



Appeal Decision

Hearing held on 31 August 2022

Site visit made on 1 September 2022

by Simon Warder BSc(Hons) MA (DipUD(Dist) MRTPI

an Inspector appointed by the Secretary of State

Decision date: 27 September 2022

Appeal Ref: APP/Q0505/W/22/3298101 11 Queen Edith's Way, Cambridge CB1 7PH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by GCR Camprop Eight Ltd against the decision of Cambridge City Council.
 - The application Ref 20/02172/FUL, dated 10 March 2020, was refused by notice dated 12 November 2021.
 - The development proposed is described as 'The erection of new buildings to provide 53 serviced apartments (sui generis) together with hard and soft landscaping, basement car parking spaces and associated infrastructure and works.'
-

Decision

1. The appeal is allowed and planning permission is granted for 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 at 11 Queen Edith's Way, Cambridge CB1 7PH in accordance with the terms of the application, ref 20/02172/FUL, dated 10 March 2020, subject to the conditions set out in the attached schedule.

Application for costs

2. Prior to the hearing an application for costs was made in writing by GCR Camprop Eight Ltd against Cambridge City Council. This application is the subject of a separate decision.

Preliminary Matters

3. During the course of the determination of the application a revised proposal was submitted. Among other things, the revised proposal reduced the number of units to 40. The Council determined the application on this basis. This appeal decision is based on the revised proposal and reflected in the description of development in paragraph 1 above.
 4. The appellant submitted an additional drawing (drawing number 3-02 'Street Elevation') shortly before the hearing and submitted a revised version following the hearing. The drawing is for illustrative purposes only and does not alter the proposal determined by the Council. The applicant also submitted an addendum to the Flood Risk Assessment. The Council did not object to either submission and I have taken them into account.
-

Main Issues

5. The main issues in this case are:

- the effect of the proposal on the character and appearance of the area;
- the living conditions of neighbouring occupiers, with particular regard to noise and disturbance;
- whether the proposal would provide satisfactory living conditions for future occupiers with particular regard to the size of the units and the provision of internal and external community facilities.

Reasons

Character and appearance

6. The appeal site comprises a generally rectangular plot on the north side of Queen Edith's Way and, to that extent, is typical of the area. A group of buildings formerly sat towards the rear of the plot, but have been demolished. Fairly substantial two storey dwellings flank the site to the east (No 13) and west (No 9), although the former is located considerably further back from the road frontage. To the north (rear) is a single storey dwelling accessed from Holbrook Road.
7. Larger, multi-unit developments are located on the north side of Queen Edith's Way. Although some occupy corner locations, others do not and there is no locally distinctive pattern to their distribution. As such, the siting of a larger building on the appeal site would not be at odds with the prevailing pattern of built form in the area.
8. The proposal would include essentially four buildings, albeit that two (Blocks A and B) would be linked. The front of Block A would sit some 4m back from the front of No 9 and Block B a similar distance back from the front of No 13. As a consequence, Block A would project forward of No 13 by a considerable distance. Its eastern flank wall would, therefore, take up the transition in the building lines to the east and west of the site. Although the difference in building lines is particularly pronounced at this point, there are other variations along this section of the road and a uniform building line is not a strong characteristic of this run of buildings.
9. Moreover many of the plots, including the appeal site and those to the east and west, have established planting along their frontage as well as occasional ancillary buildings. This helps to screen the main buildings from street views and blurs the variation in building lines. The flank wall of Block A would be obvious in oblique views from the front windows and gardens of No 13 and, to a lesser extent, Nos 15 and 17. I deal with the effect on the living conditions of occupiers below. However, even taking these views into account, I consider that the siting of Block A would not unduly reduce openness and would not have a harmful effect on the character and appearance of the area.
10. The land in the area generally slopes down from west to east. In particular there is a notable drop in the ground level between the appeal site and No 13. There are also variations on building heights along this section of the road. Whereas most of the more established properties are domestic in scale and two

storeys tall, the most recent multi-unit developments have a larger scale and are two and a half or three storeys high.

