



<b>Planning Committee Date</b>	3 <sup>rd</sup> August 2022
<b>Report to Lead Officer</b>	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
<b>Reference</b>	22/01432/FUL
<b>Site</b>	Romsey Labour Club
<b>Ward / Parish</b>	Romsey
<b>Proposal</b>	Part demolition of the existing Romsey Labour Club building with retention of the BLI historic frontage and erection of 43no serviced apartment development (sui generis use) along with a cafe, gymnasium, community space, and associated infrastructure and landscaping.
<b>Applicant Presenting Officer Reason Reported to Committee</b>	Duxford Developments Ltd Amy Stocks  Called-in by Cllr Healy and Cllr Pounds
<b>Member Site Visit Date Key Issues</b>	N/A 1. Retention of the BLI frontage 2. Cycle Parking 3. Bin Storage
<b>Recommendation</b>	<b>APPROVE</b> subject to conditions

## 1.0 Executive Summary

- 1.1 The application seeks permission for the part demolition of the existing Romsey Labour Club building with retention of the BLI historic frontage and erection of 43no. serviced apartments (sui generis use) along with a cafe, gymnasium, community space, and associated infrastructure and landscaping.
- 1.2 The site benefits from an existing permission of a similar nature for the erection of 39 serviced units with associated amenities. The applicant has implemented this permission on site by undertaking ground works.
- 1.3 The new proposal, like the original, provides high-quality visitor accommodation fronting onto Mill Road and Coleridge Road with access to mixed use facilities and accessible transport links.
- 1.4 The development is car free and provides ample cycle storage within the confines of the building and outside of the development.
- 1.5 The height, massing, materials and detailed design of the building, and the extent of the intervention in the existing Building of Local Interest on the site are appropriate to the context, and will not cause harm to the conservation area.
- 1.6 Officers recommend that the Planning Committee **Approve** the application subject to the conditions attached to this report.

## 2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area	x	Local Nature Reserve	
Listed Building		Flood Zone 1	x
Building of Local Interest	x	Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

- 2.1 The site is located on the south side of Mill Road, immediately east of the junction with Coleridge Road. This site has frontages to both Mill Road and Coleridge Road. Immediately south of the site is Ruth Bagnall Court, a four-storey apartment building. The ground level rises slightly from north to south across the site.
- 2.2 The site is located within the Mill Road Conservation Area. The Romsey Labour Club building, which currently occupies the site, was originally

constructed in the 1920s. This building is designated a Building of Local Interest (BLI). Its description is as follows:

*'The Labour Club is a single-storey red brick building on a corner site. It retains a stone cornice engraved with 'Romsey Town Labour Club' and some Venetian windows to either side of the front entrance with rubbed red brick arches. A decorative stone cartouche lies over the panelled double front doors and the flat roof is hidden by a parapet. It was designed by E.W. Bond.'*

2.3 Originally, the principal central section of the building contained a Private Members Club (sui generis) use. From 2014 to 2017 the central area of the building was used by the Arthur Rank Hospice as a second hand furniture store (Use class A1). At the time of the previous application 18/0002/FUL, both the eastern and western wings were in Class D2 use, accommodating a gym and a boxing club respectively. The building is at present empty.

2.4 The majority of the site is covered in hardstanding. The hedging between the building and Coleridge Road and the vegetation and small self-set trees between the front façade of the building and Mill Road are largely unmanaged. The vehicular entrance to the site is to the rear off Coleridge Road.

### **3.0 The Proposal**

3.1 The proposal is for the part demolition of the existing Romsey Labour Club building with retention of the BLI historic frontage and erection of 43no serviced apartments (sui generis use) along with a cafe, gymnasium, community space, and associated infrastructure and landscaping.

3.2 The proposed re-development of the site involves the demolition of the structures to the rear of the BLI frontage located on Mill Road. The front elevation (Mill road) and part of the west elevation (Coleridge Road) would be retained. Above the BLI façade, the proposal seeks to construct two additional floors with a pitched roof. This roof will consist of Petersen Hung Tile Roof and walls to match surrounding roof materials with dormer windows to the front and rear of the structure. The roof ridge height is circa 11m and the eaves are circa 7m above the ground.

3.3 To the south of the building, the application seeks permission to construct a four-storey structure containing 43 serviced apartments. The overall shape of the building will resemble a U shape with a communal courtyard separating the wings of the apartments. The apartments which face onto Coleridge road would step down from four storeys in height (11.4 m) closest to the junction with Mill Road, first to three storeys and finally at the south end closest to Ruth Bagnall Court, to two storeys (6 m). The block adjoining the boundary with the rear garden of No. 276 Mill Road would be two storeys in height (7m). Both wings would be contemporary in appearance, using large openings and flat roofs.

- 3.4 These three proposed building sections would surround an internal landscaped courtyard. Six of the serviced apartments facing Coleridge Road would have balconies.
- 3.5 The original permitted scheme (reference 19/0004/FUL) included a large basement which accommodated the cycle store for 38 bikes, the plant room and laundry room for guests. This element of the development has been omitted, therefore the previous mentioned amenities have been absorbed into the ground floor of the development.
- 3.6 A similar proposal was brought to Planning Committee on 24<sup>th</sup> April 2019. The application was approved. This application seeks to remove the basement area, integrate the cycle store, plant room and laundry room to the ground floor, an uplift in units from 39 to 43 serviced apartments, and other internal reorganisation changes.

#### 4.0 Relevant Site History

Reference	Description	Outcome
C/01/0508	Change of use of west wing from Labour Club (Use Class D2) to mental health centre (Class D1); erection of single-storey extension and porch.	Approved
C/03/1010	Installation of new pedestrian access and replacement of existing window with door	Approved
14/0733/FUL	Temporary change of use of part of the ground floor of the Romsey Labour Club from a sui generis Private Members Club to A1 (Shop) use to be occupied by the Arthur Rank Hospice Charity.	Approved
16/0821/FUL	Mixed used development comprising a Day Nursery at ground floor and 40 self-contained 1xbed student rooms at the rear and on the upper floors along with a vehicle drop-off zone, cycle parking and associated landscaping.	Refused by Planning Committee
18/0002/FUL	Mixed use development comprising a Day Nursery at ground floor and 37 self-contained 1-bed student rooms at the rear and on the upper floors along with a vehicle drop-off	Refused

zone, disabled car parking space, cycle parking and associated landscaping.

