



Planning Committee Date	11 th June 2024
Report to Lead Officer	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference	24/00943/FUL
Site	27-29 Clayton Hotel Station Road Cambridge Cambridgeshire CB1 2FB
Ward / Parish	Petersfield
Proposal	Erection of an extension to the rear of the hotel to provide 30 additional guest rooms plus other associated works (Re-submission of 23/01706/FUL).
Applicant	Station road Developments (Cambridge) Ltd
Presenting Officer	Alice Young
Reason Reported to Committee	Third party representations
Member Site Visit Date	-
Key Issues	1. Residential and commercial space amenity
Recommendation	APPROVE subject to conditions

1.0 Executive Summary

- 1.1 The application seeks planning permission for an extension the Clayton Hotel resulting in 30 additional rooms accommodated on site, a total increase in 1,527 sqm internal floor space. The Clayton Hotel is located on Station Road in one of the most sustainable locations in Cambridge within 125m from the Central Cambridge Train Station, with the area also well connected via bus and designated and segregated cycle and pedestrian infrastructure.
- 1.2 Policy 77 supports proposals for high quality visitor accommodation, particularly in areas around Cambridge Train Station, given the area is well connected and convenient for visitors to stay. The development would provide an uplift of 30 rooms in this highly accessible location, increasing the provision of high-quality visitor accommodation in the city and enhancing access to the site by expanding cycle parking on site. The proposed development would be of an appropriate scale and massing, responding to the high density of the surrounding context while also not significantly harming the amenity of surrounding residential flats.
- 1.3 The visual appearance of the proposed extension would retain the hotel's existing character and not result in harm to the character and appearance of the conservation area or the pocket park to the north of the site. The development would maintain the buildings BREEAM excellent rating and deliver enhanced water efficiency and biodiversity net gain.
- 1.4 Officers therefore consider that the proposed extension would lead to significant public benefits and would be policy compliant.
- 1.5 Officers recommend that the Planning Committee approve the proposed extension subject to the recommended conditions.

2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area	x	Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	x
Local Neighbourhood and District Centre		Article 4 Direction	

*X indicates relevance

- 2.1 27-29 Station Road, the Clayton Hotel, is a seven storey detached building, with the seventh storey stepped in from the front elevation, located on the north-eastern side of Station Road, approximately 30 metres south-east of Tenison Road. The building was part of the CB1 development of the station area. The building is mixed use, with a restaurant, bar, meeting rooms and a gymnasium at ground floor creating an active frontage, and en-suite hotel accommodation within the floors above. To the west of the site lies an office block currently occupied by Microsoft. There is also office space to the east of the site with residential flats sited to the north beyond the existing courtyard.
- 2.2 The application site falls within the New Town and Glisson Road Conservation Area and within Controlled Parking Zone T. There are no other site constraints.

3.0 The Proposal

- 3.1 The proposal seeks planning permission for an extension to the rear of the hotel to provide 30 additional guest rooms plus other associated works. This would result in an increase in internal floor space of 1,527 sqm, with the gross total internal floor space being 11, 356 sqm.
- 3.2 The application is accompanied by the following supporting reports and key plans which have been amended as indicated:
- Planning and Heritage Assessment
 - Design and Access Statement
 - Transport Statement
 - BREEAM Pre-assessment
 - Daylight Sunlight Assessment
 - Plans
 - Dust Risk Assessment and DMP
 - Construction Environmental Management Plan
 - Traffic Management Plan
 - Travel Plan
 - Energy Strategy
 - Flood Risk and Drainage Strategy

4.0 Relevant Site History

Reference	Description	Outcome
23/01706/FUL	Erection of rear extension to the existing hotel to create 37 additional guest rooms plus other associated works	Refused
22/00696/FUL	Erection of rear extension to the existing hotel to create 19 new bedrooms over 5 floors	Permitted

20/0070/NMA2	Non material amendment of planning permission 20/0070/FUL (Internal alterations to relocate gymnasium and form 5 new en-suite guest bedrooms and associated external changes to the fenestration) for changes to cladding	Permitted
20/0070/NMA1	Non material amendment of planning permission 20/0070/FUL for an amendment to existing West Elevation to replace existing glazed vision panel with new insulated Spandrel panel.	Permitted
20/0070/FUL	Internal alterations to relocate gymnasium and form 5 new en-suite guest bedrooms and associated external changes to the fenestration.	Permitted

- 4.1 This revised planning application seeks to overcome the harm identified in 23/01706/FUL which was refused for the following reason:

