



Planning Committee Date	02 August 2023
Report to	Cambridge City Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	23/01081/S73
Site	Land At 11 Queen Edith's Way Cambridge CB1 7PH
Ward / Parish	Queen Edith's
Proposal	S73 to vary condition 2 (approved drawings) of ref: 20/02172/FUL (The erection of new buildings to provide 40 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works) for the following: Removal of the consented basement level and associated infrastructure Revised siting of above ground bin enclosure Revised site of plant room and enclosure Relocation of stair and lift core, and main entrance to block B Minor changes to the arrangement of openings to block B. Amendments to wording of conditions 19 (management plan), 25 (electrical services) and 34 (provision of Blue Badge Parking Spaces) to reflect changes to approved drawings.
Applicant	GCR Camprop Eight Ltd
Presenting Officer	Mary Collins
Reason Reported to Committee	Third party representations
Member Site Visit Date	N/A
Key Issues	1. Car parking 2. Impact on neighbours
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

1.1 The application seeks planning permission under Section 73 to vary condition 2 (approved drawings) of ref: 20/02172/FUL (The erection of new buildings to provide 40 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works) for the following:

- Removal of the consented basement level and associated infrastructure
- Revised siting of above ground bin enclosure
- Revised site of plant room and enclosure
- Relocation of stair and lift core, and main entrance to block B
- Minor changes to the arrangement of openings to block B.
- Amendments to wording of conditions 19 (management plan), 25 (electrical services) and 34 (provision of Blue Badge Parking Spaces) to reflect changes to approved drawings.

1.2 The development accords with the Development Plan for the following reasons:

- It provides high-quality visitor accommodation fronting a main road in an area with good public transport accessibility.
- Measures to promote non-car modes of travel, all of which can be secured by condition, are sufficient to ensure the development does not put pressure on on-street car parking.
- The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

1.3 Officers recommend that the Planning Committee Approve

2.0 Site Description and Context

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

*X indicates relevance

- 2.1 The application site is situated on the northern side of Queen Edith's Way. Three trees along the southwest boundary of the site have Tree Preservation Orders (TPO) on them.
- 2.2 11 Queen Edith's Way formerly comprised a detached dwelling, extension and two brick outbuildings, with associated hard surfaced parking and patio spaces. The previous use of the building and site was as a care home. The structures have been demolished down to the foundation pads and portions of the hard surfacing have been removed. The front garden space remains soft landscaping, with a hard-surfaced access drive providing vehicle access to the site. The site is surrounded by adjacent dwellings and gardens on the north, east and west, and Queen Edith's Way to the south. The site features a sunken garden roughly central to the former front garden space.

3.0 The Proposal

Section 73 application to vary condition 2 (approved drawings) of ref: 20/02172/FUL (The erection of new buildings to provide 40 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works) for the following:

- Removal of the consented basement level and associated infrastructure
 - Revised siting of above ground bin enclosure
 - Revised site of plant room and enclosure
 - Relocation of stair and lift core, and main entrance to block B
 - Minor changes to the arrangement of openings to block B.
 - Amendments to wording of conditions 19 (management plan), 25 (electrical services) and 34 (provision of Blue Badge Parking Spaces) to reflect changes to approved drawings.
- 3.1 The application has been amended to address representations and further consultations have been carried out as appropriate.

4.0 Relevant Site History

Reference	Description	Outcome
20/02172/NMA1	Non-material amendment of planning permission 20/02172/FUL (The erection of new buildings to provide 40 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works) changes to the description to read "The erection of new buildings to provide serviced apartments (sui generis) together with hard and soft landscaping, car parking spaces and associated infrastructure and works"	Approved 05.04.2023
20/02172/FUL	The erection of new buildings to provide 40 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works	Refused 12.11.2021. Allowed on appeal 27.09.2022
18/1904/DEMDT	Prior notification of the demolition of the main building (including extension) and two brick outbuildings.	Approved 16.05.2019
17/1317/CLUED	Application for Certificate of Lawfulness under Section 191 for continued use of the property for any permitted Class C2 activity without restriction to 14 residents.	Withdrawn 05.12.2017
16/1913/FUL	Change of use from a residential care home (use class C2) to Guest House (use class C1) - 26 letting rooms plus managers flat and associated external works.	Refused 04.12.2017

4.1 Planning application reference 20/02172/FUL was refused by planning committee and an appeal against the decision has been allowed.