19/0004/FUL	Serviced apartment (sui generis use class) scheme containing 39no self-contained 1xbed room units along with Cafe, gym and community space at ground floor with a vehicle drop-off zone, disabled car parking space, cycle parking and associated landscaping and retention of existing BLI frontage.	Approved at Committee
21/04559/FUL	Part demolition of the existing Romsey Labour Club building with retention of the BLI historic frontage and erection of 44no. serviced apartments (sui generis use class) along with a cafe, gymnasium, community space, and associated infrastructure and landscaping.	Withdrawn

## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2019

Circular 11/95 (Conditions, Annex A)

### **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 24: Mill Road Opportunity Area

Policy 28: Sustainable design and construction, and water use

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 58: Altering and extending existing buildings  
Policy 59: Designing landscape and the public realm  
Policy 61: Conservation and enhancement of historic environment  
Policy 62: Local heritage assets  
Policy 71: Trees  
Policy 72: Development and change of use in district, local and neighbourhood centres  
Policy 73: Community, sports and leisure facilities  
Policy 77: Development and expansion of visitor accommodation  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management

### **5.3 Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016  
Landscape in New Developments SPD – Adopted March 2010  
Open Space SPD – Adopted January 2009  
Public Art SPD – Adopted January 2009

### **5.4 Other Guidance**

Mill Road conservation area

### **6.0 Consultations**

#### **6.1 County Highways – No Objection**

6.2 The development has the potential to cause car parking to overspill into neighbouring roads and is likely to impose additional parking demands upon the on-street parking in the surrounding area. Whilst this will not impact significantly upon Highway Safety, there is a potential impact on residential amenity. The following conditions have been recommended:

- Traffic Management Plan
- Gross weight of demolition or construction vehicles
- Levels of paved areas
- Service Management Plan
- Construction of any works (informative)
- Drain roof water (informative)
- Door shall not open over highway (informative)
- Footing for the structure will not be allowed to encroach on the highway (informative)

#### **6.3 Lead Local Flood Authority – Objection**

6.4 The Hydraulic Calculations provided use the incorrect rainfall data. Informatives relating to Green roofs and Pollution Control have been

recommended. (Officer note: additional calculations have been submitted and an update from the LLFA will be reported on the amendment sheet)

## **6.5 Environment Agency – No Objection**

6.6 The site is located above a Principal Aquifer. However, the EA do not consider this proposal to be High Risk. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS).

6.7 The EA consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. If the use of deep bore soakaways is proposed, the EA would wish to be re-consulted. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.

## **6.8 Urban Design - No objection (subject to amendments)**

6.9 The submitted scheme presents a revised version of a previously withdrawn application for this site (ref. 21/04559/FUL), and proposes to change the layout, and massing with the reduction of one unit.

6.10 The changes sees the removal of the southern most unit and replaces this space with an integrated refuse and cycle store. This change removed additional massing and aligns the storage entrance with the fenestration above.

6.11 The upper floor now has a slight setback, which helps to create a massing that reads as more recessive and less prominent.

6.12 The proposed refurbishment to the existing Romsey Labour Club elevation (Proposed West and North Elevation, PL(21)06) shows blind windows for the original bay fronting onto Mill Road.

6.13 Urban Design consider it would be better if fenestration could be achieved on this elevation to form part of a convincing refurbishment and to make the community space/business hub visible from the street front.

6.14 With a reconfiguration of the community space, gym and associated showers, fenestration could be provided that would work better with the original building form and result in improved activity and surveillance to Mill Road. With this amendment the scheme would be supported in urban design terms. One condition relating to materials has been recommended.

## **6.15 Access Officer**

6.16 It is considered this scheme is a much better proposal than previous proposals. The Access Officer has requested the following elements be incorporated into the development:

- Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm.
- There needs to be a dropped section of the bar
- The bar and community room need hearing loops
- The bar toilet and apartment bathrooms look barely enough for a wheelchair turning circle
- The gymnasium needs to provide accessible equipment
- Ideally both sets of apartments should have lift provision
- The drop-off space needs to have the blue badge space set out correctly
- There should be on-site parking for at least one blue badge space.

### **6.17 Conservation Officer – No Objection**

- 6.18 The proposal will preserve or enhance the character or appearance of the conservation area and would comply with Local Plan Policies 61 and 62. The following conditions have been recommended:
- Brick samples
  - Roof covering material sample
  - Retention of main door

### **6.19 Senior Sustainability Officer**

6.20 Comment 1 (dated 1<sup>st</sup> June 2022):

6.21 The general approach to sustainable design and construction is supported. However, clarification is required to the approach being taken to mitigate the risk of overheating. If air conditioning is to be used as part of the approach to mitigate against overheating, plans will need to be updated to clearly show the location of the external plant and noise mitigation measures required.

- 6.22 The following conditions have been requested:
- BREEAM – Non – Residential Design Stage Certification
  - BREEAM – Non – Residential Post Construction Certification

6.23 Further details on the proposed ground source heat pump system are also required.

6.24 Comment 2 (dated 19<sup>th</sup> July 2022):

6.25 Further to my original comments dated 1 June 2022, the department have re-evaluated the approach to overheating, taking into account the type of development proposed. As this is not a residential scheme under the definition of residential for Building Regulations, undertaking a Part O Assessment isn't the right approach to take for assessing overheating risk for this scheme. Instead, it is recommended that as part of the BREEAM assessment, the scheme should be assessed using the methodology set out in the requirements for BREEAM Hea04 (thermal comfort).



- 6.26 In light of the commitments set out in the BREEAM pre-assessment to achieve all 3 credits related to thermal comfort, the proposals are now supported in sustainable construction terms.
- 6.27 The following conditions have been requested:
- BREEAM – Non – Residential Design Stage Certification
  - BREEAM – Non – Residential Post Construction Certification
- 6.28 Revised wording of the aforementioned conditions has been provided and have been included at the bottom of this report.

### **6.29 Landscape Officer**

- 6.30 A number detailed landscaping issues have been raised by the Landscape department.
- 6.31 Should the application gain consent, the following conditions have been requested:
- Details of proposed finished elements of the development
  - Compliance with approved hard and soft landscaping details
  - Details of tree pits
  - Details of biodiverse rooves

### **6.32 Environmental Health**

- 6.33 The development proposed is acceptable subject to the imposition of the following conditions and informatives:
- submission of preliminary contamination assessment
  - submission of site investigation report and remediation strategy
  - implementation of remediation
  - completion report
  - unexpected contamination
  - material management plan
  - noise construction hours
  - demolition and construction deliveries
  - piling
  - dust condition
  - noise insulation – occupiers
  - Plant noise
  - Odour (café)
  - External Artificial Lighting
  - Deliveries and Collections to / from the development
  - Café Opening Hours
  - Demolition and Construction Dust (informative)
  - standard package of contaminated land conditions
  - standard noise insulation scheme condition
  - Noise – Mechanical Plant (informative)
  - odour filtration/extraction condition

- standard food safety informative

6.34 To reduce noise levels on the balconies as far as is reasonably practicable, it is recommended that continuous balustrades to a height of approximately 1.5m are installed around the balconies. It is also recommended to aid odour dispersion that the extraction termination is at roof height of the application building.