The proposed extension, by virtue of its scale, massing and siting in relation to adjacent residential occupiers, would lead to a harmful daylight and sunlight impact to the Vesta Apartments. The Vesta Apartments affected by the development are typically one-bedroom flats that are single aspect with some rooms having deep floorplans. Multiple open plan living kitchen dining rooms and bedrooms would, as a result of the development, receive noticeable daylight reductions, appearing poorly lit. Importantly, several one-bedroom flats experience reductions in daylight to both the living kitchen dining room and bedroom, resulting in a detrimental impact to surrounding occupiers. Some habitable rooms would result in significant reductions in annual probable sunlight hours, particularly in winter, reducing direct sunlight experienced and eroding the amenity of the affected rooms. Moreover, due to the scale, massing of the proposed extension and proximity to the Vesta flats, the proposed hotel would be perceived as overly dominant and imposing over and above the existing hotel mass from the Vesta flats. By failing to adequately respect the residential amenity of its neighbours and the constraints of the site, the proposal is not compliant with Cambridge Local Plan (2018) policies 56 and 58.

- 4.2 A copy of the Officer Delegated Report in relation to the previous application is attached at appendix A.

5.0 Policy

5.1 National

National Planning Policy Framework 2023

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

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

- Policy 1: The presumption in favour of sustainable development
- Policy 14: Areas of major change and opportunity areas – general principles
- Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk
- Policy 34: Light pollution control
- Policy 35: Protection of human health from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 58: Altering and extending existing buildings
- Policy 59: Designing landscape and the public realm
- Policy 61: Conservation and enhancement of Cambridge's historic environment
- Policy 70: Protection of priority species and habitats
- Policy 77: Development and expansion of visitor accommodation
- Policy 80: Supporting sustainable access to development
- Policy 81: Mitigating the transport impact of development
- Policy 82: Parking management

5.3 Neighbourhood Plan

N/A

5.4 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016

5.5 Other Guidance

New Town and Glisson Road conservation area

6.0 Consultations

6.1 County Highways Development Management – No Objection

6.2 The submitted Traffic Management Plan (TMP), whilst broadly acceptable to the Highway Authority, makes reference to a Taxi Rank on Station Road which was removed subsequent to the previous planning application being submitted, and as such the submitted TMP will need to be amended to reflect the removal of the Taxi Rank to the front of the site. Following the removal of this detail the TMP will be acceptable to the Highway Authority, and we would request that the revised document be included within the list of approved documents so that any breach of the TMP can be enforced by the LPA.

6.3 County Transport Team – No Objection

6.4 Subject to a travel plan condition.

6.5 Lead Local Flood Authority – No Objection

6.6 The application does not increase the impermeable area on site and therefore does not appear to have any surface water floor risk or drainage implications. Recommends informatives regarding pipes beneath buildings, green roofs and pollution control.

6.7 Anglian Water – No comment.

6.8 Urban Design Team – No Objection

6.9 Subject to a materials condition.

6.10 Current application is a resubmission of the previously refused scheme and the overall mass has been stepped back from the upper floors to reduce its impact on daylight and sunlight values of the existing properties at Vesta Apartments:

- Level 5 is stepped back, allowing space for a green roof on level 4, reducing an additional number of rooms from 10 to 7.

- Level 6 has been reduced in footprint and stepped back further south, reducing a number of rooms from 5 to 3.
- Level 7 no longer contains any more rooms, allowing space for a sedum roof with PV panels and reducing the overall height of the extension by a storey.

6.11 Following the changes made to the scale and massing of the proposed scheme, the submitted daylight and sunlight report demonstrates that all tested [residential] rooms now meet the BRE criteria for VSC, NSL and APSh values at the Vesta properties north to the hotel. As such, the application is considered acceptable in urban design terms.

6.12 Should the application be approved, a materials condition will be required to ensure that a match in materials and elevational detail between the existing hotel and the proposed extension is achieved; the applicant should provide a schedule of proposed materials against the materials that were specified for the existing building.

6.13 Access Officer – No Objection

6.14 Not proposing any new accessible rooms and I think 2 are needed to be fully wheelchair accessible. A ceiling or portable hoist would be required for the accessible rooms. The whole extension does not appear to be served by lifts which is a concern. It does not look like it would be Part M of Building Regulations compliant.

6.15 Conservation Officer – No Objection

6.16 The application has been assessed and it is considered that the proposal would not give rise to any harm to any heritage assets.