4.2 A copy of the Inspector's Decision letter in relation to the appeal is attached at Appendix A

5.0 Policy

5.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.2 **Cambridge Local Plan**

Policy 1: The presumption in favour of sustainable development

Policy 3: Spatial strategy for the location of residential development

Policy 17: Cambridge Biomedical Campus

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 47: Specialist housing

Policy 50: Residential space standards

Policy 51: Accessible homes

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 71: Trees

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
Health Impact Assessment SPD – Adopted March 2011
Landscape in New Developments SPD – Adopted March 2010
Open Space SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

6.0 Consultations

6.1 County Highways Development Management – Original comments

1. The footway to the front of the property is a shared use facility for both pedestrians and cyclists. While suitable pedestrian visibility splays have been shown and given the roads geometry suitable inter vehicle visibility splays can be achieved the applicant has failed to show suitable motor vehicle to cycle splays from the proposed access, which should comply with those detailed in LTN 1/20, which will be to the detriment of highway safety.
2. The applicant shows the proposed swept path for a medium sized car when entering and leaving the proposed disabled persons parking bays. This clearly show the northern most vehicle overrunning the proposed soft landscape area. The Highway Authority would seek that the swept path analysis is carried out using a large car rather than the medium size one shown as there is a greater likelihood that disabled drivers will require a larger vehicle.
3. No justification for the significant reduction in off street car parking has been provided. The reduction from 14 spaces to five with a similar reduction in disabled accessible bays (2 from 3) has the likelihood to increase on street demand within the surrounding area and to increase manoeuvring through the access as the residents use the proposed turning area for pick up/drop off and or personal deliveries.
4. No dimensions are given for the proposed longitudinal spaces, which should be 5.5m x 2m at the minimum.
5. No details of servicing for refuse collection have been provided (no bin collection point is shown).

Recommended conditions

- Traffic Management Plan
- Proposed motor vehicle access to the development be at least 5m wide for a distance of at least 5m into the applicant's property from the boundary of the adopted public highway, to enable two average sized domestic vehicles

to pass each other with relative ease while both are off the adopted public highway.

- Two pedestrian visibility splays of 2m x 2m shall be maintained in perpetuity free from obstruction exceeding 0.6m above the level of the adopted public highway
- The proposed access be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway.
- The proposed access be constructed using a bound material for a distance of not less than 5m into the site from the boundary of the adopted public highway, to prevent debris spreading onto the adopted public highway.
- Demolition and construction vehicles with a gross weight exceeding 3.5 tonnes shall enter and leave only between hours of 9.30 – 15.30 seven days a week.

6.2 Sustainable Drainage Officer – No Objection

6.3 Lead Local Flood Authority – No Objection

6.4 Urban Design Team – Object - The Urban Design Team have reviewed the information submitted in support of the S73. Given the site location, a reduction in parking spaces and subsequent loss of the basement is considered acceptable in principle. The layout of the proposed surface level car parking and access requirements needs further resolve. The five parking spaces along the eastern edge are positioned tight against the adjoining hedge boundary. These spaces will need to be set away (by approximately 500mm), to allow for maintenance of the planted threshold. An increased level of hard landscaping is proposed to the front of Block A for the manoeuvring of large vehicles, and the pedestrian pathway along the eastern elevation of Block A has been lost. A planted boundary along the eastern elevation is needed to provide a threshold and appropriate level of protection here.

Revisions - The layout has been amended to provide this planted strip to offset the spaces from the hedge on the boundary The layout has been amended to provide this planted area

6.5 Access Officer – No response received

6.6 County Archaeology – No response received

6.7 Senior Sustainability Officer –No Objection - There are no material sustainable design and construction issues with the proposed amendments, noting that the requirements of conditions 37 and 38 remain unaltered.