### **6.35 Crime Prevention Design Team (Estates)**

6.36 The area is considered to be a medium risk to crime. Design and Layout are considered to be acceptable in crime prevention terms. However, further points of clarification have been required:

- Access control between the courtyard and the residential accommodation.
- Access to the communal garden from the public access gym.
- Will the proposed lifts only allow access to the floor required and what access controls will be in place to prevent misuse.
- Access control to prevent residents from accessing neighbouring floors.
- All ground floor with own entrance should have bulk head lighting above doors
- Access control apartments
- Location of post boxes fitted to TS009 standards.
- Bin and Cycle store should have LPS 1175 SR2 security doors with self-closers and internal thumb turn, dual access control and fob access for residents and bin collectors.
- CCTV covering entrance points with audio visual to all apartments.
- Gate to rear courtyard to be on an access control lockable system and fitted with fob access so it is kept shut.
- Clarification if there is a window for ventilation on the courtyard side or if it is a door. If window, the louvered ventilation point is required to restrict visibility inside to the bikes.
- Sheffield stands (LPS 1175 SR 1/2) concreted 300mm into the ground and overlooked by CCTV with appropriate lighting and signage.
- Lighting and lux plan to be designed to meet BS 5489-1:2020 standards.
- footpaths should be lit by columns to BS5489:1 2020.
- There should be dusk to dawn bulkhead LED lights above all entrances of ground floor apartment's and entrance doors.

6.37 Access control to block should be restricted to residents and include audio/visual door entry system to allow residents to have a two-way conversation prior to gaining access.

6.38 The CPDT are satisfied that the concerns raised could be included as part of the management schedule for the site should it gain permission. A

condition relating to the management of the whole site that covers the queries has been requested.

6.39 The CPDT consider this development to have the potential to achieve a Secured by Design accreditation with consultation and design help from the team, and once all concerns have been overcome.

6.40 In response to the CPDT the applicant has confirmed the following:

- The central communal amenity can only be accessed by residents of the 43 apartments. Users of the gym, café or community space cannot access this area.
- The use of the lift will be controlled, access control will be in place along with CCTV to prevent misuse.
- Resident keycards will only facilitate access to their own individual floors and communal areas.
- Given the serviced nature of the accommodation, it is unclear whether or not individual post boxes will be provided. This will be confirmed at the detailed design stage. If they are, the preference would be for them to be located externally.
- Bin and cycle stores will be fitted with security doors as will the southern access to the central courtyard.
- The windows on the bin and bike store are provided for ventilation and will be louvered to ensure that no views inside will be provided.
- The Sheffield Cycle stands to be provided externally on the Mill Road and Coleridge Road frontages will be concreted to the ground.

6.41 The applicant has addressed the majority of the concerns raised by the CPDT, however two conditions relating to a management access plan and a lighting plan has been requested.

#### **6.42 Fire Authority**

6.43 The fire authority would ask that adequate provision be made for fire hydrants which may be by way of a section 106 agreement or a planning condition. Plans showing the location of the hydrants must be submitted to the Water Authority for agreement. The cost of the fire hydrants would be covered by the developer. The number and location of the 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.

6.44 Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations. If there are any buildings on the development over 11m in height (excluding a block of flats) not fitted with fire mains, then an aerial (high reach) appliance access is required.

#### **6.45 Camcycle**

- 6.46 Objection – The proposal does not comply with policies 28, 80 and 82 of the Local Plan.
- 6.47 An integrated refuse collection area within the secure cycle parking creates an unnecessary, completely avoidable health risk. This design fails to comply with the RECAP Waste Management Design Guide and Policy 28 of the Local Plan. Odour by the bike store will contribute to an unpleasant environment for people using the secure bicycle parking.
- 6.48 The cycle store is located at the edge of the development, by placing it at the edge of the development and away from the main entrance, the development fails to deliver sufficiently convenient cycle parking. The cycle parking would also be inaccessible for many users.
- 6.49 In the proposals there is no provision for any off-gauge cycle parking. The proposed site layout indicates the cycle park can be accessed via a door onto Coleridge Road and a walk-through into the internal courtyard. Whilst some level of security may exist in the internal courtyard, any unwanted access could compromise the cycle park.
- 6.50 Access into the cycle parking area cannot be determined given the information provided. No consideration has been given to additional secure cycle spaces for employees.
- 6.51 Ecology**
- 6.52 No Objection - Content with bat survey showing negligible bat roost potential of existing buildings. The use of the small site BNG metric is supported.
- 6.53 The site is largely sealed surface and therefore base line ecology units are very low as expected. The proposed green roofs are supported and provide the majority of the proposed BNG.
- 6.54 In order to reach the 'moderate' condition proposed within the BNG report, these will need to be biodiverse roofs with specific habitat features for invertebrates, and substrate depths and topography to support a range of flowering species, as opposed to pure sedum roofs.
- 6.55 Ecology support the recommended green roof condition proposed by the landscape team to secure this.
- 6.56 In line with the Biodiversity SPD the application will need to provide 1 integrated bird box per unit. In this location I would suggest focusing on swift provision. The number, specification, location etc can be secured via condition.
- 6.57 Developer Contributions Monitoring Unit**

6.58 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.

## **7.0 Third Party Representations**

7.1 11 representations have been received.

7.2 Those in objection have raised the following issues:

- Bike store too small, unsuitable for the elderly and disabled.
- Two Tier bike racks are an inconvenience for fit people.
- Bikes next to the bin store could be damaged by broken glass.
- Bin store would cause an odour to the users of the store.
- One bike space per apartment is not enough and no provision for staff.
- Does not supply onsite car parking, is contrary to policy 82 of the Local Plan.
- Small public outdoor space insufficient of providing amenity.
- New profile of development dwarfs the BLI frontage contrary to policy 62.
- Lack of parking onsite would cause overspilling into neighbouring streets.
- No kitchen area or food preparation area to serve the café.
- Only one toilet serves the café.
- No confirmation of how many staff will work at the apartments.
- Secure access have not been confirmed.
- Site would be better suited as a local community building.
- There is enough student accommodation in the area.
- Detrimental Impact on the Conservation area.
- Density and overdevelopment
- Character, appearance and scale
- Lack of affordable housing
- Dominate neighbouring properties.
- Deliveries to the site would generate extra traffic next to a busy junction.
- Developer made no attempt to consult community about its future.
- The environmental impact of the demolition has not been sufficiently recognised or acknowledged.

7.3 Those in support have raised cited the following reasons:

- Cambridge needs more housing, especially flats or apartments.

## **8.0 Member Representations**

8.1 Cllr Pounds and Cllr Healy have made a representation objecting to the application on the following grounds:

- The development would provide poor quality homes with only single aspect light and ventilation.
- Inadequate provision of green space for residents.
- Tiny, serviced apartments do not meet any local housing need.

- Overdevelopment of the site.
- No need for serviced apartments in Romsey.
- The development does not respect the cultural importance of the building.
- Detrimental impact on the conservation area.

## **9.0 Local Groups**

9.1 The Committee of the Mill Road History Society has made a representation objecting to the application on the following grounds:

- Wish for the retention of the iconic frontage of the building with care and respect for the whole as a cultural artefact
- Request a condition that includes a plaque or similar about the history of the site with a QR code or similar linking to online information.