11. The appeal proposal would be similar in scale and height to the multi-unit developments. In terms of immediate relationships, at their highest the ridgelines of the proposed buildings would be around 2.4m higher than the ridge of No 13 and some 1.6m taller than the ridge of No 9.
12. On both sides the roofs closest to the respective boundaries would slope down to lower eaves levels. Adjacent to No 13 Block B would be set in from the boundary by some 3.5m and adjacent No 9, the nearest element of Block A would have a single storey flat roof. These features would mediate the difference in height between the appeal buildings and their neighbours.
13. The front elevation of Block A would be composed of two asymmetric gables, each faceted above ground floor level and finished in differing brick colours. The fenestration would make plain the building's three storeys and although the windows would be fairly large and un-subdivided, their positioning within a predominantly brick elevation would help to give the building a domestic appearance. The overall effect would, nevertheless, be something of a departure from the traditional gabled elevations which characterise the established properties in the area. However other, more recent developments, such as Alfred Close and Wessex Court, add variety to the way that gable forms are used. The appeal proposal would fall within this range of forms and the articulation present in the front elevation of Block A would help to break down its scale.
14. Given the variations in height and scale that are present in the relationships between multi-unit buildings and their more established neighbours elsewhere in the vicinity, I find that the height and scale of the appeal proposal would not be out of place or create jarring relationships with neighbouring buildings.
15. The proposal includes a vehicle ramp down to a basement parking area. Again, this arrangement would not be typical of the more established properties in the area, but nor would it be unique in this section of Queen Edith's Way. I saw, for example, a ramp under construction in the development at 291 Hills Road. The proposed ramp would be publicly visible from a short length of the highway at the site entrance, but those views would be curtailed by frontage planting. Given also that most of the structure would be below ground level, the ramp would not be prominent or discordant in the street scene.
16. The proposal would retain the protected trees on the site frontage and make provision to secure the protected tree close to the western boundary. Details of additional planting could be secured by condition. Therefore, I consider that the landscaping proposals would be satisfactory.
17. The Council's statement raises other concerns under the 'character and appearance' reason for refusal.
18. The building entrance would be to the rear of Block A and, therefore, not visible from the site entrance. As such, it would not assist the legibility of the building from the street and may be perceived to create a less welcoming sense of arrival or offer natural surveillance. However, the pedestrian entrance to the site and the route to the building entrance would be clearly defined and I have already found that frontage planting would restrict views of the proposed

building from the street. Consequently an entrance at the front of the building would not be readily apparent from the street and so would not greatly assist in the legibility or the sense of arrival in this case. The front elevation of Block A would contain a number of large windows serving rooms that could be expected to be well used. This would provide natural surveillance of the front of the site.

19. The appellant confirmed that its intention is to provide level access at the building entrances. Notwithstanding what is shown on the submitted elevations, the provision of level access could be secured by condition. The site layout would require cycle users to go through the link building between Blocks A and B in order to get to the cycle parking from the site entrance. Although not ideal, there would be a direct route through the building using directly opposing doors which, together with level access provision, would minimise the inconvenience for users of the cycle parking.
20. The path between the site entrance and the building entrance would be 1.49m wide at one point adjoining a chimney breast. While this would be too narrow to allow wheelchair users to pass one another, it would be an isolated 'pinch point' and users could pass elsewhere along the route without undue inconvenience. Details secured by condition could ensure that the path as it passes round the planted area immediately adjoining the building entrance is sufficiently wide to comfortably accommodate all intended users.
21. The appellant confirmed that there would be no gate or other physical restriction to vehicles entering the proposed underground parking. Security would be achieved through the presence of on-site management staff assisted by CCTV. Further, that the parking area would have spaces reserved for delivery and service vehicles. The height and layout of the basement would allow access by small commercial vehicles. The appellant's Transport Statement (section 5.1) and suggested condition 17 indicate that the site access would be 5m wide for at least 5m in from the site boundary. This would provide space for two vehicles (of the size intended to use the basement parking) to pass one another. The appellant advised that special arrangements would need to be made for any larger vehicles visiting the site and that this would be organised by the on-site management. Given the nature of the proposal, occupiers would be unlikely to require furniture or other bulky items to be delivered by large vehicles.
22. I consider that the proposed access and service and delivery arrangements would be adequate for the type of occupation proposed in this case. In reaching this view, I am mindful that the Council's highways consultee did not object to the application, highway safety was not a reason for refusal and the Council presented very limited substantive evidence in support of its concerns on this matter.
23. The appellant submitted an addendum to its Flood Risk Assessment which finds that the difference between the permeable areas in the originally submitted and revised schemes would not undermine the proposed surface water drainage strategy. The details of the strategy would, in any event, be subject to further approval. The Council did not dispute the findings of the addendum. Nor did it challenge the appellant's contention that the lift overrun in Block B could be contained within the roof slope as shown on the submitted elevation drawing. I have no reason to doubt either proposition.