6.8 Ecology Officer – No Objection

6.9 Tree Officer – No response received

6.10 Environmental Health – No Objection

Pollution from the demolition and construction phases has the potential to affect the amenity of surrounding properties if not controlled. In the interests of amenity, recommend the standard construction/demolition/delivery noise/hours and dust conditions.

Scotch Partners (SP) have submitted a “preliminary noise assessment” document dated 20th March 2023 (rev 01).

The criteria to establish the existing background sound level detailed within the SP document advises a noise survey will be undertaken over a minimum 24hr period. It is recommended that at least 48-72 hours of monitoring is undertaken to establish a representative background sound level and reduce the likelihood of any unusual events affecting a shorter monitoring duration.

Air source heat pumps are proposed and are located in very close proximity to noise sensitive receivers within the site.

The SP document has provided typical acoustic enclosures which will likely be implemented on site. This is welcomed.

Noise from ASHPs have been known to harm local amenity and quality of life if poorly selected / located without acoustic mitigation. ASHPs can be relatively noisy because of the four main elements – the compressor, AC condenser, expansion valve and evaporator – which can all be heard operating when in use. Any mechanical system that includes a fan (and compressor) will generate a degree of noise under normal operation.

The level of inherent noise varies depending on the size and manufacturer / model of the ASHP, operating conditions / mode / cycle, sound specifications / characteristics, and siting / location of the proposed units and background noise levels. Multiple sound reflections from the ground and surrounding walls can also increase noise levels at receptors and can be directional. Structural borne vibrations can also be an issue. The dominant frequencies within the noise are typically low frequencies (i.e. 50 – 200 Hertz (Hz)) which travel further and can potentially be heard as an annoying hum / buzzing within buildings, particularly through the night even at low levels.

It is required that amenity / quality of life should be protected providing operational rating noise level (in accordance with BS4142:2014+A1:2019) from the ASHP/s individually or cumulatively is less than or equal to the existing background sound level (LA90) (determined in accordance with the principles of BS 4142:2014+A1:2019 with appropriate acoustic character / features corrections added to the specific sound level to obtain the rating level) at 1 metre from any window, door opening or any other opening of any habitable room in the façade of any residential property and at the legal property boundary of any individual residential property at a height of 1.5 m

or at 1.5m above any adjacent residential property external amenity area such as a garden, terrace, balcony or patio.

6.11 Cambridge Airport – No objection. The proposed development does not conflict with safeguarding criteria.

7.0 Third Party Representations

7.1 Three representations have been received.

7.2 Those in objection have raised the following issues:

- Residential amenity impact (impacts on daylight, sunlight, privacy, noise and disturbance)
- Highway safety
- Car parking and parking stress
- Flooding

Reduction in Parking to 5 spaces (plus 2 for sole disability use per ADA regulations) based on Controlled Parking Zone (CPZ) criteria. In Section 5.20 of the original planning statement the applicant justifies the requirement for 11 spaces based on 1.5 persons per room and 2 staff. The applicant now contradicts this by using calculations for a CPZ.

A CPZ is an area where parking is only allowed on certain parts of the road for a limited time unless you have a permit. By definition, this area of Queen Edith's is not in a CPZ and as such a parking space is required for every 8 guests plus staff per the original application. Therefore 9 spaces are required (not 5). It is noted in the original application, the applicant specifies 2 members of staff at any one time, and now contradicts that by specifying 1 member of staff; 1 person to manage the property plus service 40 apartments would seem somewhat ambitious. In addition, it is unreasonable to expect 5 parking spaces to be sufficient to service 40 apartments plus staff plus maintenance; parking will be pushed to the surrounding uncontrolled streets (the development is nowhere near a CPZ) and the grass verges of QEW. Of note, the planning inspector approved the original plans based on "The provision of 14 car parking spaces would comply with the standard for hotel use at Appendix L of the LP.

With the removal of the basement level, there would be even less parking spaces available on this site (only 7 car parking spaces available for staff, disabled drivers and potentially 40 short term residents), which will result in the excess cars being parked in neighbouring roads such as Holbrook Road.