9.2 The Cambridge Past, Present & Future Civic Society has made a representation objecting to the application on the following grounds:

- Loss of a BLI leaving only the facades with no evidence that the rest of the building is of equal interest and how the development could incorporate it
- Detrimental impact on the conservation area
- Overdevelopment of the site

9.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## **10.0 Assessment**

### **10.1 Principle of Development**

10.2 Policy 77 of the Cambridge Local Plan 2018 refers to the development and expansion of visitor accommodation. The policy is supportive of high-quality visitor accommodation as a part of mixed use schemes at ; Old Press/ Mill Lane, key sites around Parkers Piece, land around Cambridge Station and the proposed new station serving North East Cambridge and any large windfall site that come forward in the city centre during the plan period.

10.3 The policy also states that the provision of such accommodation will also be supported in other city locations providing the location benefits from areas of mixed-use or within walking distance of bus route corridors with good public transport accessibility.

10.4 The proposed development seeks the construction of sui generis serviced apartments. These apartments will be used by visitors to the city, who will occupy the flats for a temporary period of time (90 days maximum as imposed via condition). The occupants of the apartments will benefit from

onsite communal facilities including; a café (where occupants will check in), a gym, a laundry room, luggage storage and a community/business hub. The applicant has confirmed that these amenities will also be available to the wider Romsey community.

- 10.5 The occupants of the apartments will benefit from cycle storage and communal courtyard access. Given the onsite facilities offered and the time limit occupants can stay at the development, it can be considered that the serviced apartments can be likened to a hotel in terms of use more over residential accommodation.
- 10.6 The applicant suggested the serviced apartments were to be used primarily by those coming to the city to undertake business. It is officers view that the proposal would provide high quality visitor accommodation for such users who will likely be in the city for a temporary period of time. The number of units from the existing permission (19/0004/FUL) has increased from 36 units to 43. The internal re-organisation of the previous approved rooms, the loss of 4% of the courtyard area and the integration of the community area and shared working space has allowed for the increase in the number of units.
- 10.7 Like the existing permission, rooms would include cooking facilities, and space for eating and working, as well as comfortable chairs, in most cases for two people. The ground floor benefits from an integrated café/reception space in which people can enjoy coffees or sandwiches (rather than hot cooked food) and where occupants can check in.
- 10.8 The Romsey Labour Club is located on the junction between Mill Road and Coleridge Road, the site is within walking distance of many mixed-use establishments and is on a bus route which travels into the city centre. As such, officers consider the proposed visitor accommodation would meet the locational criteria of Policy 77.
- 10.9 Third party representations have stated that there is enough student accommodation in the city. The proposal is not for student accommodation. Officers recommend a condition to ensure the apartments are used for genuine visitors to the city and not for those who would require the accommodation for 90+ days in order to study here. The condition will also ensure that records of time scale of bookings be made available on request of the LPA.
- 10.10 Subject to conditions, the principle of the development is acceptable and in accordance with policy 77 of the Cambridge Local Plan.
- 10.11 **Affordable Housing**
- 10.12 The proposal does not include affordable housing. As stated above, the use of the sui generis apartments emulates the uses of a Class C1 hotel use rather than a Class C3 residential use. It shall be noted that none on

the proposed units are to be sold as permanent accommodation. Local Plan policy does not require such proposals to include affordable housing.

### **10.13 Design, Layout, Scale and Landscaping**

10.14 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

10.15 The scale and external appearance of the proposed development remains largely unchanged from the previously approved application under reference 19/0004/FUL. The main differences between the two schemes are due to the re-organisation of the internal elements. The differences between the original permission and the proposed can be summarised as follows:

- Removal of basement, with relocation of cycle store, plant room and laundry room to ground floor.
- Increase in units from 36 to 43.
- Reduction in courtyard area
- Removal of entrance lobby – integrated with café
- Relocation of part of the bin store – integrated with cycle store
- Inclusion of two new internal stairwells and relation of the third
- Relocation of gym
- Integration of the community/business hub space
- Increased width of units along eastern boundary
- Slight increase in depth on end unit on the first floor
- Inclusion of sedum roofs
- Inclusion of PV arrays
- The proposed roof behind the BLI will be a different material

10.16 The removal of the basement and relocation of the cycle store, plant room and laundry room have minor impacts on the external appearance of the development (slightly extended to the rear of the west elevation).

10.17 A number of representations and consultee advice raise issues about the internal configuration, particularly the absence of a kitchen in the café, the applicant has confirmed that the café will be a coffee shop type establishment which offers hot drinks and sandwiches with the facility for heating food rather than cooking from scratch. The viability of the proposed café would be supported by its dual function as the apartment reception, and by its convenience for apartment guests. Officers are aware that the absence of the kitchen would limit the range of food served in the café, however the absence of a kitchen does not conflict with local plan policy.

10.18 The increased number of units sees the units located to the east encroach into the communal courtyard by 3m. This encroachment is slightly off set



by reduction of the footprint of the units located on the west elevation. The relocation of the cycle store also sees encroachment into the communal courtyard by 1.5m splaying to 4m. Officers consider that as roughly 4% of the courtyard will be lost, that the shifting of mass and relocation of amenities following the loss of the basement is acceptable.

- 10.19 The bin store, at officers request has been removed and is now segregated from the cycle store to avoid the potential of odour.
- 10.20 The proposed application seeks the inclusion of two new internal stairwells and relocation of the third. The integration of the stairwells is considered to be a positive change to the scheme as it will allow occupants to navigate the building more effectively and direct the flow of people to specific units accessed by particular stairwells.
- 10.21 The relocation of gym and integration of the community/business hub space is considered to be necessary in order to relocate the plant and laundry room from the now obsolete basement of the previous proposal.
- 10.22 The proposal sees the inclusion of sedum roofs. Officers consider this to be a positive change to the original scheme. However, Landscape officers have requested these to be changed to biodiverse roofs in order to increase the biodiversity achieved on site. Officers agree that this would be more suitable and have implemented a condition relating to these details. The proposal also seeks the inclusion of PV arrays, officers consider this effort to include renewable energy technologies acceptable.
- 10.23 The proposed roof behind the BLI will be a different material from what was previously approved. The roof is to be tiles above the retained Mill Road frontage rather than the vertical standing seam roof that was approved. Conservation consider the slight change to be acceptable and unharmful to the conservation area.
- 10.24 Urban design has been consulted on this application. It was highlighted the proposed refurbishment to the existing Romsey Labour Club elevation (Proposed West and North Elevation, PL(21)06) shows blind windows for the original bay fronting onto Mill Road. The department consider it would be better if fenestration could be achieved here to form part of a convincing refurbishment and to make the community space/business hub visible from the street front.
- 10.25 Officers do acknowledge that the restoration of this bay window would be suitable and would allow for the structure to be successfully restored to the earlier building but in a new setting. Conservation officers are of the same opinion. Therefore, a condition requiring details in relation to the safe restoration of the bay window will be required to ensure the BLI is respectfully retained.
- 10.26 Urban design has recommended a condition in regard to details of all the materials for external surfaces of the building to be used in construction to

be submitted and approved by the LPA. Officers agree that this condition be imposed.

