Way

Security and Noise: Construction of a solid wall (allowing through-access for hedgehogs) approximately 1 metre from the existing dividing hedges between Block C at 11 Queen Edith's Way and the properties at 60 and 62 Holbrook Road - with access behind this wall restricted to maintenance staff only, and with the existing boundary hedges fully preserved.

The first and especially the top floor windows of Block B facing North will have views into the gardens and the windows of (Nos 58, 64 and 64A) in Holbrook Road. To reduce loss of privacy, request that:

- mature evergreen trees are planted in the grassed courtyard to obscure the view from Block B windows (North side) overlooking our gardens and houses.

### Parking requirements/Parking on adjacent roads

There will be a parking allowance for 16 cars at no 11 Queen Edith's Way which means that many of its occupants are likely to park on the adjacent roads elsewhere where there is already over capacity. This will cause potentially illegal parking on pavements, double yellow lines or adjacent roads.

Non-compliant with parking requirements (See Table L.2 of the Cambridge Local Plan 2018) which requires Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms

The servicing of rooms will require significant staffing; the number of staff on-site at any one time has not been assessed as part of the application, making it impossible to evaluate the parking requirements. It is also questionable whether serviced apartments will require more parking than hotels given it's marketed towards those relocating or on secondment; those people are likely to bring more cars into Cambridge (compared

with visitors) adding parking pressure to the surrounding area which has no parking restrictions.

#### Noise and disturbance

The new access road is very close to boundary, therefore causing car lights glare and fumes into 2 bedrooms.

Would be significantly increased with the comings and goings of some 40 residents. Queen Edith's Way is an A road and this volume of traffic will cause blockages. an increase in daily visitors to service / clean these apartments. Traffic will also be increased from deliveries from food, linen, bins, cleaners, couriers etc. serviced apartments are not in keeping with the current usage of the road. This is a quiet residential area. As residents / home owners we should not be subjected to the comings and goings of strangers who stay for only a couple of nights / weeks in these serviced apartments. The nature of the proposed development raises concerns relating to security & pride in the environment.

With so many short-term residents living on the site, there will be a greater security risk, increase in noise.

#### Drainage issues

An underground stream is present at 11 Queen Edith's Way, and that water drains from this site to a neighbour's garden. Would want confirmation that there is no increased risk of flooding to this or surrounding properties as a result of the specific development proposals - in particular the basement car park. This will be difficult on this site due to levels of underground water and chalk base. The bore holes done as part of the application are not deep enough to assess whether water exists below ground to the level of the car park. On site, there is a hole approximately 3 meters deep which constantly has water in it irrespective of season or rainfall. Suggesting the planned car park will enter the water table, potentially dispersing water to neighbouring properties.

#### Revisions

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

21 Bowers Croft

60 Holbrook Road  
62 Holbrook Road  
64 Holbrook Road  
9 Queen Ediths Way  
12 Queen Edith's Way

The representations can be summarised as follows:

Objections still stand

Where is the assessment on the scale and massing relative to 9 and 13 QEW? Where is the refuse tracking plan? Consideration should be given to the impact of COVID-19 and a new working from home culture (particularly within the companies this development was proposed to serve); is this development really a viable commercial proposal?

Block A has reduced footprint and a 44cm height reduction. However, the design of Block A remains 14% higher than the development at 3-5 QEW and 40% higher than 9 QEW. Given the natural gradient of QEW, it will be considerably higher than 13 QEW,. While Block A has been reduced to 1 story directly adjacent to 9 QEW, the fact is the scale of Block A will still be over-bearing due to the nature of the design. Similarly, the reduction of 44cm to Block B will have little impact on reducing the overshadowing. Development is non-compliant with the RECAP Waste Management and Design Guide 2012

The 3 floor accommodation buildings overlook adjacent properties.

Flooding  
Loss of light  
Security and Noise  
Loss of privacy

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

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received the main issues are as follows:

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**

National Policy (NPPF)

8.2 The revised National Planning Policy Framework was published July 2021. National policy in the NPPF includes the presumption in favour of sustainable development at the heart of the planning system. This sets a clear expectation on planning authorities to plan positively to promote development and create sustainable communities.