Immediate neighbours will suffer even more noise, smells, loss of privacy, and the potential for neighbouring roads such as Holbrook Road becoming overflow carparks.

The Site Shadow Study plan shows that the construction of this property will be detrimental to us during winter making us lose all the sunlight that we receive now. This will severely impact mental health and well-being during Winter, therefore we seriously object to the current plan.

The north elevation of Block B shows that the windows on the 2nd floor provide its residents full visibility into adjacent neighbouring houses compromising privacy.

The location of the air source heat pumps for Blocks C1 and C2, located on the west side of Block C2, will create noise and disturbance to neighbours.

Request that the rear walls and side walls of Blocks C1 and C2 remain completely blank, and that all boiler flues, extractor fans and other noise-making appliances do not exit towards the backs or sides of Blocks C1 and C2.

There is no solid wall or fence between Blocks C1 and C2 and our hedges. For security reasons, again request that a solid wall or fence be installed behind Blocks C1 and C2 (allowing through-access for hedgehogs), that access to the space be restricted to maintenance staff only, and that the existing boundary hedges are fully preserved.

Request that a tree be planted in the north-east corner of the site, in the space between Block C1 and the side wall of Block C2, to break up the blank wall.

With regards to the stream which flows from the north-east corner of 11 Queen Edith's Way into a neighbour's garden, concerned about the potential flooding risk to neighbouring properties.

- 7.3 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.

8.0 ASSESSMENT

- 8.1 Planning Practice Guidance states that new issues may arise after planning permission has been granted, which require modification of the approved proposals. [Paragraph: 001 Reference ID: 17a-001-20140306].

- 8.2 The applicant has sought to amend the conditions attached to the planning permission by seeking to make a minor material amendment. Planning Practice Guidance advises that there is no statutory definition of a 'minor material amendment' but it is likely to include any amendment where its scale and/or nature results in a development that is not substantially different from the one which has been approved. [Paragraph: 017 Reference ID: 17a-017-20140306] Case law has established the test which governs section 73 cases is to be found in R v Coventry City Council, ex p. Arrowcroft Group plc [2001] PLCR 7, in which Sullivan J held that, under

that section, a local planning authority: "is able to impose different conditions upon a new planning permission, but only if they are conditions which the council could lawfully have imposed on the original planning permission in the sense that they do not amount to a fundamental alteration of the proposal put forward in the original application." (para. 33).

- 8.3 Where an application under section 73 is granted, the effect is the issue of new planning permission, sitting alongside the original permission, which remains intact and unamended [Paragraph: 015 Reference ID: 17a-015-20140306].
- 8.4 The principle of residential development has already been established and approved under the previous approval. This is an extant permission which is implementable. Whilst the effect of a grant of a S73 permission is that a further permission is issued subject to the original time limiting condition (and any applicable revised / removed conditions as such), there have been no significant changes in the policy framework or material circumstances in this case to suggest that the principle of the scheme or any other factors which go the heart of the decision associated with the grant of original planning permission should be reconsidered. The original permission is a strong fall-back position and therefore it is reasonable to consider the external alterations proposed as the key consideration in this case.
- 8.5 The assessment for this application therefore focuses on the changes that are being sought
- 8.6 Modifications include:
- Removal of the consented basement level and associated infrastructure
 - Revised siting of above ground bin enclosure
 - Revised site of plant room and enclosure
 - Relocation of stair and lift core, and main entrance to block B
 - Minor changes to the arrangement of openings to block B.
 - Amendments to wording of conditions 19 (management plan), 25 (electrical services) and 34 (provision of Blue Badge Parking Spaces) to reflect changes
- 8.7 In line with the advice of the PPG, it is considered that the scale and/or nature of the proposed minor material amendments would not result in a development that is substantially different from the one which has been approved. The proposed amendments are therefore within the remit of section 73 of the Town and County Planning Act 1990.
- 8.8 In accordance with the PPG, to assist with clarity, a decision notice for the grant of planning permission under section 73 will also repeat the relevant conditions from the original planning permission, unless they have already been discharged.

8.9 Design, Layout, Scale and Landscaping

8.10 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.