- 10.27 The Landscape team were also consulted on the application. The department found that there were limited landscaping details provided in relation to drainage design, biodiversity net gain, site orientation, site conditions, proposed uses, outdoor amenity space or materials. However, officers are satisfied that these matters can be addressed via a condition.
- 10.28 The development provides a disabled parking bay to the rear of the west elevation. In accordance with legislation the bay is to be a minimum of 2.4m x 4.8m, the proposed bay is an odd shape and on one side of the bay the length falls short of this measurement by 800mm. Under part M4 (3) this bay will need to be constructed in accordance with these measurements. This matter is covered by building control and will need to be rectified.
- 10.29 Clarification was required to explain how the delivery parking bay will be managed and the implications this bay would have on the planted strip to the east of the loading bay. The principle of providing a parking bay on Coleridge Road has been confirmed as acceptable previously to the Highways Authority. The applicant confirmed the space will be managed by the site operators and will be predominantly used for servicing purposes. If considered necessary, a bollard of some form could be introduced to restrict access. There will be restrictions placed on usage and this will be controlled by the on-site management team. Officers consider the use of this bay for deliveries to be acceptable and that at this location there is also no conflict with the planted landscaping strip and apartments to the east.
- 10.30 The landscape department have also requested that biodiverse rooves be imposed rather than sedum rooves to increase the biodiversity net gain on site. Officers agree that due to the city location and limited opportunities presenting site for biodiversity to flourish, that incorporating such rooves would greatly increase the potential for biodiversity. Therefore, a condition requiring details of the rooves will be implemented.
- 10.31 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59.

### **10.32 Heritage Assets**

- 10.33 The application falls within the Mill Road Conservation Area. The frontage of the building which is to be retained is a designated building of local interest.

- 10.34 Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 10.35 Para. 199 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 10.36 The Conservation Officer has advised that the proposed development would be acceptable subject to the imposition of conditions. The conservation officer highlighted the roof is to be Petersen Roof and Hung Tiles above the retained Mill Road frontage rather than the vertical standing seam roof that was approved. There are to be projecting aluminium window reveals and standing seam pre-patinated dormers above the retained historic plinth. To ensure that this is a suitable roof covering in terms of colour and texture, samples of the tiles should be provided on site for written approval.
- 10.37 As stated above, conservation officers have also recommended the refurbishment of the BLI frontage in order to provide a functional fenestration.
- 10.38 Conservation officers have requested conditions relating to details of bricks, details of roof slates and the retention of the existing front door being submitted to and approved in writing by the LPA. Officers consider the imposition of these conditions to be suitable. There is no evidence that any other parts of the BLI extending back from the façade are of any historical merit.
- 10.39 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the Conservation Area or the setting of listed buildings. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 60 and 61.

#### **10.40 Carbon Reduction and Sustainable Design**

- 10.41 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 10.42 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation,

carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

- 10.43 The application is supported by a BREEAM new construction 2018 pre-assessment and a Sustainability Appraisal and Energy Statement, and Part O Assessment. The sustainability department reviewed this and the accompanying reports.
- 10.44 The proposed scheme is targeting BREEAM excellent, with the pre-assessment depicting a current score of 82.72% achieving maximum credits for water efficiency. In addition to this the scheme also seeks the provision of a 25kWp photovoltaic array (on the flat rooves to the rear) and ground source heat pumps. Overall, the scheme is supported.
- 10.45 As the development is not a residential scheme under the definition of residential for Building Regulations, the sustainability department consider that undertaking a Part O Assessment isn't the right approach to take for assessing overheating risk for this scheme.
- 10.46 Instead, it has been recommended that as part of the BREEAM assessment, the scheme should be assessed using the methodology set out in the requirements for BREEAM Hea04 (thermal comfort).
- 10.47 The BREEAM pre-assessment submitted with the application does note that all 3 credits for Hea04 are being targeted, therefore it is recommended that reference to this be added to the BREEAM condition to ensure that this modelling is undertaken and that this includes designing for future thermal comfort.
- 10.48 Notwithstanding the above, should the application receive planning permission the Sustainability officer recommended two conditions in relation to the submission and approval of the BREEAM non-residential design stage certificate and the non- residential post construction certification.
- 10.49 **Light Pollution, noise, vibration, odour and dust**
- 10.50 The Environmental Health team recommend conditions to protect neighbouring occupiers from noise, dust, odour and light pollution through the imposition of conditions. Given the scale of the development and the built-up nature of the surrounding environment, officers agree that the proposed conditions be imposed. The proposal would be acceptable in environmental health terms, and in accordance with Cambridge Local Plan (2018) policies 34, 35, 36.

10.51 **Inclusive Access**

- 10.52 The proposed scheme sees the inclusion of 6 ground floor units specially adapted for wheelchair users. The lift allows access to the western units only.
- 10.53 The Access Officer has stated that the proposed scheme is an improvement on what was previously submitted, however elements are still absent. A full list of these elements can be found under paragraph 6.18.
- 10.54 Officers are satisfied that many of the proposed elements can be seamlessly incorporated into the design. These are largely fit-out matters beyond the control of planning. An informative is proposed to remind the applicants of the Access Officers suggestions.
- 10.55 There were concerns that the bar toilet and apartment bathrooms were not sufficient for a wheelchair turning circle. The bar toilet is 2m x 1.9m, these measurements exceed the suitable dimensions by 400mm. Other concerns were that ideally both sets of apartments should have lift provision; officers consider that there is not enough space by the other stairwells which serve the north and east apartments for the inclusion of two other lifts in the current design and that the scheme as set out is a betterment on that proposed and extant and should be supported. There is no planning requirement for lift access to all apartments.
- 10.56 As the proposed development has more in common with Class C1 hotel accommodation than with Class C3 residential accommodation, its inclusiveness must be assessed against the provisions of policy 56 (successful places), 57 (new buildings) and policy 77 (visitor accommodation) rather than those of policies 56 and 57 and policy 50 (accessible homes).
- 10.57 Policy 77, unlike policy 50, does not specify the proportion of units which need to accord with the requirements of Building Regulation M4(3). Therefore, the increase from 2 compliant units to 6 is considered to be a positive change to the scheme.
- 10.58 Officers consider the proposal is compliant in accessibility terms with Cambridge Local Plan (2018) policies 56, 57 and 77.