National Guidance (NPPG)

8.3 The NPPG provides several paragraphs about housing for older people of which 'Specialist housing for older people', lists different types of specialist housing (not exhaustive) designed to meet the diverse needs of older people. These include: Age-restricted general market housing; Retirement living or sheltered housing; Extra care housing or housing-with-care; and Residential care homes and nursing homes. Any single development may contain a range of different types of specialist housing. Paragraph: 010 Reference ID: 63-010-20190626

The adopted Cambridge Local Plan 2018

- 8.4 Policy 77: ‘Development and expansion of visitor accommodation’ outlines the types and locations for new visitor accommodation supported by the policy. These include “larger high-quality hotels beyond the city centre ... and at Cambridge Biomedical Campus (including Addenbrooke’s Hospital). New visitor accommodation should be located on the frontages of main roads or in areas of mixed-use or within walking distance of bus route corridors with good public transport accessibility.”
- 8.5 Furthermore, Local Plan paragraph 8.53 clearly states: “The Council will take steps to ensure that apart-hotel and serviced apartment units approved for use as visitor accommodation will not be used for any other purpose. This may include the imposition of conditions to ensure maximum lengths of stay (typically 90 days) and a restriction on return visits. The applicant will need to explain how they expect the site to operate and agree to the 90-day maximum stay requirement which will need to be conditioned.”
- 8.6 Policy 77 does not expressly support this site as a named location for visitor accommodation, which would include the serviced apartments. However, the site is located within a highly sustainable location as detailed within the supporting Transport Statement. Bus stops are located nearby on Hills Road which provide access to high quality and regular bus services across the city. Likewise the site lies upon Cambridge’s signed primary cycle network providing quick, easy and safe access to the City Centre and Cambridge Central Railway Station. As such, services and facilities in these locations are sustainably accessible from the site. Similarly, a range a services and facilities including; convenience store, public house, chemist and takeaway food is available in close proximity of the site at the Neighbourhood Centre on Wulfstan Way. Officers conclude that spatially the site is located in a suitable location and there are no express policies that would prohibit the development of a serviced apartment use on this site.
- 8.7 The supporting text to the policy at para 8.46 states that there is a projected requirement for ‘*around 1,500 new bedrooms over the next 20 years*’, and this is predicated on a study undertaken in 2012 entitled ‘Cambridge Hotel Futures’.

- 8.8 The figure of 1,500 new hotel bedrooms is not a cap on overall provision. For it to be a cap it would have to be expressed as such within the text of the policy.
- 8.9 The NPPF sets out that policies for assessed need should be as a minimum, and this is consistent with the way in which policy 77 is worded.
- 8.10 Policy 77 does not cap the provision of new visitor accommodation. The principle of the serviced apartment use, being located in a highly sustainable location with excellent public transport links and within walking distance of Addenbrookes, is acceptable and officers are satisfied from the evidence supplied by the applicant that there would be sufficient demand for the serviced units.
- 8.11 With regard to the appropriateness of the development, the site is accessed from Queen Edith's Way, approximately 250 metres away from bus stops on Long Road and 500 metres from Wulfstan Way Neighbourhood Centre. The site is also approximately 500 metres from Addenbrooke's Hospital.
- 8.12 The proposal for 40 serviced apartments (sui generis) is located within a residential location and has the potential to generate many extra journeys to and from the site by both service vehicles and occupants coming and going. Minimum stays of 4 nights should be considered to ensure local residential amenity is not adversely affected. The applicant's voluntary agreement to the 90-day maximum stay requirement will need to be conditioned along with a restriction on return visits. The residential nature of the proposal also means that it is important than the proposal is conditioned to ensure it is only used for visitor accommodation and not for any other purpose.
- 8.13 The proposed serviced apartments are well located to serve Addenbrooke's and the Cambridge Biomedical Campus. The Local Plan includes provision to serve this market on campus through Policy 17, albeit a new hotel on campus has not come forward and been built to cater for the increased demand arising from the expansion, including for large employers such as AstraZeneca or Abcam. There are no imminent plans for hotel provision on the campus at present. It is also acknowledged the impact that COVID-19 has had and the new working from home culture. However, this is a long-term investment and the

proposed apartments would still contribute to providing visitor accommodation. There is no evidence that proposal is in any way unviable. As such the proposal for 40 serviced apartments (sui generis) is considered acceptable from a policy perspective, subject to suitable conditions to limit minimum and maximum lengths of stays and the proposal is not used for any other purpose other than for visitor accommodation.