6.17 Senior Sustainability Officer – No Objection

6.18 Subject to the following conditions:

- BREEAM Design Stage Certification
- Post Construction Certification
- Grey water re-use
- Rainwater harvesting
- Water efficiency calculator

6.19 The proposals are supported from a sustainable design and construction perspective. The extension has been designed to achieve a BREEAM 'excellent' rating as required by policy 28 of the Cambridge Local Plan, with the BREEAM pre-assessment showing an overall score of 73.76% and achievement of all 5 credits related to water efficiency (Wat01). This approach is welcomed. Conditions related to both greywater reuse and rainwater harvesting have been proposed, alongside a condition requiring submission of a completed BREEAM Wat01 calculator. If the applicant is able to confirm which water reuse system is to be used to help facilitate

the achievement of all 5 Wat01 credits, we may be able to refine which conditions are needed.

6.20 The Energy Strategy sets out the hierarchical approach to reducing carbon emissions associated with energy use, which achieves 8 Ene01 credits from BREEAM, representing an improvement on the minimum requirement for a BREEAM excellent building. In terms of renewable energy, air source heat pumps and photovoltaic panels are proposed (4 kWp with pv area of 22.1m²). This approach is welcomed, and the indicative location of the photovoltaic panels is shown on the roof plan.

6.21 Landscape Officer – No Objection

6.22 Ecology Officer – Insufficient information

6.23 There is insufficient ecological information to determine the application.

6.24 Recommended actions:

- Confirm that presence of the green roof, the area it covers, and if above 25m² submit a full biodiversity net gain assessment with biodiversity metric tool
- Submit a recent preliminary ecological assessment (including preliminary bat roost assessment).

6.25 Environmental Health – No Objection

6.26 Subject to conditions:

- Plant noise insulation
- Construction / demolition hours
- Demolition / construction collections / deliveries
- Demolition / construction impact compliance
- Contaminated land – gas risk
- SPD informative

6.27 Police Architectural Liaison Officer – No Objection

6.28 Please see comments from 23/01706/FUL.

6.29 Cambridge Airport – No Objection

6.30 The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, 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 aerodrome before erecting a crane in close proximity to an aerodrome.

6.31 S106 Officer – No comment

7.0 Third Party Representations

7.1 1 representation has been received.

7.2 Those in objection have raised the following issues:

- Daylight sunlight impact on 21 Station Road offices, increased reliance on artificial lighting, decreasing the sustainability of the office
- Impact on workers' space.

7.3 The above representation is a summary of the comment that has been received. Full details of the representation is available on the Council's website.

8.0 Assessment

8.1 Principle of Development

8.2 Policy 77 of the Cambridge Local Plan 2018 (Local Plan) relates to development and expansion of visitor accommodation and supports proposals for high quality visitor accommodation, particularly in areas around Cambridge Train Station.

8.3 Therefore, the principle of extending the existing hotel to provide additional visitor accommodation is acceptable, in accordance with policy 77 of the Cambridge Local Plan (2018).

8.4 Design, Layout, Scale and Landscaping

8.5 Policies 55, 56, 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.

8.6 The existing hotel is 7 storeys in part but steps down significantly to 4 storey form to the north-western quarter of the building. The proposed extension seeks to extend over and above the existing 4 storey flat roof section to the rear, resulting in a stepped form comprising 5, 6 and 7 storeys with a plant screen above. This application comes after 23/01706/FUL was refused due to its daylight, sunlight and visual impact on the Vesta Apartments to the north. The revised plans have reduced the massing from 6 and 8 storey form to 5, 6 and 7 storeys while increasing the variation in massing to be more sensitive to the adjacent flats.

8.7 The hotel sits within the wider CB1 development, an area with a high-density and modern character. The proposed extension would be of an appropriate scale and massing, responding to the high density of the surrounding context while also creating a variation in form akin to the

existing hotel building. The proposed extension would also adopt a similar rhythm and architectural quality to the existing form, resulting in the extension complementing and visually blending into the existing building. The materiality would match the existing building with large areas of glazing to create a comfortable solid to void ratio and the design would also use a metal clad at the upper storey to appear roof-like and break down the massing. A central glazed and metal clad section creates two distinct volumes signaling the new extension while the material palette and form ensure a cohesive appearance. To ensure that the materials match well with the existing building to create a seamless extension, officers consider that a materials condition is considered reasonable and necessary to impose. The Urban Design Officer also considers that the proposal is appropriate to the surrounding context.

8.8 *Impact on the open space*

8.9 The open space to the north of the proposed extension is not a designated protected open space. Policy 67 requires development proposals to not harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless it meets certain criteria. After discussions with the Council's Policy team, it was concluded that this policy assesses the physical consumption / encroachment of development on protected open space within a site. The proposed extension would not lead to a physical encroachment / consumption of any protected open space.