### **10.59 Biodiversity**

- 10.60 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or

compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

- 10.61 The application was accompanied by a biodiversity net gain assessment (BNG). The BNG assessment was completed utilising the Natural England's Small Site Metric v1.0 and the developments landscape proposals.
- 10.62 The proposed landscape scheme would deliver a positive 302% increase in the biodiversity value of the site. The landscape department have requested that the sedum roofs be changed to biodiverse roofs to ensure maximum biodiversity net gain can be achieved. As limited information has been received in relation to the net gain and landscape proposals conditions relating to the landscaping proposals and the details of the biodiverse roofs have been recommended.
- 10.63 The ecology department agreed with the bat survey showing negligible bat roost potential of existing buildings. The use of the small site BNG metric was also supported.
- 10.64 In line with the Biodiversity SPD the application will need to provide 1 integrated bird box per unit. In this location the department would suggest focusing on swift provision. The number, specification, location etc can be secured via condition.
- 10.65 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).
- 10.66 Water Management and Flood Risk**
- 10.67 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 10.68 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.
- 10.69 The applicants have submitted a Flood Risk Assessment and Drainage Strategy.
- 10.70 The Local Lead Flood Authority has advised that the Hydraulic Calculations the applicant has provided are based on out-of-date rainfall data. The applicant has submitted correct figures for the review of the LLFA. Members will be updated verbally on this matter at planning committee.

## 10.71 Highway Safety and Transport Impacts

- 10.72 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 10.73 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.74 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority (LHA) and Transport Assessment Team, who raise no objection to the proposal subject to conditions relating to a traffic management plan, levels of hard paved areas, a service management plan. The LHA did state that given the lack of car parking on site, it is likely parking levels on neighbouring road would be impacted and potentially impact residential amenity.
- 10.75 Officers acknowledge that parking in local streets may occur, however, the site is within the CPZ and is within walking distance of the railway station and on a public transport corridor.
- 10.76 Subject to conditions, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

## 10.77 Cycle and Car Parking Provision

### 10.78 Cycle Parking

- 10.79 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 10.80 The scheme proposed 44 cycle spaces within a secured store to the rear of the west elevation. This provides one space per unit (plus 1). In addition to the 44 spaces there are an additional 22 spaces located outside of the development for visitors and employees.
- 10.81 There are no policies in relation to cycle provision for serviced apartments, however there are policies relevant for gyms, cafes and community spaces. As this report has likened the use of the apartments to a hotel, these standards will be applied. Please see the table below:

Use	Minimum Required	relevant	Proposed	Exceedance
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	Standard	details	Spaces	against standard
Hotels	2 spaces for every 5 members of staff	Estimated 2 staff	2 of the 24 (out front)	+ 6 (total)
	2 spaces for every 10 bedrooms (minimum 2 spaces)	43 rooms	44	+ 33
	Outside the City Centre, this should include space for cycle hire			
Café	2 spaces for every 5 members of staff	Estimated 2 staff	2 of the 24 (out front)	+ 6 (total)
	1 short stay space for every 15 sq m for the rest of the city	99m2	7 of 24 (out front)	
Gym	2 for every five members of staff	Estimated 2 staff	2 of 24 (out front)	+ 6 (total)
	1 for every 25m2 of floor area	50m2	2 of 24 (out front)	
Communal room/business hub	1 for every 4 seats	Roughly 12 seats	3 of 24 (out front)	+ 6 (total)

10.82 The proposed provision outside is adequate for the two non- apartment uses, although it does not provide any space for non-standard bikes. The applicant has confirmed that there would be 2 members of staff, therefore officers have applied this number to each element of the development to assess the worst-case scenario.

10.83 As the table above shows, the development provides more than enough cycle parking for the occupants and users of the non-apartment amenities, with capacity to support an additional 6 visitors if needed and for occupants of the serviced apartments. Notwithstanding this, officers have sought for the cycle store to be revised to separate the bikes and bins and for the bins to be located externally if possible. Whilst this has in part been provided through revisions, the layout does not provide the correct aisle space and there is no space for off-gauge cycles. Officers recommend a condition to ensure the space is laid out in accordance with a revised scheme to meet these concerns with the option of relocating the bins externally as appropriate. As the entire site is to be managed by one body, any employees would be able to utilise the cycle storage area if they thought it necessary.



10.84 Officers are satisfied that the provision of cycle parking is in accordance with Cambridge Local Plan (2018) policy 82 and provides sufficient additional space to support the application's aspiration to enable car-free use of the development.

10.85 Car parking

10.86 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

10.87 The proposal includes a single disabled car parking space adjacent to the Coleridge Road footway and no other car parking space. The proposed development does not include the provision of parking for all occupants.

10.88 Policy 82 of the Cambridge Local Plan 2018 states that car-free and car-capped development is acceptable in the following circumstances:

- Where there is good, easily walkable and cyclable access to a district centre or the city centre;
- Where there is high public transport accessibility; and
- Where the car-free status of the development can realistically be enforced by planning obligations and/or on street parking controls.

10.89 The application site is located on Mill Road to the east of the district centre. From this location the cycling distance to the City Centre is 2.3km via Mill Road or 2.9km via Greville Road. The site location is in easily cyclable and walkable distance from the City Centre.

10.90 The bus route 2 passes the application site, while the Cambridge Station is circa 1200m. The site is in close proximity to different modes of transport of which are highly accessible, therefore bullet point 2 is acceptable.

10.91 The applicants have sought to demonstrate equivalence to realistic enforcement of parking control by a series of measures set out in the application. The proposed measures are as follows.

- Ensuring guests are made aware of the car-free status upon booking
- Providing guests with an information pack upon arrival containing information relating to bus timetables, cycle routes and Zipcar locations.
- Providing cycle hire.

- Encouraging staff to walk and cycle to work, or to use public transport.

10.92 The spaces required by the Council's Car Parking Standards are set out in the table below.

Use	Required Standard	relevant details	Max Spaces Required
Serviced Apartments	(as for hotels) 1 for every eight guests	64 guests (1.5 people per room)	8 car spaces
	1 for every two members of staff	Estimated 2 staff	1 car space
Café	1 for every 20m <sup>2</sup> of drinking/eating area	99m <sup>2</sup>	5 car spaces
Gym	2 for every three members of staff	Estimated 2 staff	1.5 car spaces
	+ 1 for every 4 seats	No seats	0
Communal room/business hub	1 for every 20m <sup>2</sup>	41.1m <sup>2</sup>	2 car spaces

10.93 The target audience of these apartments are at corporate related visitors, officers consider it realistic to assume that many rooms will be occupied by a single person, and therefore to use 1.5 people per apartment as the basis for calculating car parking requirements is reasonable.

10.94 The Standards would therefore require a total of 18 car parking spaces. However, given that the development has been put forward as a car free establishment and that safe secure parking for cars will not be offered to occupants who might be staying for a maximum of 90 days, it is unlikely that these apartments would appeal to car users.

10.95 Officers consider the car free development to be acceptable and in accordance with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

### **10.96 Amenity**

10.97 Policy 35, 50, 52, 53 and 58 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.

10.98 As indicated above, very few external changes beyond the approved scheme are being undertaken that would further impact residential

amenity. The existing permission and this current proposed development are almost identical.