8.11 The minor changes to the layout of the site relate to additional parking spaces alongside the eastern boundary. These have been set away (by approximately 500mm), to allow for maintenance of the planted threshold. A planted boundary along the eastern elevation of Block A is also proposed to soften this edge and to provide a threshold and appropriate level of protection between the building and the parking areas.

8.12 Overall, the development would retain its 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 and 59 and the NPPF.

8.13 Trees

8.14 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 131 of the NPPF seeks for existing trees to be retained wherever possible.

8.15 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan.

8.16 Carbon Reduction and Sustainable Design

8.17 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.

8.18 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.

8.19 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

8.20 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

8.21 **Biodiversity**

8.22 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.

8.23 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).

8.24 **Water Management and Flood Risk**

8.25 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.

8.26 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.

8.27 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

8.28 **Highway Safety and Transport Impacts**

8.29 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.

8.30 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.

8.31 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions.

8.32 Subject to conditions, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

8.33 **Cycle and Car Parking Provision**

8.34 The consented car parking (as for hotels) required one space for every eight guests plus one space for every two members of staff. Based on an occupancy of two guests per room, there would be 80 guests and this would equate to 10 spaces required. There are two proposed employees. 14 spaces are proposed with 5 being accessible spaces.

8.35 With the removal of the basement, parking spaces would be lost. The development now proposes to include 7 car parking spaces with 2 being accessible spaces. The car parking standards set out in Appendix L of the Local Plan are the maximum levels (referred to as no more than) of car parking that the council will permit. This level may be reduced where lower car use can reasonably be expected.

8.36 The consented scheme provides a total of 14 car parking spaces. During the determination of the planning permission, it was acknowledged that this level of provision is a substantial over provision when considered against the parking standards within the Council's Development Plan. In this regard table L.2 of the Appendix L of the Development Plan advises that the maximum level of car parking provision should be 1 space for every 10 residents plus 1 space for every 2 members of staff. The development plan's parking standards for sites outside of a controlled parking zone would yield a requirement for a maximum of 8.5 car parking spaces. The revised level of parking spaces has been justified by calculating the number of residents using an average occupancy of 1.5 people per room. This would provide an absolute maximum occupancy of 60 residents. As it is possible that the units are occupied by more than one person, then it is likely that they might be a family. Potential staff parking requirements would equate to no more than a single space (there would not be more than 1 member of staff on site). In total therefore, this equates to a maximum requirement for 7 car parking spaces. As 8.5 are potentially required, the shortfall of 1.5 spaces is considered acceptable in this instance. The units are for short term occupancy and are well located to serve Addenbrooke's and the Cambridge Biomedical Campus. The location of the development provides convenient walkability and cyclability to the City Centre and has high public transport accessibility. The proposal with its reduced amount of available off-street parking, is not considered to result in high demand for parking on streets in the surrounding area owing to the nature of the future occupants. Any increased manoeuvring through the access as the residents use the proposed turning area for pick up/drop off and or personal deliveries is not considered to be detrimental.

- 8.37 Secure and covered cycle parking is to be provided to the western side of the application site. The consented scheme is for approximately 44 cycles. The requirement is as for hotels, two for every five members of staff and two for every ten bedrooms. This would equate to 8 spaces required for guests with two for staff. The amount of secure cycle parking spaces has been increased to 56. The level of cycle parking provided is acceptable.
- 8.38 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.
- 8.39 **Amenity**
- 8.40 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.
- 8.41 The proposed changes do not have any additional impact on neighbours than that of the consented scheme. A condition requiring the first floor side facing windows in the east and west elevation of Block A and the first and second floor side facing windows in the east and west elevations of Block B, to be obscurely glazed will be attached (condition 35).
- 8.42 Construction and Environmental Impacts
- 8.43 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.
- 8.44 The proposal differs from the consented scheme in that air source heat pumps are now proposed for Blocks C1 and C2, located on the west side of Block C2. The air source heat pumps are located in very close proximity to noise sensitive receivers and neighbours have expressed concern regarding noise and disturbance from these.
- 8.45 The Council's Environmental Health team have assessed the application. The applicant has provided details of the typical acoustic enclosures which are likely be implemented on site. Environmental Health are satisfied that the amenity / quality of life can be protected provided operational rating noise level (in accordance with BS4142:2014+A1:2019) from the ASHP/s individually or cumulatively is less than or equal to the existing background sound level (LA90) (determined in accordance with the principles of BS 4142:2014+A1:2019 with appropriate acoustic character / features corrections added to the specific sound level to obtain the rating level). This would be at 1 metre from any window, door opening or any other opening