- 8.14 Concerns have been raised regarding the loss of the former care home and the appropriateness of the use in principle, and Officers have taken advice from the Policy team who have commented as follows:
- 8.15 The site appears to have last been occupied by The Hollies Care Home, <https://www.cqc.org.uk/location/1-107911906/contact>. If it was registered with the Care Quality Commission, this would suggest it last provided 'Extra care housing or housing-with care.'
- 8.16 From the definitions provided by the NPPG (Paragraph: 010 Reference ID: 63-010-20190626) usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24-hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre. In some cases, these developments are known as retirement communities or villages - the intention is for residents to benefit from varying levels of care as time progresses. From this, the site's former use would appear to be class-use type C2 (Residential institution).
- 8.17 Under the Cambridge Local Plan 2018, this type of specialist housing is not protected. Clearly, if the site's former use is something else then this would require further assessment regarding compliance with the Cambridge Local Plan 2018.'
- 8.18 As the use formerly carried out on the site was not protected, there is no requirement for a proposal in the same use to be provided on site. In this case, policy 47 is not engaged and the former use as a C2 care home is not protected, given that there is no existing care home floorspace on the site at present.



- 8.19 With regard to policy 3 and the representations made by Cambridge Past Present and Future, the site is not in housing use presently and there is nothing to protect in terms of existing housing. The Local Planning Authority is not reliant on this site for housing in its housing trajectory and it can demonstrate a 5-year housing supply.
- 8.18 Officers therefore consider the principle of the proposal is acceptable, and whilst the specific site is not referenced by policy 77 of the Cambridge Local Plan 2018 and is outside the City Centre, the location of the site is appropriate for a serviced apartment use and accords with many of the spatial qualities set out within the text of the policy.

### **Context of site, design and external spaces**

- 8.20 Queen Edith's Way has a varied architectural vernacular, with predominantly early-mid 20th century, 2.5 storey detached houses, with the addition of several more contemporary developments. Whilst there is considerable architectural variety, gable fronted and pitched forms are a typical feature and the street is characterised by dense greenery with mature trees and hedgerow boundary treatment.
- 8.21 A key consideration is the impact of the proposed development to existing residential dwellings to the east and west of the site and the proposals response to the local character. The ability to retain the existing trees along the adjoining boundaries is considered important to the overall acceptability of the scheme.
- 8.22 The existing building line to this stretch of road is staggered with properties to the west of the site such as 9 Queen Edith's Way set further forward in their plots and closer to the frontage with Queen Edith's Way and properties to the east such as 13 Queen Edith's Way being set behind deeper front gardens and sited further back from the frontage.
- 8.23 Block A introduces massing to the front (south) of the site. Block A would be approximately 9.45 metres to ridge level and would present an elevation 21 metres in width to the street frontage.
- 8.24 The proposal would respect this existing staggered pattern of development by being set behind the principal elevation of 9 Queen Edith's Way and forward of the principal elevation of 13

Queen Edith's Way. The building would play a role in maintaining the character and rhythm of the street scene and a scaled transition between neighbouring dwellings at Nos 9 and 13 Queen Edith's Way.

- 8.25 The ridge height, scale and massing creates an acceptable relationship with the neighbouring properties, No.9 and 13 Queen Edith's Way, and as such is considered acceptable in design terms.
- 8.26 The building is inset from the eastern boundary and this provides space for a planted boundary on the eastern edge of the site which would act as a buffer between the Block A and the adjacent residential property and provides visual spacing between the building and 13 Queen Edith's Way. To the western side, the reduced massing close to the boundary with a single storey, flat roofed element would provide visual spacing to this side of the building.
- 8.27 The stepped layout of Block A and B, allows sunlight through to the external amenity space and the proposed courtyards situated on the northern side of Block A on the day on the Spring/Autumn Equinoxes, and this provides a good quality amenity spaces for future occupiers.
- 8.28 The proposed buildings would respect the canopy and root zone of trees particularly to the frontage of the site and the trees would serve to partially screen the proposed building from view. The retention of these trees would be a positive contribution to the character and appearance of the area.
- 8.29 The proposal has been amended and has the support of the Council's Urban Design Team.
- 8.30 Nearby heritage assets are not affected by the proposal. There is archaeological interest at the site and a condition requiring a scheme of archaeological investigation would be covered by a pre-commencement condition.
- 8.31 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59, 61 and 71.