8.10 Policies 55 and 56 requires high quality development to respond positively to existing features of natural and local importance that are well integrated with the surrounding context. Officers consider that the proposal would respond to the high-density scale of the surrounding context and would not significantly adversely impact upon the enjoyment of the open space by virtue of the scale and massing of the proposed extension and high density. The open space is a pocket park within a high-density area, enclosed by 6-7 storey buildings on all sides aside from the smaller storey element of the Clayton Hotel. This scale of development is considered typical in this context and by virtue of the surrounding scale, the enclosure impact to this open space would not significantly harm its usability or character. A degree of overshadowing would occur however officers consider that this would not be to the detriment of the enjoyment of this space.

8.11 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 58 and 59 and the NPPF.

8.12 **Heritage Assets**

- 8.13 The application falls with the New Town and Glisson Road Conservation Area. The conservation area boundary is approximately 5m to the north of the application site.
- 8.14 Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 8.15 Para. 205 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 8.16 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.
- 8.17 The Conservation Officer has no objections to the proposal. Accordingly, officers consider that the proposed development, given its scale, massing and design, would not give rise to any heritage harm and would preserve and enhance the character and appearance of the conservation area.
- 8.18 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the Conservation Area or the setting of listed buildings. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policies 60 and 61.

8.19 Carbon Reduction and Sustainable Design

- 8.20 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.
- 8.21 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 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.

- 8.22 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.
- 8.23 The application is supported by an Energy Strategy Report and BREEAM pre-assessment.
- 8.24 The proposed extension has been designed to achieve a BREEAM 'excellent' rating, with the BREEAM pre-assessment showing an overall score of 73.76% and achievement of all 5 credits related to water efficiency (Wat01). Energy Strategy sets out the hierarchical approach to reducing carbon emissions associated with energy use, which achieves 8 Ene0101 credits for a BREEAM excellent building. In terms of renewable energy, air source heat pumps and photovoltaic panels are proposed (4 kWp with pv area of 22.1m²). Given it is an extension to an existing building and there are practical impediments to achieving the respective targets, it is commendable that the proposal meets the requirements of policy 28.
- 8.25 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions securing the greywater use and rainwater harvesting measures proposed and requiring submission of a completed BREEAM Wat01 calculator. Further conditions requiring BREEAM design stage and post construction certification is recommended. These conditions are considered reasonable and necessary to impose.
- 8.26 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.
- 8.27 Biodiversity**
- 8.28 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.
- 8.29 The Ecology Officer has recommended that a Preliminary Ecological Assessment (PEA) (which includes a Bat Roost Assessment) is required prior to determination. Officers consider, however, that given the nature of the proposal and its location in a modern and high-density context, this is not required. It is also important to note that the previous extension at this site did not require a PEA and was approved. Accordingly, given the nature of the proposal and the characteristics of the site, officers are

satisfied that priority habitat and local populations of priority species would not be adversely affected by the development.

8.30 The Environment Act now requires all non-exempt development to deliver at least a biodiversity net gain of 10%. Officers are of the view that the mandatory requirement for BNG is triggered because of an existing green roof. The existing green roof is larger than 25m² and would be affected by the development through the provision of the extension which would re-provide three green roofs which together are anticipated to allow for a 10% net increase in biodiversity. The statutory BNG condition would therefore be attached to any permission and would need to be discharged prior to development.

8.31 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).

8.32 Water Management and Flood Risk

8.33 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.

8.34 The site falls within Flood Zone 1 and is therefore considered at the lowest risk of flooding. The site does not fall within an area of surface water flood risk.

8.35 The existing foul and surface water sewers would be utilized. The Lead Local Flood Authority have no objections to the application. As the proposal would utilize the existing drainage network, would not extend significantly to the rear and would include green roofs, officers are satisfied that the proposal would not lead to any significant surface water or foul water drainage issues.

8.36 Policy 31 requires all flat roofs to be green or brown (e.g. sedum) provided that it is acceptable in terms of the impact on the historic environment and the structural capacity of the roof. This is to increase absorption and reduce run off rates, improving the water management. Green roofs have been incorporated into the design on the proposed extensions, complying with policy 31.

8.37 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.