of any habitable room in the façade of any residential property and at the legal property boundary of any individual residential property at a height of 1.5 m or at 1.5m above any adjacent residential property external amenity area such as a garden, terrace, balcony or patio. Condition 22 (noise assessment and any noise insulation / mitigation scheme) will secure this. Conditions 9 (dust), 10 (demolition / construction noise and vibration impact 23 (external lighting) 24 (unexpected contamination) will be repeated.

8.46 Subject to conditions, the proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35 and 57.

8.47 **Refuse Arrangements**

8.48 Policy 57 requires refuse and recycling to be successfully integrated into proposals. The consented refuse bin store was on the lower ground floor level of Block A/B. As the basement has been removed from the scheme, the bin store has now been relocated to ground level. It would be in close proximity to the neighbouring property at 13 Queen Edith's Way being located alongside the side wall of this property.

8.49 RECAP guidance states that the walls to bin stores should be impermeable. A condition requiring details of the refuse bin store to be agreed, implemented in accordance with the approved details and made available prior to the first occupation of the serviced accommodation will be attached. An informative will be added to the decision notice to highlight that the refuse store shall be constructed in accordance with RECAP Waste Management Design Guide Supplementary Planning Document Adopted February 2012, Appendix D.

8.50 The scheme for serviced apartments will be a managed facility. Condition 31 of the planning permission requires the submission and agreement of a management plan for waste, including collection. This condition will still apply.

8.51 Subject to condition, the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 56.

8.52 **Planning Balance**

8.53 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).

8.54 The principle of serviced apartments is acceptable and has been accepted through appeal. The spatial location of the site is such that it is acceptable and sustainably located. Officers are satisfied that this is a genuine proposal for high-quality visitor accommodation in an appropriate location, and that any future deviation from that use, or that quality, can be prevented by

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

8.55 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

9.0 Recommendation

9.1 **Approve** subject to the planning conditions as set out below

1 The development hereby permitted shall be begun before 27.09.2025.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2 The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3 Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with

section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

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

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

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

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

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

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

- 7 No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)

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

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

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

- 8 No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the first dwelling.
- The scheme shall be based upon the principles within the agreed Flood Risk Assessment & Surface Water Drainage Strategy prepared by MTC Engineering (Cambridge) Ltd (ref: 2415-FRA&DS-Rev E) dated November 2020 and shall also include:
- a) Full results of the proposed drainage system modelling for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
 - b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
 - c) Full details of the proposed attenuation and flow control measures;
 - d) Site Investigation and test results to confirm infiltration rates;
 - e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
 - f) Full details of the maintenance/adoption of the surface water drainage system;
- The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

The maintenance plan shall be carried out in full thereafter.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development. (Cambridge Local Plan 2018 policies 31 and 32).

- 9 No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

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

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

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

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

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

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

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

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

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

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

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

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

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

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

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

- 16 Prior to the first occupation or bringing into use of the development, hereby permitted, two pedestrian visibility splays of 2m x 2m shall be provided each side of the vehicular access.

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

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

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

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

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

Reason: For the avoidance of doubt, and because use of the building for any other purpose would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 57, and 81)

- 19 The development shall not be occupied until a management plan for the use of the buildings hereby approved has been submitted to, and approved in writing by, the local planning authority. The management plan shall include details of the following matters:

- o Staffing proposals for management of the facility;
- o Control, including timing of 'check ins' and 'check outs';
- o Control of use of the external courtyards and communal areas, and preclusion of their use as an event space with amplified sound;
- o Control of access to the serviced accommodation;
- o Control of access to individual floors of the serviced accommodation, and
- o Control of access from the street to the rear courtyard.