## **Public Art**

- 8.32 A Public Art Delivery Plan has not been submitted to support the planning application, as per the requirements of the Council's Public Art Policy. Public art is no longer secured via a planning obligation. A condition to require submission of a Public Art Strategy is considered necessary.
- 8.33 The proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010

### **Carbon reduction and sustainable design**

- 8.34 The applicants have suitably addressed the issue of sustainability and renewable energy. With regards to energy and meeting the carbon reduction requirements set out in policy 28 it is proposed to utilise fabric efficiency measures coupled with the use of communal air source heat pumps. Together these measures are predicted to reduce emissions by over 60%, an approach that is supported although an alternative approach may be needed for domestic hot water. Subject to conditions, the proposal is in accordance with Cambridge Local Plan (2018) policy 27, 28 and 30) and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **Integrated water management and flood risk**

- 8.35 There is an underground stream present at 11 Queen Edith's Way, and it is understood that water drains from this site into a neighbouring garden. Neighbours want confirmation that there is no increased risk of flooding to this or surrounding properties as a result of the specific development proposals - in particular the basement car park. The LLFA are satisfied that surface water from the proposed development can be managed through the use of permeable paving over all site access and pedestrian areas.

Infiltration testing indicates that rates are better in the south of the site, and therefore all subbase of permeable paving to the pedestrian areas in the north, will be wrapped in an impermeable membrane. A perforated pipe will pick up surface water and distribute it to the subbase of the site access road, which will be permeably paved with direct infiltration through the subbase. There is provision of geo-cellular storage beneath a section of the permeable paved access road, providing additional volume for the 1% Annual Exceedance Probability

(AEP) storm event, including an allowance for climate change. The surface water drainage will be maintained by a management company.

8.36 The Council's Drainage Officers and the LLFA have recommended that a condition requiring details of a surface water drainage scheme be submitted and implemented in accordance with these details. This would ensure that the site is drained without causing flooding or other drainage issues inside or outside the application site. It is the opinion of Officers that subject to compliance with these conditions, the applicants have suitably addressed the issues of water management and flood risk, and the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

### **Light pollution, air quality, noise, vibration, odour and dust**

8.37 Environmental Health Officers are satisfied that the proposal would not detrimentally harm the amenity of future occupants or adjacent residents and recommend conditions relating to the construction and operational phases in particular to the noise mitigation of any future plant.

8.38 Subject to the recommended conditions, the applicants have suitably addressed the issues above, and Officers consider the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35, 36.

### **Inclusive access and amenity of future occupiers**

8.39 Blocks A and B have lift access to all floors with level access to the ground floor. Block C is single storey and would have level access into the building. The proposed scheme (Sui Generis) is clearly not a residential dwelling use, and whilst 22 of the proposed units are north facing single aspect, they are serviced apartments and only going to be occupied for a maximum of 90 days.

8.40 The courtyard areas proposed are intended to provide visual amenity by way of a pleasant setting to the buildings rather than functional amenity such as sitting out space etc. Officers consider the level of sunlight/daylight that these areas will receive in the same way as one would for a residential scheme. Any shadow in these areas is not harmful in planning terms.

Notwithstanding the use, access to a landscaped shared space for guests to enjoy during their stay would surely be desirable.

- 8.40 The proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

### **Residential Amenity**

Impact on amenity of neighbouring occupiers

### **9 Queen Edith's Way**

- 8.41 This property is situated to the west. Concern has been raised regarding the impact of this property through overlooking and loss of light. Block A would be sited approximately 2 metres from the common boundary and would project approximately 5 metres beyond the rear elevation of this property. It would be set back behind the principal elevation by about 5 metres.
- 8.42 The closest section of Block A would be single storey with a flat roof. Given the relationship with this existing property Officers consider that Block A would not be detrimental.
- 8.43 Block B would be set further from the boundary with this property and sufficiently separated and at angle so that a detrimental loss of privacy through overlooking from first and second floor windows would not arise.
- 8.44 Block C is inset from the common boundary and sited at the far end of the application site. Given its position and single storey scale, it is not considered to detrimentally impact on this property.

### **13 Queen Edith's Way**

- 8.45 This property is situated to the east of the application site and has a deep front garden with the house set back further from the frontage with Queen Edith's Way than number 9.
- 8.46 Concern has been raised regarding densification of the plot, overshadowing and overbearing and that there is a difference in ground levels with the application site being higher and subsequent impact from Block B. There is also concern regarding the proximity of the access road serving the site and

basement carpark and disturbance though the use of this access with associated car lights glare and fumes into bedrooms.