- 10.99 The 19/0004/FUL application was considered in the context of the Cambridge Local Plan 2018, and that consideration and the decision of Planning Committee established that the physical form of the building would not have any unacceptable impact on neighbouring occupiers through overshadowing, visual domination or loss of privacy.
- 10.100 The re-organising of the internal structure is unlikely to have an impact on neighbouring properties. With respect to neighbour amenity, officers consider the proposal is in accordance with policies 55, 57, and 58 of the Cambridge Local Plan 2018.

#### **10.101 Refuse Arrangements**

- 10.102 The shared waste team have not commented on this application. However, due to the similar nature of the development, officers have reviewed the planning history of the site and have agreed certain elements of previous comments be carried over to this permission. The shared waste team previously suggested that the café/gym/community space and apartments components of the development need to have separate waste storage areas from those used by the apartments. The applicants have increased the space available for bin storage proportionately in relation to the uplift in serviced apartment numbers and the amount of space proposed is acceptable.
- 10.103 The proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

#### **10.104 Construction and Environmental Impacts**

- 10.105 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 10.106 The Council's Environmental Health team have assessed the application and recommended standard conditions and informatives be imposed. These conditions have been listed under paragraph 6.29.

#### **10.107 Third Party Representations**

- 10.108 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

<b>Third Party Comment</b>	<b>Officer Response</b>
Overdevelopment	The principle of development was established under the existing permission reference

	19/0004/FUL. The site has been accepted at committee as being suitable for serviced apartments. The proposed development does not differ significantly from what have been previously approved and therefore officers consider the proposal to be acceptable and would not be overdevelopment of the site.
Impact on conservation area	This has been addressed under paragraph 10.33 of this report.
Loss of a BLI – only the frontage is being retained.	The application seeks to retain the iconic frontage of this building. The structure behind this frontage is dilapidated and is not fit for refurbishment. Therefore, officers are satisfied that the demolition of the rear structure would be acceptable should the frontage be retained. Careful retention, QR code
No need for the apartments	The applicants have set out that there is a need and this could not form a reason for refusal
Limited Green Space	There is no policy for serviced apartments to have any green space or private amenity at all. Given the limited time occupants will be staying at these apartments, officers consider the provision of the courtyard to be acceptable given the turnover of occupants that will be using the rooms.
Tiny apartments that don't meet housing need	The site is not allocated for housing provision. There are no policy provisions prohibiting a serviced apartment scheme coming forward in this location.
Environmental impact of the demolition	The environmental health team have been consulted on the application and have requested conditions relating to demolition which officers are imposing should the proposal gain permission.
Deliveries would generate traffic	Officers acknowledge that a certain level of traffic would be generated during times of deliveries and during the construction phase, however as these will be temporary, the matter is not considered to be detrimental to the existing flow of traffic.
Dominating appearance	This matter has been addressed under paragraph 10.13
Lack of affordable	This matter has been addressed under

housing	paragraph 10.11
There is enough student accommodation in the area	Given the time limit occupants have at this development, officers consider that it would be unlikely that students would actively seek to reside here as their academic year would require a longer tenancy.
Site would be better suited to be a community building	The proposal offers a café, community/business hub and gym that can be used by occupants and the general public. The development site has provided a level of community amenities.
Secure access has not been confirmed	This matter is addressed under paragraph 6.38
Number of staff to work the apartments	The applicant has confirmed that at least two people would be working at the establishment at any given time.
One toilet serves Café	The provision of toilets is not a planning matter therefore cannot be assessed under this application and would not be a valid reason for refusal.
No kitchen in Café	This matter has been addressed under paragraph 10.17
Parking will overspill into neighbouring streets	This matter has been addressed under paragraph 10.71
Under provision of cycle parking	This matter has been addressed under paragraph 10.78
Integrated cycle and bin store not suitable	This matter has been addressed under paragraph 10.19
Bike store too small and not inclusive for all.	A condition is recommended to ensure the layout of the cycle store would appropriately function. Space could be set aside for off-gauge cycle parking if necessary.

### 10.109 Planning Balance

10.110 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

10.111 The planning history of this site has led to anxieties that the development would be used as student accommodation without complying with the

associated restrictions imposed by local plan policy. There have also been concerns raised in relation to cycle store provision, landscaping issues, car parking provision and over development with no respect for the history of the site. Officers have taken careful note of these concerns, but 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.

10.112 It has been accepted in previous Planning Committee decisions on the application 18/0002/FUL that the significant intervention in the Romsey Labour Club building proposed here, and the form of the major extensions to the building, are appropriate for the context, and not harmful to the character of the conservation area. There are no changes in planning circumstances to justify a different view being taken on this issue now.

10.113 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 72(1) the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for Approval subject to conditions.

#### **10.114 Recommendation**

10.115 **Approve** subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

#### **11.0 Planning 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. The serviced apartment units hereby permitted, shall only be occupied for short-term accommodation, and shall not be used or occupied by any person(s) permanently as their home nor occupied or let upon any terms which provide or confer security of tenure. Short-term accommodation in this instance is defined as not being occupied for a period of more than 90 days in one visit by the same person(s), with no return by said persons for a period of 12 months and no personal possessions other than those of the owner associated with the holiday let shall remain there.

The owner shall keep a written record of the occupants of the accommodation hereby approved (including permanent address of occupants and dates during which they occupy the accommodation). The written record shall be made available within one week of the date of a written request by the Local Planning Authority.

Reason: The application is for short-term accommodation only, and a more permanent form of accommodation would be contrary to Policies 77 and 78 of the Cambridge Local Plan 2018.

4. The operator of 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).

5. No development above ground level shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved

scheme has been implemented.

Reason: To ensure an adequate water supply is available for emergency use.

6. Prior to occupation, a management schedule for the site shall be submitted to and approved in writing by the Local Planning Authority. This schedule is to include details on access control into the development, access control into specific amenities from communal areas, access to lifts, areas where CCTV has been installed, access to gates around the development, security measures imposed on the external cycles stands and security lighting on site.

Reason: To ensure the safety of the occupants.

7. No development (or phase of), or any investigations required to assess the contamination of the site, shall commence until a Phase 1 Desk Top Study and a Phase 2 Site Investigation Strategy have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours, and other offsite receptors as well as to controlled waters, property, and ecological systems (Cambridge Local Plan 2018 policy 33).

8. No development (or phase of) shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:

(a) A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.

(b) A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.



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

9. The development (or each phase of the development where phased) shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full.

Reason: To ensure that any contamination of the site is effectively remediated in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

10. The development (or each phase of the development where phased) shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

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

11. If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

12. No material for the development (or phase of) shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

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

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

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

13. 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).

14. 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).

15. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

Development shall be carried out in accordance with the approved statement.

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

16. 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).

17. No development above ground level shall commence until a noise assessment and any noise insulation/mitigation scheme if required has been submitted to and approved in writing by the local planning authority. The noise assessment/insulation scheme shall have regard to the external and internal noise levels recommended in British standard 8223:2014 Guidance on sound insulation and noise reduction for buildings and shall include details of:

(i) the acoustic/noise insulation performance specification of the external building envelope of the residential units having regard to the building fabric, glazing and ventilation.