8.38 Highway Safety and Transport Impacts

- 8.39 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.
- 8.40 Para. 115 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.
- 8.41 The application is supported by a Traffic Management Plan and Transport Statement.
- 8.42 Access to the site would remain as existing.
- 8.43 The Highway Authority have no objection to the proposed extension but have requested the removal of the reference to a taxi rank outside the front of the hotel as this has been removed and for this reason, officers consider it reasonable and necessary to require an updated Traffic Management Plan which omits this detail via condition. Officers do not consider that the proposed extension to the existing hotel would result in any significant impact to the safe functioning of the highway.
- 8.44 The Transport Assessment Team have reviewed the Transport Statement (which includes a Travel Plan) and has no objections to the application subject to a condition requiring compliance with the travel plan submitted. In consideration of the advice, officers consider that the proposed development would not adversely impact upon the highway network in terms of trip generation and would promote sustainable access to development. S106 mitigations have not been recommended and are not considered reasonable or necessary given the scale and nature of the development and proximity to existing transport infrastructure.
- 8.45 Subject to conditions as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

8.46 Cycle and Car Parking Provision

- 8.47 Cycle Parking
- 8.48 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L.
- 8.49 The existing hotel comprises 160 bedrooms which would increase to 190 bedrooms as a result of the proposed extension. The existing provision comprises 20 cycle parking spaces within the courtyard area and a further

10 cycle parking spaces to the south of the site near the main Station Road entrance. Appendix L of the Local Plan details that hotels should provide a minimum of 2 cycle parking spaces for every 5 members of staff and 2 spaces for every 10 guest bedrooms. The extension would project beyond where the existing 20 cycle spaces are to the rear, however, these will be replaced as part of the development and an additional 12 spaces would be provided in the form of Sheffield stands. The Design and Access Statement outlines that the proposed extension would lead to an additional 10 staff to serve the additional 30 rooms. The cycle provision for the additional rooms would exceed the minimum requirements outlined in policy 82. It is also noted that Cambridge Cycle Park at the Station which has significant capacity (2,850 cycle spaces) is within close proximity. These will also be subject to a condition.

8.50 Car parking

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

8.52 The existing site is car free with only provision for a drop off area and three disabled car parking spaces to the front of the site with access from Station Road. Officers consider that the increase in bedrooms (30) would not trigger the need to increase car parking on site given the site is located in a highly sustainable location within close proximity to Cambridge Train Station and several bus stops.

8.53 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.

8.54 Amenity

8.55 Policy 35, 50 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.

8.56 Neighbouring Properties

8.57 Given the high-density nature of the surrounding context, there are several neighbouring occupiers which could be impacted by the development. They are as follows:

- Vesta residential apartments to the north
- One Station Square to the east (office)

- Murdoch House to the south-east (residential flats)
- 21 Station Road to the west (office)

Vesta Apartments

- 8.58 The previous application on site (23/01706/FUL) was refused due to the daylight sunlight and visual impact resulting from the scale, massing and siting of the extension in relation to the Vesta Apartments to the north. The revised proposal has been reduced in scale to reduce the impact on adjacent neighbours.
- 8.59 A daylight sunlight assessment has been submitted in support of the application which has considered the impact on the Vesta Apartments and Murdoch House. Officers have since requested further detail on the impact to 21 Station Road (Microsoft office) as the daylight sunlight assessment submitted in support of 23/01706/FUL considered the impact on this occupier too.
- 8.60 The proposed extension would be sited approximately 30m due south of the existing Vesta apartments on Great Northern Road. The proposed extension does breach the 25-degree plane from the lowest habitable window of the Vesta apartments on Great Northern Road, therefore, additional daylight and sunlight information is required to fully assess the impact of the development. The daylight and sunlight assessment argues that these flats are currently used as short to medium term lets. Officers have reviewed the permissions of this block and the lawful use of the flats is for permanent C3 dwellings. Officers therefore have assessed the impact on this basis.
- 8.61 Daylight sunlight assessment states that all rooms and windows to the Vesta Apartments meet the BRE guidance for vertical sky component (VSC), no skyline (NSL) and annual probable sunlight hours (APSH). After review of the data, officers agree that the development would comply with BRE guidance for the Vesta Apartments and therefore no significant daylight sunlight impact would result from the development to these flats.
- 8.62 With regards to overbearing and enclosure impacts, despite the increase in height and depth of the proposed extension, the mass is stepped back at the fifth, sixth and seventh storey and the flats would be approximately 30m away. Officers consider that, while the proposed extension would be visible from the Vesta apartments, the stepped form and separation distance provides relief from the scale of the development proposed and is seen against the backdrop of the existing large, scaled hotel building. The glazing and material palette help to break down this visual massing and create a light appearance when viewed from the north. Given these design interventions, officers consider that the proposed extension would not be significantly more dominant over and above the existing mass of the Clayton Hotel.