- 8.47 Block B is approximately 6 metres to the west and projects beyond the rear wall of this property by approximately 5 metres but does not project forward of its principal elevation. Block B will not block any sunlight to the front garden. The rear garden of this property is north facing and quite dark and cold.
- 8.48 Given the set back of Block B behind this property, it is considered that there would not be detrimental loss of privacy to the front garden.
- 8.49 Block C is set in from the boundary by approximately 2 metres with the roof sloping up and away from the boundary. There are mature trees to the boundary which would serve to screen the proposal from view from the rear garden.
- 8.50 Officers consider the main impact to 13 Queen Edith's Way would be to its front outlook. Block A would be constructed totally forward of the principal elevation of this dwelling. It would be set in by approximately 8.8 metres from the common boundary and would extend approximately 16 metres at two and a half storey level.
- 8.51 The submitted Shadow Study includes an assessment for 5pm on the spring (and autumn) equinox, at this point in the day on the spring and autumn equinox the sun is very close to setting at 5pm and in practical terms is almost dusk. Critically, at 3pm on the spring (and autumn) equinox, there will be no shadow cast onto no.13 Queen Edith's Way.
- 8.52 With regard to privacy through inter-looking between first and second floor windows, given the separation of the proposed buildings and the angle between windows, a detrimental loss of privacy would not arise as a result of the proposal.
- 8.53 To the sides of both Block A and B at first and second floor level windows are proposed to serve corridors. A condition is recommended that these windows are obscurely glazed to prevent a detrimental loss of privacy through overlooking.

8.54 To mitigate the impact of headlights, vehicle noise and fumes, a condition requiring an acoustic fence along access driveway as well as a buffer zone of planting shall be attached.

### **Nos 58, 64 and 64A Holbrook Road**

8.55 These three properties adjoin the application site to the north. Concern has been raised regarding potential for overlooking from Block B and noise from future plant sited to the rear of Block C and security.

8.56 Block C would be built in close proximity to the common boundary. The block which is single storey would be inset from the boundary and would have a roof sloping up and away from the boundary. In terms of loss of outlook and overbearing, the proposal is not considered to have a detrimental impact.

8.57 With respect to security, neighbours have requested the construction of a solid boundary wall and the planting of a hedge along the newly built wall with a thickness width of at least 2 feet to ensure sufficient security and privacy. This will form part of any hard/soft landscaping scheme.

8.58 The north elevation of Block B shows that the windows on the 2nd floors would give views towards the rear gardens of these properties. Block B is set in from the rear boundary and residential gardens by a distance of 23 metres. The back to back distance between the building would be greater. As such it is considered that a detrimental loss of privacy through overlooking should not arise as a result of the proposal, given there would also be a degree of screening provided by Blocks C1 and C2.

8.59 In the opinion of officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

### **Refuse Arrangements**

8.60 The refuse bin store would be at lower ground floor level of Block A/B, shown on drawing 2-10 C. Bins would need to be wheeled up the access route to the underground parking area, so there would be conflict with cars as well as being difficult to manage the bins.

- 8.61 The applicant has confirmed that bins would be handled by the management of the facility (which would be present on site 24/7). Officers consider that a condition is necessary requiring details of how this will be managed.
- 8.62 Subject to condition, the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 56.

### **Highway Safety**

- 8.63 Subject to conditions, relating to the provision of intervisibility splays for pedestrians and vehicles, as well as drainage and materials for the proposed access the proposal is acceptable in terms of its impact on highway safety. The Transport Assessment Team have accepted the findings of the Transport Note that the proposed development of 53 units contributes to an average increase in two-way traffic of just 1.4% on a weekday and therefore the proposal is likely to have no significant impact on the existing traffic flows on Queen Edith's Way. Targets/Measures of the travel plan would be used to discourage the use of the private motor vehicle encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking and would be subject to a condition.
- 8.64 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

### **Car and Cycle Parking**

- 8.65 Parking requirements of the Cambridge Local Plan 2018, Appendix L, require Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms for hotel use. As this is short term visitor accommodation, rather than a specific hotel use, where a number of visitors may arrive and stay at the same time and visit by coach, this is not considered necessary in this instance.
- 8.66 In respect to car parking (as for hotels) one space is required for every eight guests plus one space for every two members of staff. Based on an occupancy of two guests per room, there would be 80 guests and this would equate to 10 spaces required. There are two proposed employees. 14 spaces are



proposed with 5 being accessible spaces. This is considered sufficient onsite parking provision.