24. Overall therefore, I find that the proposal would not have a harmful effect on the character and appearance of the area. As such, it would not conflict with Policies 55, 56, 57 or 59 of the Cambridge Local Plan 2018 (LP). Among other things, these policies require proposals to respond positively to their context using appropriate local characteristics to help inform their siting, massing, scale, form and landscape design and retain and protect existing site features which contribute to the character of the area. Proposals should also create attractive and appropriately scaled built frontages and natural surveillance and an integrated approach to the design of routes and spaces, surface water management and cycle parking as well as being convenient, safe and accessible for all users.

Living conditions of neighbouring occupiers with particular regard to noise and disturbance

25. The proposed units would be occupied as serviced apartments with a maximum stay of 90 days. The appellant expects that around two thirds of the occupation would be for business purposes, with the remainder for leisure purposes. The example of the layout of the apartment in the Design and Access Statement shows a kitchen area with a sink, cooker and space for other appliances, a sitting area as well as a bed space and separate shower room. The apartments would, therefore, have a reasonable range of facilities for day-to-day living.

26. The proposal includes a communal area in the link between Blocks A and B which, the appellant anticipates, would be used as a 'break out space' and to provide light refreshments. While this not may add substantially to the on-site facilities available to occupiers, nor am I persuaded that occupiers would need to be unduly reliant on takeaway restaurants, launderettes and the like during their stay.

27. The Inspector in the appeal decision¹ for serviced apartments cited by the appellant came to a similar conclusion. The Council cites an appeal decision² where a different conclusion was reached. However, the proposal in that appeal was for a 'short term C1 use apart hotel' which implies generally shorter stays than is expected in the current proposal. That said, given the proposed occupancy restriction, there would be a greater turnover of people moving into and out of the apartments than would be the case in 'long-term' housing.

28. Some evidence was presented on movements at a generally similar scheme in Leeds (Claremont apartments) and the Council's consideration of other schemes in Cambridge (Chesterton Road and Romsey Labour Club). While there was some dispute over precisely how comparable these schemes are, they appear to involve broadly similar forms of occupation. The evidence does not indicate that such forms of occupation lead to a particularly high number of movements by car or on foot.

29. In particular, the analysis of the Leeds scheme (in the appellant's Transport Statement) does not show a large number of movements in the later evening period and, throughout the day, the majority of movements were on foot. While the analysis is limited to Friday and Saturday movements, the Council did not dispute the appellant's contention that these are likely to be the busiest

¹ Appeal ref: APP/H5390/W/20/3247709

² Appeal Ref: APP/M4510/W/20/3255882

- days. The Council also accepted that the appeal site is reasonably well located for access to local facilities, public transport and employment opportunities.
30. Local objectors argue that the appeal site is not as well served by shops, restaurants and the like as the Leeds scheme. Even if that is the case, leading to relatively more car use, the basement parking provision would help to contain the activity and mitigate the noise effect on neighbouring occupiers of vehicles starting, doors slamming and so on.
 31. The pedestrian and vehicle route from the site entrance to the building entrance would be closer to No 13 than No 9. The proposal includes an acoustic fence on the boundary with No 13 which would reduce noise travel. I also saw on the site visit that there are no windows facing the site in the flank wall of No 13.
 32. Occupiers of Blocks C1 and C2 would need to go to the link building to get to the communal facilities and through it to get to the site entrance. This would involve going through two external doors, although they could be fitted with closing mechanisms to ensure that they do not slam. The siting of Blocks C1 and C2 would, for the most part, span the northern site boundary. As such, although the Holbrook Road property is located fairly close to the boundary, the siting of the buildings would have a screening effect.
 33. There is no substantive evidence to indicate that occupiers would congregate outside of the buildings or be less respectful of neighbours than occupiers of other forms of accommodation. Moreover, a condition has been suggested to secure the implementation of a management plan that would, among other things, control the use of external areas and movements through the site. Noise from proposed mechanical plant could be controlled by condition.
 34. Both parties have referred to appeal decisions³ for serviced apartment schemes where noise and disturbance was a consideration. Although I have had regard to these decisions, such effects tend to be context-specific and so the decisions have not been decisive. Moreover, the proposal in the decision cited by the Council was for a hotel which would likely generate different movement patterns from the appeal use.
 35. In order to ensure the privacy of the occupiers of Nos 9 and 13, a condition could be used to require the use of obscured glazing in the windows of Blocks A and B facing those properties. There would be no windows in the rear elevation of Block C2 or the end elevation of Block C1. The Council advise that the north-facing windows of Block B would be set back from the boundary with the neighbouring Holbrook Road properties by some 23m. This would be sufficient to safeguard the privacy of those occupiers.
 36. While there would be some shadowing of the rear gardens of No 9 in the morning and No 13 in the afternoon, it would occur for a limited period and affect a relatively small proportion of the garden. As such, I consider that it would not have an undue adverse effect on the living conditions of the occupiers of those properties.
 37. Taking all of these factors into consideration, I find that the overall number of comings and goings at the appeal site would not be unduly high and that the living conditions of neighbouring occupiers would not be harmed by noise and