- 8.63 The proposal includes a balcony at fifth floor which has a glazed screen at 1.4m in height. Officers do not consider that this would lead to a harmful level of overlooking to the Vesta Apartments as the rear of the existing hotel has a similar amount of windows facing these properties, creating a mutual overlooking relationship between the hotel and the flats. Moreover, the separation distance diminishes views into the residential flats. Thus, officers consider that the proposal would not be significantly harmful to the amenity of the Vesta apartments in terms of overlooking or loss of privacy. The balconies would not give rise to a significant noise and disturbance impact given the separation distance and high-density context of the site.

Murdoch flats

- 8.64 The Murdoch flats are located to the south-east of the site on Station Road at second to seventh floors. Given the existing scale and massing alongside the separation distance between the proposal and Murdoch House, officers consider that the proposal would not adversely impact upon outlook of these residential flats. In terms of the impact on daylight and sunlight, the daylight sunlight assessment states that all 25 windows assessed will remain unchanged in relation to VSC and NSL and no rooms contain a window orientated within 90 degrees south to assess APSH. Therefore, officers consider that the proposal would not impact upon daylight and sunlight reaching these flats. The extension would not result in an overlooking impact to Murdoch House due to the siting, scale and massing of the proposal and the separation distance between the residential units and the proposal.

One Station Square

- 8.65 One Station Square is located to the east of the site and comprises office use. The proposed extension would project approximately 5.3m beyond the rear as visible from the eastern elevation at 5 storeys and 1.6m at 6 storeys. Given this, alongside the use of the building and the separation distance (which increases further north due to the angled position of One Station Square), officers consider that the proposal would not significantly reduce daylight and sunlight to the office block or adversely impact upon the outlook. No additional windows are proposed on the eastern elevation. There is the addition of a balcony, however, officers consider that in this context, it is acceptable.

Microsoft Building (21 Station Road)

- 8.66 The Microsoft Building is sited directly adjacent to the site to the west and projects further north than the current built footprint of the Clayton Hotel. The existing form of the Clayton Hotel building steps down from six storeys adjacent to the western boundary to three storey to the eastern boundary. The proposal would result in this scale stepping up to five storeys 6.2m away from this eastern boundary, then to 6 storeys and then 7 storeys further south. Although this would have an impact on the commercial premises adjacent to the site, currently used by Microsoft, it is

important to note that the BRE guidance states that *guidelines may also be applied to any existing non-domestic building where occupants have a reasonable expectation of daylight; this would normally include schools, hospitals, hotels and hostels, small workshops and some offices* (paragraph 2.2.2 Site Layout Planning for Daylight and Sunlight: A guide to good practice, 2nd ed). The Microsoft building is a non-domestic building. The only third-party objection to the application is from the occupiers of this building who object due to the daylight/ sunlight impact to the office space which would then increase the reliance on artificial lighting reducing the sustainability of the building. They also argue that the office space requires a reasonable expectation of daylight due to the nature of the work undertaken there. Nonetheless, Officers consider that due to the office use, the requirement for daylight would not be as high as for residential properties but a reasonable amount of daylight is required.

- 8.67 The offices are open plan and to ensure that sufficient daylight is provided, officers requested that a daylight sunlight addendum to demonstrate that reasonable levels of daylight and sunlight would be retained for this building. The results of the daylight and sunlight addendum state that, while the 16 windows out of 193 would not meet the BRE residential standard for VSC, all open plan rooms would meet the residential standard for VSC. 6 out of 7 of the open plan spaces would satisfy the NSL residential guidelines. The only room which does not meet this standard is the fire escape corridor. Given the use of this room, officers are satisfied that the NSL figure here is acceptable in this instance. All open plan working areas will meet the residential standard for daylight and therefore officers consider that the daylight would exceed the requirements for office space, noting that the expectation and need for daylight is higher in residential properties than office spaces. BRE guidance states that some office buildings may have a reasonable expectation of daylight. Officers consider that the expectation of and amenity gained from daylight in this office space is less than residential spaces given the times, length and nature of use. Officers are places of work with office workers working hours typically ranging from 8am-6pm and working patterns becoming more flexible than they have been previously. Officers consider that the amenity gained from outlooks from and light in office spaces is lower than the amenity gained from residential properties where occupants, live, socialise, relax, play and enjoy their homes. So, taking this into account, officers consider that the proposal would maintain a good level of daylight to the adjacent office block.
- 8.68 In terms of sunlight, all 7 rooms spaces meet the annual probable sunlight hours criteria for both annual and winter. Therefore, officers consider that the proposal would not adversely impact upon the sunlight received to these office spaces; a good level of direct sunlight will be maintained by the development.
- 8.69 There is an amenity space associated with the office located to the north of the proposed extension which is bordered by the 6 storey form at 21 Station Road and the existing Clayton Hotel (8 storeys stepping down to 3