- 8.67 Secure and covered cycle parking is to be provided to the western side of the application site for approximately 44 cycles. The requirement is as for hotels, two for every five members of staff and two for every ten bedrooms. This would equate to 8 spaces required for guests with two for staff. The level of cycle parking provided is acceptable.
- 8.68 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

### **Trees**

- 8.69 The proposal respects existing protected trees on the application site and creates a defensible and sustainable relationship between these trees and the proposed buildings.
- 8.70 Subject to conditions requiring the submission and implementation of an Arboricultural Method Statement and tree protection during the construction period, the proposal is compliant with Cambridge Local Plan (2018) policy 71.

### **Biodiversity**

- 8.71 The Council's Ecologist recommends that given the site's scale, location within an area of mature gardens and the proposed number of units that a minimum 10% biodiversity net gain is achieved for the site through appropriate landscaping, habitat creation and biodiversity features.
- 8.72 The requirement shall be determined through use of the DEFRA Biodiversity Net Gain metric (Version 2) and agreed prior to determination to ensure the site has the capacity to accommodate. Details of the proposals can be secured within a landscape and / or ecological design strategy condition and should focus on tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators and gaps in boundaries for hedgehogs.
- 8.73 The proposal is compliant with Cambridge Local Plan (2018) policy 70.

## **Third Party Representations**

8.74 Neighbours expressed concern regarding potential future use of the building. A condition will be attached to restrict the use of the premises as serviced apartments only. This will ensure the use cannot be changed without re-examination of its impact and without the express grant of planning permission. In relation to the security and access to areas of the building and accommodation, a condition will be attached requiring a security management plan to ensure 24 hour service is implemented to ensure the development is safe for users as well as respecting the amenity of neighbouring properties. With regard to noise from any plant sited to the rear of Block C, this would be subject to a condition.

### **Section 106**

8.75 Developer Contributions Monitoring Unit (DCMU) does not propose to seek specific S106 financial contributions under the council's Planning Obligation Strategy SPD 2010, as Cambridge City Council does not seek S106 financial contributions from such developments.

## **9.0 CONCLUSION**

9.1 Section 38(6) of the 2004 Planning and Compulsory Purchase Act requires that planning applications are 'determined in accordance with the development plan unless material considerations indicate otherwise'. The development accords with the Development Plan for the following reasons.

9.2 The previous use has ceased and the building has been demolished. There is no policy protection for the former C2 use as a care home under policy 47.

9.3 The principle of serviced apartments is acceptable. Whilst the specific location is not expressly supported by policy 77, the spatial location of the site is such that it is acceptable and sustainably located.

9.4 Officers are satisfied that this is a genuine proposal for high-quality visitor accommodation in an appropriate location, and that any future deviation from that use, or that quality, can be prevented by conditions.

- 9.5 The range of measures included to facilitate and encourage the use of non-car modes by guests, both of which can be secured into the future by conditions, are sufficient to ensure compliance with local plan policy 82 on parking management, and to protect local streets against any exacerbation of on-street parking stress
- 9.6 The proposal is also in accordance with local plan policies on sustainability, biodiversity and trees, waste storage, highway safety and parking, and subject to an extensive list of conditions, should be approved. The development accords with the Development Plan and there is no material reason to resist the proposal.

## **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. Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection

barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

4. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of the meeting will be forwarded to the LPA Tt officer for approval.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

5. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71:

Trees.

6. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees

7. 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.

The principle areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

8. No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the first dwelling.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment & Surface Water Drainage Strategy prepared by MTC Engineering (Cambridge) Ltd (ref: 2415-FRA&DS-Rev E) dated November 2020 and shall also include:

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

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

The maintenance plan shall be carried out in full thereafter.

#### Reason

To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development

9. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, 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).

10. No development shall commence (including any pre-construction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. The development shall be carried out in accordance with the approved details only.

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

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35)

11. 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.