³ Appellant - Appeal ref: APP/Q1445/W/21/3273913, Council - Appeal ref: APP/A5720/W/20/3262296

disturbance. Nor would the proposal have other harmful effects on the living conditions of neighbouring occupiers.

38. Therefore, the proposal would not conflict with LP Policy 35 which requires development to demonstrate that it would not lead to significant adverse impacts on health and the quality of life from noise and that noise impacts can be adequately mitigated. Nor would it conflict with LP Policy 56 insofar as it requires proposals to be inclusive, safe and enjoyable or National Planning Policy Framework (the Framework) paragraph 130 which requires proposals to achieve a high standard of amenity for existing occupiers.

Living conditions of future occupiers

39. The Council's statement refers to LP Policy 50 which reproduces the Nationally Described Space Standards for housing. As such, it is not directly applicable to the approval proposal which is for a 'sui generis use' and the Council acknowledged that the policy should be treated as a source of guidance only.
40. I have already found that the example apartment layout in the appellant's Design and Access Statement shows how adequate facilities for day-to-day living suitable for relatively short stay occupation could be provided. While detailed floor plans for all of the units have not been submitted, the units are broadly the same size and configuration and there is no firm evidence to show that a similar standard of accommodation could not be provided throughout. The appellant advised that the units in the developments approved by the Council at Chesterton Road and Romsey Labour Club are, if anything, slightly smaller on average than those in the appeal proposal. The Council considered that the other schemes provide more on-site communal facilities although, in this case, the communal area would do no more than supplement the facilities within the units.
41. Notwithstanding that the matter does not appear in the third reason for refusal or the committee reports, the Council's statement also raises concerns regarding the lighting and ventilation of the units. The single aspect, 'studio' layout of the units would restrict the direct natural light reaching the bedspaces and around half of the units would be north facing. However, most units would be served by large, full height windows that would provide a reasonable level of indirect light including to the bedspaces. Two of the units would be served by rooflights and so would receive a lower overall level of natural light. However, the height and position of the rooflight would help to ensure that the light would be spread more evenly through the unit. Ventilation and heating would be dealt with separately under the Building Regulations. Consequently I consider that these matters do not justify refusal of the appeal.
42. Overall, therefore, having regard to the nature of the occupation proposed, I find that the size of the units and the level of communal facilities provided would be adequate to achieve satisfactory living conditions for future occupiers. The proposal would not, therefore, conflict with LP Policy 56 to the extent that it requires proposals to be attractive, high quality, useable, safe and enjoyable. Nor would it conflict with Framework paragraph 130 to the extent that it requires proposals to achieve a high standard of amenity for future occupiers.

Other Matters

43. Concern has been expressed locally regarding the lack of consultation at the application stage and the use of the appeal process. There is no substantive evidence to show that the application was not properly publicised at the application stage. Indeed, the number of consultation responses received by the Council suggests a wide awareness of the application. The legislation allows for an applicant to appeal against a refusal of planning permission by the Council and my decision is based on the planning merits of the proposal.
44. It has been argued that the site coverage of the appeal proposal would be greater than other recent multi-unit schemes. While I have no reason to doubt the figures presented, a purely quantitative analysis of a single plot may not tell the whole story. I have considered the specific effects of the proposal on the character and appearance of the area and on the living conditions of neighbouring occupier and found it to be acceptable.
45. It has been suggested that the proposal would not provide the level of facilities and access to local services offered by 'apart-hotel' schemes in Cambridge. However, the proposal is for serviced apartments which I have found would provide for the day-to-day living requirements of occupiers. How attractive the size and quality of the units would be to business occupiers is a commercial matter.
46. The former buildings on the appeal site were used as a care home. It has been contended that the proposal would conflict with LP Policy 47 which presumes against the loss of specialist housing, including care homes. However, as the buildings have been demolished, the loss has already occurred. Policy 77 of the LP supports the provision of high quality visitor accommodation. Although the appeal site is not within the city centre or the locations listed in the policy, it does front a main road and is close to bus services as well as Addenbrooke's Hospital and the bio-medical campus. Notwithstanding that the supporting text to the policy seeks to quantify the need for visitor accommodation, the policy itself does not limit such provision. Policy 77, therefore, supports the appeal proposal.
47. It has been suggested locally that a stream crosses the site and that the development could lead to an increased risk of flooding. A Flood Risk Assessment has been submitted by the appellant and found to be acceptable by Cambridgeshire County Council as lead local flood authority. Details of the surface water drainage system could be secured by condition.
48. The provision of 14 car parking spaces would comply with the standard for hotel use at Appendix L of the LP. Although the appeal proposal is for a somewhat different use, there is nothing to suggest that this standard does not provide a reasonable guide to the number of car spaces required. Refuse and recycling storage would be in the basement with handling and collection organised by the on-site management staff in accordance with a plan to be secured by condition. The Council has not objected to this arrangement and there is no firm evidence to show that it would be unworkable.

Conditions

49. The agreed Statement of Common Ground includes a list of 42 suggested conditions. These were discussed at the hearing and the appellant confirmed

its agreement to the pre-commencement conditions. The parties also agreed that condition 30 repeats some of the requirements of condition 28 and could be deleted. Condition 42 is redundant following the Council's acceptance that the lift overrun could be contained within the roof space of Block B. It was also found that conditions 19 and 33 could be replaced by a single condition and agreed wording was submitted by the parties (condition 19 in the schedule below).

50. A list of approved plans is necessary in the interests of certainty. Conditions to secure the provision, approval and implementation of an Arboricultural Method Statement and Tree Protection Plan, the holding of a pre-commencement meeting on arboricultural matters and to secure the replacement of retained trees are required to ensure the protection of retained trees and the landscape character of the area.
51. A condition requiring the approval and implementation of a construction phase traffic management plan is necessary in the interests of highway safety. Conditions to control the falls, levels and materials of the proposed access and the provision of visibility splays are required for the same reason. In order to ensure the proper drainage of the site and prevent flooding, a condition is required to secure a surface water drainage strategy in accordance with the submitted Flood Risk Assessment as amended.
52. Conditions to secure the approval and implementation of a dust management scheme, an artificial lighting scheme and noise management, assessment and mitigation schemes are necessary to safeguard the living conditions of neighbouring occupiers. Conditions controlling construction working hours and deliveries are required for the same reason, as is a condition requiring the use of obscured glass in the upper floor side windows of Blocks A and B.
53. A condition to secure an archaeological written scheme of investigation is necessary to protect the historic environment. Conditions requiring details of external materials and a sample panel of brickwork are necessary to safeguard the character and appearance of the area. For the same reason, a condition is necessary to secure a public art delivery plan.
54. Conditions to ensure that the proposed flat roofs are 'Green' or 'Brown' and the provision of carbon emission calculations, details of the proposed communal air source heat pumps and water use specifications are necessary in the interests of sustainable design.
55. Conditions to secure the provision and implementation of schemes for electric vehicle charging points and passive charge infrastructure, a Travel Plan and cycle parking are required in the interests of sustainable travel and air quality. A condition controlling the details of disabled parking provision is necessary in the interests of inclusion.
56. Conditions to specify the use of the units, the maximum stay of occupants and a record of stays are required in the interests of certainty of the use and to safeguard the living conditions of neighbouring occupiers. Conditions to secure the approval and implementation of a management plan for the operation of the units and the management of waste are also required to safeguard the living conditions of neighbouring occupiers.

57. A condition dealing with unexpected land contamination and the provision of a remediation strategy is necessary in the interests of environmental and public safety. Conditions to secure details of hard and soft landscaping and a landscape management plan are required to protect the character and appearance of the area. A condition to secure details of boundary treatments is required for this reason and to safeguard the living conditions of neighbouring occupiers.

58. A condition to secure a scheme of bio-diversity enhancement is necessary in the interests of bio-diversity and a condition to secure a scheme for fire hydrant provision is necessary in the interests of public safety.

Conclusion

59. I have found that the proposal would not have harmful effects on the character and appearance of the area or the living conditions of neighbouring or future occupiers. It would accord with relevant development plan policies. For the reasons set out above, the appeal should be allowed.

Simon Warder

INSPECTOR

Appearances

FOR THE APPELLANT

Richard Turney	Of Counsel
Matt Hare	Planning, Carter Jonas
Glen Richardson	Urban Design, Carter Jonas

FOR THE COUNCIL

Tom Gray	Principal Planning Officer, Cambridge City Council
Gary Young	Urban Designer, Cambridge City Council

DOCUMENTS SUBMITTED FOLLOWING THE HEARING

- Addendum to Flood Risk Assessment and Drainage Strategy
- Updated Street Elevation Drawing
- Suggested revisions to two conditions

Schedule of conditions attached to Appeal Ref: APP/Q0505/W/22/3298101 11 Queen Edith's Way, Cambridge CB1 7PH

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the approved plans as follows:
 - 1841-PL-4-10
 - Basement tracking plan
 - 1841-PL-(C1)2-12 REV C
 - 1841-PL-(C2)2-12 REV C
 - 1841-PL-1-10 REV D
 - 1841-PL-2-10 REV D
 - 1841-PL-2-11 REV C
 - 1841-PL-3-01 REV C
 - 1841-PL-3-10 REV C
 - 1841-PL-3-11 REV E
 - 1-01
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 out and before any 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.

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 local planning authority Tree officer for approval.
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.
6. If any tree shown to be retained in 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.
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.

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 unit.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Surface Water Drainage Strategy prepared by MTC

- Engineering (Cambridge) Ltd (ref: 2415-FRA&DS-Rev E) dated November 2020 and the FRA & DS Addendum – August 2022 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 accordance with the approved details thereafter.
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.
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.
11. No development shall take place within the site until the applicant, or its agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation (WSI) 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) A statement of significance and research objectives;
 - b) A programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

- c) A programme for the 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. The developer shall ensure that in drawing up its development programme, the timetable for the investigation is included within the details of the agreed scheme.
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 metalwork, rainwater goods, edge junctions and coping details; colours and surface finishes. The development shall be carried out in accordance with the approved details.
13. No brickwork above ground level shall be laid until a sample panel 1.5m x1.5m 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 shall be retained on site for the duration of the works for comparative purposes, and works shall take place only in accordance with approved details.
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.
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 in accordance with the requirements of this condition.
16. Prior to the first occupation or bringing into use of the development hereby permitted, two pedestrian visibility splays of 2m x 2m as shown on drawing number 1841/1-10 shall be provided each side of the vehicular access. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.
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 appeal site from the boundary of the adopted public highway. Once constructed the driveway shall thereafter be retained in accordance with the requirements of this condition.
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).

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:

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

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.

22. No operational plant, machinery or equipment either 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 noise 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.

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 at 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.

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.

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 basement 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 basement car parking spaces.

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

26. No construction or demolition work shall be carried out and no plant or power-operated machinery used 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.

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

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 the planting buffer and acoustic fence alongside the access road adjacent to 13 Queen Edith's Way and the brick wall to the 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 which shall be previously 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.

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 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.
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 of how a 10% net gain in biodiversity will be accomplished. The scheme shall include:
- Gaps in boundary treatments to ensure hedgehogs and amphibians can move between adjoining gardens;
 - Areas of vegetation to be retained and enhanced for nesting birds and proposed new planting;
 - Tree and shrub planting for nesting birds, integrated bird and bat box provision, planting for pollinators.
- The approved scheme shall be implemented in accordance with a programme which shall be previously agreed in writing by the local planning authority.
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.
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.
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.
34. Prior to the first occupation of the development hereby permitted, three Blue Badge Parking Spaces shall be marked out as close to the lift core as possible and shall be retained for this purpose thereafter. The car parking spaces shall be provided in accordance with the approved drawings. The lift shall be positioned so that it has a 1.4 metre depth from the doorway and shall be retained thereafter.

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 buildings without the express consent of the local planning authority.

36. No development above ground level, other than demolition, shall commence (unless in accordance with a timetable previously 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 details:

- a) The public art and artist commissioned;
- b) How the public art will be delivered, including a timetable for delivery;
- c) The location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) 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 or repaired in the event that it is destroyed or damaged;

The approved PADP shall be fully implemented in accordance with the approved details and in accordance with a timetable which shall be agreed in writing by the local planning authority. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

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 Building Regulation Part L 2013. Further details shall also be submitted of 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.

38. The development hereby permitted shall not 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.

39. The development shall not be brought into use until a scheme for the provision of fire hydrants has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details prior to first occupation of the development.