storeys). The submitted daylight sunlight addendum assesses the overshadowing impact to this space used by office staff. Typically staff would utilise this space, given its characteristics and the current climate, in late spring through to early autumn depending on the weather for lunch breaks or maybe even outdoor working. This is located directly adjacent to two high density buildings and a public pocket park. The data shows that as a result of the development, the outdoor space would experience a reduction in direct sunlight at the spring equinox (March 21st) from 44% to 3% which would be noticeable. On the summer equinox however (June 21st) the space would maintain good levels of direct sunlight with 88% of the space receiving adequate sunlight when using the BRE residential standard. While officers note that it is regrettable that there would be a reduction in direct sunlight in March to perhaps April, this impact would lessen the closer to the summer equinox and it is likely that the use of the outdoor space is limited in March given the weather. Officers therefore consider that the impact on this space in terms of overshadowing in the early Spring would not be greatly felt by employees. Moreover, the report is measuring the impact using BRE guidelines for residential properties, which offices would naturally, given the patterns and nature of use, have less of an expectation of direct sunlight to outdoor spaces. There are also alternatives available for employees who wish to find a space with more direct sunlight on the odd day it is warm and sunny enough to sit outside for lunch in the period before approximately May, with the public pocket park located directly to the north which receives a good level of sunlight. Officers do not consider that, given this high-density context, the outdoor space would experience a disproportionate overbearing impact, noting the use patterns.

8.70 In terms of outlook, by virtue of the scale and proximity of the proposal to the offices, the number of outlooks from the open plan office would decrease. However, other outlooks, e.g. to the north, west or south, would remain unaffected by the development. Given this, the non-domestic use, officers consider that a reasonable outlook is retained from this office block and significant harm would not arise.

8.71 The proposal includes three windows on the western elevation which would be brought closer to the boundary with the Microsoft building. The existing western elevation of the Clayton Hotel contains 12 windows which, while set further away from the Microsoft building, overlook the commercial neighbour. The proposal would therefore reduce the number of windows but bring them closer to the Microsoft building. Officers do not consider that this would be significantly harmful over and above the existing situation, however, these side windows could be obscure glazed or have louvered screens to prevent views and be neighbourly. If members considered this to be reasonable and necessary, a condition could secure this. Officers when taking all factors into account, consider that the impact to the 21 Station Road would be acceptable, subject to conditions.

8.72 Construction and Environmental Impacts

- 8.73 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.
- 8.74 The Council's Environmental Health team have assessed the application and recommended the following conditions:
- Plant noise insulation
 - Construction / demolition hours
 - Demolition / construction collections / deliveries
 - Demolition / construction impact compliance
 - Contaminated land – gas risk
 - SPD informative
- 8.75 These conditions are considered reasonable and necessary to impose.
- 8.76 Refuse arrangements would remain the same, the pedestrian flows would be predominately from Station Road and the additional northern windows would not result in a significant noise and disturbance impact to surrounding occupiers.
- 8.77 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, 50, 57 and 58.

8.78 Third Party Representations

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

Third Party Comment	Officer Response
Daylight impact to 21 Station Road	This has been addressed in paragraph 8.66-8.69.
Increased reliance on artificial lighting for 21 Station Road	As discussed in paragraph 8.67, officers do not consider that there would be a noticeable impact on daylight or sunlight resulting from the development. After discussions with the Sustainability Officer, even if there was a slight increase in the reliance on artificial lighting, LED lighting is very efficient and the impact on the overall sustainability of the building would be negligible.

8.80 Other Matters

8.81 *Bins*

8.82 Policy 57 requires refuse and recycling to be successfully integrated into proposals.

8.83 The existing secure hotel refuse/ recycling area is located on the ground floor accessed from the service yard which is accessed directly off the public highway on Station Road. These arrangements (which will remain the same) would be acceptable given the scale of the extension.

8.84 *Inclusive access*

8.85 The proposal would utilize the existing access arrangements which are step free access to the entrance lobby and lift access to the upper floors and would retain the existing DDA rooms (two on each of the second, third, fourth, fifth and sixth floors, 10 in total). As a result of the proposal, ratio would be greater than 5% which is considered acceptable. It is noted that the Access Officer is not satisfied with the ratio, however, this is policy compliant. An informative is recommended regarding the Access Officer's recommendations for hoists within the DDA rooms.