For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:

- a) the statement of significance and research objectives;
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- c) The programme for the analysis, publication & dissemination, and deposition of resulting material. Part (c) of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI. Developers will wish to ensure that in drawing up their development programme, the timetable for the investigation is included within the details of the agreed scheme.

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

61)

12. No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include brickwork; windows; doors and entrances; porches and canopies; roof cladding; external metal work, rain water goods, edge junctions and coping details; colours and surface finishes. Development shall 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 and 57).

13. No brickwork above ground level shall be laid until a sample panel 1.5x1.5m has been prepared on site detailing the choice of brick, bond, coursing, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with 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 and 57).

14. The flat roof(s) hereby approved shall be a Green Roof or Brown Roof in perpetuity unless otherwise agreed in writing by the Local Planning Authority. A Green Roof shall be designed to be partially or completely covered with plants in accordance with the Cambridge Local Plan 2018 glossary definition, a Brown Roof shall be constructed with a substrate which would be allowed to self-vegetate.

Reason: To ensure that the development integrates the principles of sustainable design and construction and contributes to water management and adaptation to climate change (Cambridge Local Plan 2018 policies 28 and 31)



15. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: To prevent surface water discharging to the highway, in the interests of highway safety (Cambridge Local Plan 2018 policy 81).

16. Prior to the first occupation or bringing into use of the development, hereby permitted, two pedestrian visibility splays of 2m x 2m as shown on drawing number 1841/1-10 shall be provided each side of the vehicular access.

The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

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

17. The vehicular access and driveway hereby approved shall be constructed using a bound material for the first 5 metres from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. The motor vehicle access to the development shall be at least 5m wide for a distance of at least 5m into the applicants' property from the boundary of the adopted public highway, to enable two average sized domestic vehicles to pass each other with relative ease while both are off the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

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

18. The premises shall be used for serviced apartments only and for no other purpose (including any other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: For the avoidance of doubt, and because use of the

building for any other purpose would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 57, and 81)

19. 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.)

20. The proposed serviced apartments shall keep records of the lengths of stay of all guests and shall retain them for 24 months. The said records shall be made available to the local planning authority on request, within seven days.

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

21. No operational plant, machinery or equipment both internal and external shall be installed until a noise assessment and any noise insulation / mitigation scheme as required to mitigate and reduce to a minimum potential adverse impacts has been submitted to and approved in writing by the local planning authority. The scheme shall be carried out as approved and retained as such.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35).

22. 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 (Cambridge Local Plan 2018 policy 34)

23. If unexpected land contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and the contamination has been fully assessed and a remediation strategy has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the development shall not be implemented otherwise than in accordance with the approved remediation scheme.

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.

24. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating a minimum of 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW to communal / courtyard parking spaces, designed and installed in accordance with BS EN 61851 shall be submitted to and approved in writing by the Local Planning Authority.

Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

The active electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with Policy 36 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

25. No construction or demolition work shall be carried out and no plant or power operated machinery 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, , unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

26. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

27. No development above ground level, 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 and boundary treatment including details of planting buffer and acoustic fence alongside access road adjacent to 13 Queen Edith's Way and brick wall to boundary with Holbrook Close ; 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)

28. 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)

29. No development above ground level, 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. This shall include acoustic fence alongside access road adjacent to 13 Queen Edith's Way and brick wall to boundary with Holbrook

Close 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)

30. Prior to the commencement of development above slab level a scheme of biodiversity enhancement shall be supplied to the local planning authority for its written approval. The scheme must include details as to how a 10% net gain in biodiversity has been accomplished.

The scheme shall include:

Gaps in boundary treatments to ensure hedgehog and amphibians can move between adjoining gardens.

Areas of vegetation to be retained and enhanced for nesting birds and proposed new plantings.

Tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators

The approved scheme shall be fully implemented within an agreed timescale unless otherwise agreed in writing

Reason: To maintain, enhance, restore or add to biodiversity in accordance with Policy 70 of the Cambridge Local Plan 2018.

31. The development hereby permitted shall not be occupied until a management plan for waste storage, which specifies how waste will reach the storage area, how the storage area will be secured, monitored and cleaned, how waste collection teams will access the area and how bins will be returned to storage, has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to thereafter.

Reason: To ensure appropriate waste storage (Cambridge Local Plan policy 57)

32. The development shall not be occupied until a security management plan for the building has been submitted to, and

approved in writing by, the local planning authority. The security management plan shall include details of the following matters:

- o control of access to the serviced accommodation and the basement from the community area,
- o control of access to the lift,
- o control of access to individual floors of the serviced accommodation, and
- o control of access from the street to the rear courtyard.