(ii) mitigation to reduce the level of noise experienced externally and internally Where submitted, the scheme shall be carried out as approved before the use is commenced or the development is occupied and shall be retained as such.

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

18. 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 impact 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)

19. Prior to the commencement of development apart from below ground works, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed

before the use hereby permitted is commenced and shall thereafter be retained as such.

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

20. 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)

21. Operational deliveries to or dispatches from the site (including waste collections) shall not be made outside the following hours:

Monday to Saturday = 07:00 – 23:00hrs

Sunday and bank holidays = 08:00 – 21:00hrs

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

22. The café shall not be open to the public outside the following hours:

Monday to Saturday = 07:00 – 23:00hrs

Sunday and bank holidays = 08:00 – 22:00hrs

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

23. Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption) and all 3 credits for Hea 04 (thermal comfort). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

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

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

25. No brick or stonework above ground level shall commence until a sample panel has been prepared on site detailing the bond, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing to 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 avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018, policies 61 and 62).

26. No roofs shall be constructed until a sample of the type and source of roof covering materials and the ridge, eaves, and hip details, if appropriate, have been submitted to and approved in writing by the Local Planning Authority. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018, policies 61 and 62)

27. The existing main door shall be retained or will match exactly the existing in every respect including material, style, moulding detail, and workmanship. Where historic door or window furniture such as hand-made iron hinges and latches remain, these are to be carefully preserved and reused.

Reason: To avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018, policies 61 and 62).

28. No demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority. The principal areas of concern that should be addressed are:

- i. Movements and control of muck away
- ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on streetcar parking.
- iii. Movements and control of all deliveries
- iv. Control of dust, mud, and debris, in relationship to the operation of the adopted public highway.

Reason: in the interests of highway safety

29. Demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall service the site only between the hours of 09.30hrs -15.30hrs, seven days a week.

Reason: in the interests of highway safety

30. Hard paved areas of the site be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway

31. Prior to the occupation of any of the proposed serviced apartments a Service Management Plan shall be provided by the applicant to demonstrate how the deliveries to the site and pick up/drop off from the apartments will be managed to have as minimal impact on the users of the adopted public highway as possible.

Reason: for effective operation of the highway.

32. 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; stonework, non-masonry walling systems; windows; doors and entrances; porches and canopies; roof cladding; external metal work, balustrades, rainwater 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).

33. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority.

These details shall include:

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;

b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted, or destroyed or dies,

another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

34. All hard and soft landscape works shall be carried out and maintained 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 with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted, or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

35. No development shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground

services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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).

36. Details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. Details of the green biodiverse roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:

a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,

b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only),

c) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,

d) Where solar panels are proposed, bio solar roofs should be incorporated under and in between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,

e) A management/maintenance plan approved in writing by the Local Planning Authority,

All works shall be carried out and maintained thereafter in accordance with the approved details

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018; Policy 31).

37. Prior to the commencement of any works, a plan detailing the safe retention of the Building of Local Interest Frontage and the subsequent restoration of the bay window fenestration which fronts onto Mill Road, shall be submitted to, and approved by the Local Planning Authority.

No proposed new windows shall be constructed in the existing building, nor existing windows altered until drawings at a scale of 1:10 of details of new or altered sills, lintels, jambs, transoms, and mullions. The works shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Building of Local Interest and the Conservation Area. (Cambridge Local Plan 2018, policies 61 and 62).

38. 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)

39. The development shall not be occupied until further information has been submitted and agreed in writing by the local planning authority in relation to the technical specification of the proposed gas fired Combined Heat and Power System, including emissions standards. Any gas fired CHP should meet an emissions standard of:
- Spark ignition engine: less than 150 mg/m<sup>3</sup>
  - Compression ignition engine: less than 400 mg/m<sup>3</sup>
  - Gas turbine: less than 50 mg/m<sup>3</sup>

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

Reason: In the interests of reducing carbon dioxide emissions and to ensure that development does not give rise to unacceptable pollution (Cambridge Local Plan 2018, Policies 28, 35 and 36).

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

flooding for a 1 in 100-year event + an allowance for climate change. The submitted details shall include the following:

1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters.

2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

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

41. No demolition/development shall take place until a written scheme of investigation (WSI) for a programme of historic building recording has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:

a) the statement of significance and research objectives.

b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

c) The programme for the subsequent analysis, publication & dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI. 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 the significance of historic environment assets is conserved. (NPPF section 16 and Cambridge Local Plan 2018 policy 61)

42. All printed and online publicity for the proposed serviced apartments shall state that there is no car parking space available on-site or in surrounding streets (except for the space on site designated for disabled users).

Reason: To avoid car parking impact on surrounding streets. (Cambridge Local Plan 2018 policy 82)

43. No occupation of the proposed serviced apartments shall take place until details of the provision of all guest services, including housekeeping, gym, laundry, concierge and 24-hour management, have been submitted to, and approved in writing by, the local planning authority. Services shall be provided in accordance with the approved details before first occupation and maintained thereafter.

Reason: To ensure use only as visitor accommodation. (Cambridge Local Plan 2018 policy 77)

44. No occupation of the proposed serviced apartments shall take place until a Community Space Management Plan, which provides details of availability of access to, booking and management of the gym and community spaces, has been submitted to, and approved in writing by, the local planning authority. The plan shall be implemented prior to occupation and shall be maintained thereafter.

Reason: To ensure that future leisure, sports, and community facilities on the site are equal to or an enhancement of previous provision. (Cambridge Local Plan policy 73).

47. Prior to the occupation of any of the serviced apartments hereby approved, full details of the location, number and design of the bat bricks

and swift bricks, shall be submitted to and approved in writing by the Local Planning Authority. The swift bricks shall be installed prior to their occupation and shall meet the following criteria unless otherwise agreed in writing by the Local Planning Authority:

- a. Be located a minimum of 5m above ground level with a clear flight path;
- b. Be located high on a gable end near the roof apex, or close to the eaves of a two-storey or higher building;
- c. Be built-in to the walls of the specified serviced apartments and not externally fixed.

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

(Reason - To ensure the development enhances and sustains biodiversity, in accordance with the Biodiversity SPD (2022) and Policy 70 of the Cambridge City Local Plan).

48. Notwithstanding the approved plans for the proposed layout of the ground floor cycle store and bin store, prior to any development above ground, a revised layout shall be submitted to and approved in writing by the local planning authority which shows a variety of rack types, including off-gauge provision, provision for rentable cycles and provision for the bins (preferably externally). The cycle store (including rentable cycles) shall be fitted out and provided for fully in accordance with the approved details prior to the occupation of the serviced apartments.

Reason: To ensure adequate cycle and bin storage provision is made (Cambridge Local Plan 2018 policy 82)

## **Informatives**

1. The applicant's attention is drawn to comments of the Access Officer and suggestions for internal fit out.