8.86 The proposal is compliant with Cambridge Local Plan (2018) policy 56.

8.87 *Public Art*

8.88 In order to accord with policy 56 of the Cambridge Local Plan and the Council's Public Art Supplementary Planning Document (SPD), the development should embed public art into the overall scheme. An addendum to the design and access statement (addendum 02 august 2023) shows that public art can be embedded into the proposed development and that an art consultant has been engaged to illustrate an initial concept. Officers commend the engagement with an art consultants however, further information would be required in the form of a public art delivery plan. This information includes:

- 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;

8.89 Officers consider that these details can be secured via condition. Therefore, the proposal would be compliant with policy 56 of the Cambridge Local Plan (2018) in respect of public art.

8.90 Planning Conditions

8.91 Members attention is drawn to following key conditions that form part of the recommendation:

Condition no.	Detail
1	Start date
2	Drawings
3	Traffic Management Plan
4	Materials
5	Grey Water
6	Rainwater harvesting
7	Plant insulation noise assessment
8	Land contamination gas risk
9	Demolition construction compliance
10	Construction deliveries
11	Noise construction hours
12	Water efficiency
13	BREEAM post construction
14	BREEAM design stage
15	Travel plan
16	Public art
17	Obscure glazing
18	Cycle parking
20	Water monitoring
21	Statutory BNG

8.92 Planning Balance

8.93 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).

8.94 Summary of harm

8.95 No significant harm arises from the development. The amenity harm which resulted from 23/01706/FUL has been overcome.

8.96 Summary of benefits

8.97 There are many benefits of the proposed scheme, including additional employment and increasing visitor accommodation in a highly sustainable location. The development would maintain the buildings BREEAM excellent rating and deliver enhanced water efficiency and biodiversity net gain. Officers consider that the proposed development would deliver significant public benefits including supporting the tourism sector through boosting visitor accommodation.

8.98 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to conditions.

9.0 Recommendation

9.1 **Approve** subject to:

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

10.0 Planning Conditions

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

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

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

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

3 Notwithstanding the details shown on the submitted plans, 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).

- 4 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 non-masonry walling systems; render; windows; doors and entrances; porches and canopies; roof cladding; external metal work, balustrades, rainwater goods, edge junctions and coping details; colours and surface finishes. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 58 and 61).

- 5 No development above base course (other than demolition and enabling/utility diversion works) shall take place until a detailed scheme for the approved grey water harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that 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).

- 6 No development above base course (other than demolition and enabling/utility diversion works) shall take place until a detailed scheme for the approved rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that 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).

- 7 No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has

been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

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

- 8 Prior to the commencement of the development a specification for the gas protection scheme to be incorporated into the building design (to prevent build-up of potentially asphyxiating gases) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To protect site users from the effects of ground gas and to ensure the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33)

- 10 Demolition and construction shall be carried out fully in accordance with the methodology, proposed mitigation and monitoring as specified within the following documents:

1. Syntegra Consulting "Detailed Dust Risk Assessment and Dust Management Plan" report dated 11th April 2023 (Ref: 23-10506).
2. Syntegra Consulting "Construction Noise Assessment" report dated 20th February 2024 (Ref: 23-10506-CAN Rev C).
3. Syntegra Consulting "Construction Environmental Management Plan" report dated 29th February 2024 (Ref: 23-10506, V2).

Reason: To protect site users from the effects of ground gas and to ensure the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33)

- 11 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).

- 12 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).

- 13 Prior to the occupation of the proposed development, or as soon as reasonably practicable after occupation, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

Reason: To respond to the serious water stress facing the area and ensure that 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)

- 14 The development hereby approved shall not be occupied until a BRE issued post Construction Certificate has been submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

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

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

- 16 Upon completion of the development hereby permitted, the Travel Plan (23/7058/TP02 dated 21.02.2024) shall be implemented and monitored

as approved.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

- 17 No development above ground level, other than demolition, (or in accordance with a timetable agreed in writing by the Local Planning Authority), shall commence 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 provide public art as a means of enhancing the development and (Cambridge Local Plan policies 55 and 56 and the Cambridge City Council Public Art SPD (2010).

- 18 The development, hereby permitted, shall not be occupied until the proposed 3rd, 4th, and 5th floor windows in the western elevation of the development have, apart from any top hung vent, been fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 or equivalent in obscurity and shall be fixed shut or have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The glazing shall thereafter be retained in accordance with the approved details.

Reason: To prevent overlooking of the adjoining properties (Cambridge Local Plan 2018 policies 55, 58).

- 19 The development shall not be occupied or the permitted use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store. A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no

more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick. The cycle store and green roof as appropriate shall be provided and planted in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

20. Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed, and the total volume of rainwater used. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To enable the building user(s) to monitor water usage, in order to better understand the effectiveness of water saving initiatives and water usage arising from development (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

21. Statutory BNG condition