The approved security management plan shall be implemented prior to occupation and maintained thereafter.

Reason: To ensure the development is safe for users. (Cambridge Local Plan 2018 policy 56)

33. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81) and to avoid car parking impact in surrounding streets. (Cambridge Local Plan 2018 policy 82)

34. Prior to first occupation of the development, hereby permitted, or commencement of the use, full details of facilities for the covered, secure parking of bicycles for use in connection with the development shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or the use commences and shall be retained in accordance with the approved details thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2018 policy 82)

35. Prior to the first occupation of the development, hereby permitted, 3 Blue Badge Parking Spaces shall be marked out as close to lift core as possible and shall be retained for this purpose thereafter. The car parking spaces shall be provided in accordance with the approved drawings.

The lift needs to be position so that it has 1.4 metre depth from the doorway and shall be retained thereafter.

Reason: To ensure that provision is made for disabled and inclusive parking. (Cambridge Local Plan 2018 policy 82)

36. Prior to the occupation of the development, hereby permitted, the first floor side facing windows in the east and west elevation of Block A and the first and second floor side facing windows in the east and west elevations of Block B, shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent to a level of 1.7 metres above internal floor level and shall be non-openable below 1.7 metres. The glazing shall thereafter be retained in perpetuity. No other openings shall be made to the side elevations of the building without the express consent of the Local Planning Authority.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55 and 57).

37. 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.

38. The development, hereby permitted, shall not be used or occupied until revised carbon calculations are submitted showing that the proposed development delivers at least a 19% reduction in carbon emissions compared to Part L 2013. Further information should also be submitted in relation to the proposed communal air source heat pumps, including details of ducting to connect the heat pumps to the outside air. 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 approved in writing by the local planning authority before the development is first occupied.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised approach to meeting a 19% reduction in carbon emissions shall be submitted to and approved in writing by the local planning authority. The approved revised approach shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018, Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

39. No apartment(s) shall be occupied until a final water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and 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 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

40. The development shall not be brought into use until a scheme for the provision of fire hydrants has been implemented in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interests of residential safety (Cambridge Local Plan 2018 policy 56).

## **INFORMATIVES**

1. If a construction dust assessment or suppression management plan is required reference and regard shall be given to various national and industry best practical technical guidance such as:
  - o Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020)' <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd>
  - o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
  - o Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)
  - o Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).
2. To satisfy standard condition (Noise Insulation), the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to guard against any creeping background noise in the area and

prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into a noise assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked

3. To satisfy the condition requirements the applicant/developer will need to demonstrate that practical consideration has been given to all aspects of Electric Vehicle (EV) charge point infrastructure installation and that the provision of an operational EV charge point or multiple points is deliverable, as part of the residential and/or commercial development. The intention or commitment in principle to install an active EV charge point will not be considered acceptable.

Information should include numbers of charge points, intentions for active and passive provision, location, layout (including

placement of EV infrastructure), Charge Rates of active EV charge points (slow, rapid or fast) and availability of power supply. Further information on things to consider when designing and delivering EV charge points and the information required to discharge the associated planning condition can be found at <https://www.cambridge.gov.uk/air-quality-guidance-for-developers>

4. The details required to discharge the submission of materials condition above should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.
5. **Pollution Control**  
Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

#### Green Roofs

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

6. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

#### Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not

have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

### Section 3 - Used Water Network

This response has been based on the following submitted documents: Flood Risk Assessment. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

(1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

(2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

(3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

(4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

(5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for

adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

7. Where a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.

The number and location of Fire Hydrants will be determined following Risk Assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition, published January 2007.

Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5, Section 16.

If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required, the details of which can be found in the attached document.

8. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water. Should this change where new developments produce combustion emissions to air all gas boilers must have low NOx emissions (boilers that meet a dry NOx emission rating of 40mg/kWh).
9. Please inform Cambridge International Airport of any intended crane usage so they can survey these for any infringements of Obstacle Limitation Surfaces.
10. The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) will be installed for the provision of heating and hot water. Should this change where new developments produce combustion emissions to air all gas boilers must have low NOx emissions (boilers that meet a dry NOx emission rating of 40mg/kWh).