The measures shall be implemented in strict accordance with the approved details prior to the first occupation and shall thereafter be retained as such.

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

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

- 21 The facility Manager 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).

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

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

- 23 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)

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

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

- 25 Prior to the installation of any electrical services within the site a scheme for the following shall be submitted to and approved in writing by the local planning authority:
- a) An electric vehicle charge point scheme demonstrating a minimum of 50% provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 7kW to the parking spaces, designed and installed in accordance with BS EN 61851;
 - b) The provision of passive electrical charging infrastructure, including cable ducting, to enable the future installation and activation of vehicle charge points to the remaining car parking spaces.

The scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

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

- 26 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).

- 27 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).

- 28 No development above ground level, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved.

These details shall include proposed finished levels or contours; means of enclosure and boundary treatment including details of planting buffer

and acoustic fence alongside access road adjacent to 13 Queen Edith's Way and brick wall to boundary with Holbrook Close ; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant.

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

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

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

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

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

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

The scheme shall include:

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

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

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

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

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

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

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

- 32 No occupation of any buildings shall commence until a Travel Plan has been submitted to and approved in writing by the local planning authority. The Travel Plan shall specify the methods to be used to discourage the use of private motor vehicles and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the local planning authority.

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

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

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

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

- 34 Prior to the first occupation of the development, hereby permitted, the Blue Badge Parking Spaces shown on plan reference 2661-10-03-B shall be provided on site in accordance with the approved drawing. The car parking spaces shall be provided in accordance with the approved drawings and shall be retained thereafter.

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

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

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

- 36 No development above ground level, other than demolition, shall commence (or in accordance with a timetable agreed in writing by the Local Planning Authority), until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

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

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policies 55 and 56 of the Cambridge Local Plan 2018.

- 37 The development, hereby permitted, shall not be used or occupied until revised carbon calculations are submitted showing that the proposed development delivers at least a 19% reduction in carbon emissions

compared to Part L 2013. Further information should also be submitted in relation to the proposed communal air source heat pumps, including details of ducting to connect the heat pumps to the outside air. Any associated renewable and/or low carbon technologies shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority before the development is first occupied.

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

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

- 38 The development hereby permitted shall be occupied until a final water efficiency specification, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

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

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

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

Reason: To ensure appropriate provision for the secure storage of waste. (Cambridge Local Plan 2018 policy 56)

- 41 Demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall enter or leave the site only between the hours of 09.30hrs - 15.30hrs, Monday to Friday and 09:30hrs - 13:00hrs Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

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

Informatives

- 1 To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices:
 - o 6: Requirements for Specific Lighting Schemes
 - o 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
 - o 8: Further technical guidance related to noise pollution
- 2 The waste storage compound shall be constructed in accordance with RECAP Waste Management Design Guide Supplementary Planning Document Adopted February 2012, Appendix D.

Permanent ventilation provided at the top and bottom;
An impervious floor;
Walls constructed of/lined with, a hard impervious material suitable for washing down;
Adequate drainage.
- 3 Given the nature of the proposed development it is possible that a crane may be required during its construction, would draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the Cambridge Airport before erecting a crane in close proximity to an aerodrome.

This is explained further in Advice Note 4, Cranes and Other Construction Issues (available at AN 04 Cranes Other Construction Issues - 2016)

(aoa.org.uk) and CAA CAP1096 Guidance to crane users on aviation lighting and notification (caa.co.uk).

All crane details should be submitted to the following address:
airport.safeguarding@marshalladg.com

- 4 The Sustainability Statement (Ref: TH/CC/P19-1850/02 Rev A) produced by Create Consulting Engineers Ltd and dated March 2020 suggests that a communal air source heat pump (ASHP) and individual ASHPs will be installed for the provision of heating and hotwater. Should this change where new developments produce combustion emissions to air all gas boilers must have low NOx emissions (boilers that meet a dry NOx emission rating of 40mg/kWh).
- 5 The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway. A separate permission must be sought from the Highway Authority for such works.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs