



Planning Committee Date Report to	24 th July 2024 Cambridge City Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	23/04431/FUL
Site Ward / Parish	121-123 Chesterton Road, Cambridge West Chesterton
Proposal	Demolition of existing building and mixed use redevelopment of the site comprising an apart-hotel (Use Class C1) with commercial unit(s) (Use Class E) at ground floor fronting Chesterton Road. Provision of landscaping, public realm enhancements, cycle and refuse/recycling storage.
Applicant Presenting Officer	Pan Albion LLP Dean Scrivener
Reason Reported to Committee	Third party representations
Member Site Visit Date	N/A
Key Issues	<ol style="list-style-type: none">1. Principle of Development2. Design/Visual Impact3. Maintaining the safe and effective operation of the highway
Recommendation	APPROVE subject to conditions and S106 agreement

1.0 Executive Summary

- 1.1 The site benefits from extant planning permission 19/1098/FUL, for the *'Part-demolition of existing building and provision of a mixed use scheme comprising 19no. small and large HMO units (4-8 bedrooms each) (within Class C4/Sui Generis) (2-3.5 storeys), including 2no. 'flexible use' retail units (Units 1 and 2) (Class A1-A5 use) fronting Chesterton Road and 1no. 'flexible use' unit (Unit 3) (Class D2 (yoga studio) or Class A1-A5 use) fronting Croft Holme Lane at ground floor level. Provision of private and communal amenity space for shared residential units, with associated landscaping, cycle and refuse/recycling storage'* (19/1098/FUL).
- 1.2 A Certificate of Lawfulness was issued last year to confirm that works associated with the development noted above had lawfully commenced (23/03369/CLUED). As such, the previous scheme is extant, and the applicant is entitled to carry on with these works in due course.
- 1.3 The current application is for full planning permission for the *'Demolition of existing building and mixed use redevelopment of the site comprising an apart-hotel (Use Class C1) with commercial unit(s) (Use Class E) at ground floor fronting Chesterton Road. Provision of landscaping, public realm enhancements, cycle and refuse/recycling storage.'*
- 1.4 The proposed development is considered to constitute a form of development which will resemble a similar scale and design to the previous extant scheme. The development is considered to enhance the character and appearance of the local area and Conservation Area and improve the visual amenity of the site within the public realm. The development will deliver a commercial use on ground floor level, as well as a café and restaurant for public use, creating a more active frontage along Chesterton Road and Holme Croft Lane.
- 1.5 During the course of the application, the applicant has addressed the concerns raised by the Local Highway Authority (LHA) by providing a dedicated off road taxi drop off/pick up layby in front of the building on Chesterton Road, which will be able to accommodate all types of taxi and ensure the safety of all users.
- 1.6 The proposal would not result in any significant harm in terms of overbearing, overlooking or overshadowing impact, above and beyond the extant scheme.
- 1.7 Officers recommend that the Planning Committee approve the application, subject to the recommended conditions listed below.

2.0 Site Description and Context

None-relevant		Tree Preservation Order	
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Conservation Area	X	Local Nature Reserve	
Listed Building (Setting of)	X	Flood Zone 2 and 3 (Moderate to High Flood Risk)	
Building of Local Interest	X	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 The application site is situated on Mitcham's Corner within the Castle and Victoria Conservation Area and is immediately adjacent to a Building of Local Interest (BLI), the former Lloyds Bank. Diagonally opposite is another BLI, The Portland Arms. The site is positioned at the larger western and central part of a one-way road system around Mitcham's Corner for vehicles and cyclists. Victoria Road is located to the north of the site, Chesterton Road to the south and Croft Holme Lane to the west of the site. The surrounding area is mixed in character with residential properties along Victoria Road and Croft Holme Lane and The Boathouse Public House to the south. Immediately to the east of the site is Lloyds bank with 2no. flats above (Class C3) immediately to the east. Several other retail facilities and services are within the immediate vicinity of the site, including convenience stores, a post office, pubs, restaurants, takeaways, pharmacy, doctors and a dental surgery.
- 2.2 The site is currently occupied by Office Outlet on the western part of the site which is 2 storeys in height with car parking provision at first floor and roof level, accessed via a ramp along Chesterton Road. Other retail units currently occupy the ground floor fronting onto Chesterton Road.
- 2.3 The site falls within the Castle and Victoria Conservation Area and within the Controlled Parking Zone. The site also falls within the Mitcham's Corner Opportunity Area.

3.0 The Proposal

- 3.1 The application is for full planning permission and proposes to demolish the existing building and replace with a mixed use development, comprising an apart-hotel (Use Class C1) with commercial unit(s) (Use Class E) at ground floor level. Provision of landscaping, public realm enhancements, cycle and refuse/recycling storage are also proposed.

4.0 Relevant Site History

Reference	Description	Outcome
19/1098/FUL	Part-demolition of existing building and provision of a mixed use scheme comprising 19no. small and large HMO units (4-8 bedrooms each) (within Class C4/Sui Generis) (2-3.5 storeys), including 2no. 'flexible use' retail units (Units 1 and 2) (Class A1-A5 use) fronting Chesterton Road and 1no. 'flexible use' unit (Unit 3) (Class D2 (yoga studio) or Class A1-A5 use) fronting Croft Holme Lane at ground floor level. Provision of private and communal amenity space for shared residential units, with associated landscaping, cycle and refuse/recycling storage.	Approved
23/50271/PRELV3	Redevelopment of the site for an aparthotel scheme (Use Class C1), including commercial units (Use Class E) at ground floor. Provision of landscaping, cycle and refuse/recycling storage.	Supported, subject to details submitted at application stage
23/03369/CLUED	Certificate of lawfulness under S191 to seek confirmation that ref: 19/1098/FUL has lawfully commenced following a material start of works on-site.	Certificate Granted

5.0 Policy

5.1 National

National Planning Policy Framework (NPPF) 2023

National Planning Practice Guidance

National Design Guide 2021

(Listed Buildings and Conservation Areas) (LBCA) Act 1990

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 22: Mitcham's Corner Opportunity Area

Policy 28: 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 33: Contaminated Land

Policy 34: Light Pollution

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 61: Conservation and Enhancement of Cambridge's Historic Environment

Policy 62: Local Heritage Assets

Policy 70: Protection of priority species and habitats

Policy 71: Trees

Policy 72: Development and change of use in district, local and neighbourhood centres

Policy 77: Development and expansion of visitor accommodation

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

5.3 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

Castle and Victoria Conservation Area Appraisal – Adopted 2009

Mitcham's Corner Design Framework SPD – Adopted 2010

6.0 Consultations

6.1 **County Highways Development Management**

6.2 Previous objections have been removed due to the receipt of amendments made regarding tree planting and the delivery of a dedicated taxi drop off/pick up zone off Chesterton Road. Conditions regarding a Traffic Management Plan, planting in accordance with Highways specification, construction of pavement, design of basement walls, the removal of existing vehicular accesses and the prevention of any structure overhanging the highway are recommended.

6.3 As a side note, while the development is within an existing residents parking zone, there are streets to the east within easy walking distance that are not controlled (e.g. George Street and Herbert Street), and as there is no legal way of preventing hotel guests from arriving by private car, any such demand for parking is likely to appear on the uncontrolled streets nearby which could result in on street car parking competition with local residents.

6.4 It is incumbent on the Planning Authority to consult with the Highway Authority to ensure that if the application is granted planning permission that the proposed basement walls have been designed to suitably support the public highway.

6.5 **Cambridgeshire County Council Transport Assessment Team**

6.6 Previous objections removed following the receipt of additional information regarding the trip generation estimated for the proposed development, as well as the additional cycle parking being provided on site. A condition is recommended to secure compliance with the submitted Travel Plan.

6.7 In addition, a financial contribution of £49,000 is sought for the provision of localised improvements associated with the Milton Road GCP works, as well as the provision of a Real Time Passenger Information (RTPI) opposite the site. These should be secured via a S106 agreement.

6.8 **Access Officer**

6.9 Concerns are raised in respect of the lack of dedicated accessible car parking on the site, and/or the allocation of the blue badge parking spaces within the area. Advice from the Local Highway Authority on this matter should be sought.

6.10 Other comments refer to the request of firefighting lifts and that all rooms on ground floor are wheelchair accessible. At least two rooms should have hoists and one should have a tracked hoist system. The facilities provided within each of the accessible rooms should be useable by people with a range of disabilities.

6.11 **Environmental Health**

6.12 No objections subject to conditions regarding the following: construction hours, work related delivery times, piling methods, dust mitigation, contamination remediation, materials management plan, plant noise mitigation, compliance conditions with the submitted noise assessment, alternative ventilation scheme, odour filtration/extraction details, restriction of Class E use and a noise insulation scheme.

6.13 **Sustainability Officer**

6.14 Sustainability Officer has no objections. Conditions regarding BREEAM Design Stage Certification and Post Construction Certification are recommended, as well as a water efficiency specification schedule demonstrating that 5 Wat01 credits are achieved.

6.15 **Local Lead Flood Authority (LLFA)**

6.16 Following the receipt of amended drainage information, objection has been removed. Conditions regarding the design details and management and maintenance of the surface water drainage scheme and the management of surface water run off during construction works, are recommended.

6.17 **Conservation Officer**

6.18 No objections subject to conditions regarding sample panel of proposed materials, window details, roof/eaves details, shop front design details and details for the protection of the former Lloyds Bank building (BLI).

6.19 **Urban Design Officer**

6.20 Following receipt of amended plans, previous concerns have been addressed. Conditions regarding material details and sample panel are recommended.

6.21 **Tree Officer**

6.22 No comments received (out of time).

6.23 **Landscape Officer**

6.24 Following the receipt of amended plans, previous concerns have been removed. Conditions regarding hard and soft landscaping details, green roofs and tree pit details are recommended.

6.25 **Ecology Officer**

6.26 No objections subject to a condition regarding biodiversity enhancements, including how BNG will be provided.

6.27 **Cambridgeshire County Council Archaeology Team**

6.28 No objections subject to a condition requesting a Written Scheme of Investigation prior to demolition.

6.29 **Crime Prevention Officer**

6.30 No objections subject to conditions regarding security features for the cycle racks and gates to be secure and locked at times during the night.

6.31 **Historic England**

6.32 No objections

6.33 **Anglian Water**

6.34 No objections subject to documents submitted regarding surface and foul water drainage plans be listed on any approval decision notice issued.

6.35 **Cambridgeshire County Council Active Travel Team**

6.36 Concerns are raised regarding the location of the proposed access to the hotel, due to the lack of any safe crossing for cyclists/pedestrians. There is also a lack of cycle parking in this location.

7.0 Third Party Representations

7.1 A total no. 4 objection comments have been received. Their concerns are summarised as follows:

- Overlooking Impact
- Inaccurate information is provided regarding dimensions, in particular the height differences between the proposed building and the properties along Victoria Road
- No need for another aparthotel within the area

- Overbearing impact
- Loss of light upon windows of residential properties along Holme Croft Lane
- Anti-social behaviour increase

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

8.0 Assessment

8.1 Principle of Development

Mitcham's Corner Opportunity Area

8.2 Policy 22 of the Local Plan states development proposals within the Mitcham's Corner Opportunity Area identified in Figure 3.8, will be supported if they promote and coordinate the use of sustainable transport modes, contribute to the creation of a sense of place, and deliver local shops and services. It goes on to state that opportunities should be given to provide residential uses on upper floors.

8.3 Whilst the proposal does not provide residential accommodation (Use Class C3) per se, it does provide short and medium stay habitable accommodation which will make a valuable contribution to the local economy. The policy states that the overall vision for Mitcham's Corner is to maintain the vibrancy of the local centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places and reinforce the area with a strong local character and identity. In discussions with Policy colleagues, the proposed apart hotel is considered to reflect this and is therefore supported in principle.

Commercial Use

8.4 Policy 72 of the Local Plan identifies that district centres are important in providing uses for day-to-day needs close to where people live and work. Policy 72 states that new A1 (shop) (now Use Class E), will be permitted if they are in proportion to the scale and function of the centre. Proposals for other centre uses, as defined in Table 8.1 within the policy will be permitted provided:

- a. they complement the retail function and maintain or add to the vitality, viability and diversity of the centre;
- b. provision is made for an active frontage, such as a window display, which is in keeping with the character of the shopping area; and
- c. they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems.

The policy goes on to state that within District Centres, the percentage of shops A1 Use, should not fall below 55% occupancy.

- 8.5 The existing use of the ground floor is predominately retail and has been for many years. The formerly occupied Office Outlet/Staples has been left vacant for many years now and the site has never reinstated its retail function since the closure of Staples in 2014. The former Lloyds Bank has also become recently vacant too. Nicholas Anthony Kitchens and Go Puff have been occupying some of the vacant space more recently. The applicant is understood to be in discussions with the owners of these businesses in helping them relocate elsewhere.
- 8.6 The proposed development would provide 157sqm of commercial space at ground floor. This is proposed to be a flexible use within Use Class E, however given the parameters as set out within Policy 72, Officers consider there is a requirement for the provision of a dedicated shop on this site, and therefore a condition is recommended to restrict the use to Use Class E(a) only, which is supported by the Policy Team.
- 8.7 In preparation of the Cambridge Local Plan 2018, much of the evidence-based work dates between 2011 and 2014 and is over a decade old. Covid-19 has accelerated disruption to the retail environment, including a move away from physical premises to online shopping, which has changed consumer behaviour and the effect of business rates on retail premises. Officers have discussed the proposals with the Policy Team colleagues during pre-application and the application process, in order to establish whether the provision of shops within the area is below the 55% threshold. The Policy Team are currently undertaking a retail assessment to establish this deficit, and it is understood that the occupant rate is at 53%, which is slightly below the 55% threshold. Despite this, there have been shops which have occupied units within the area but could not be sustained due to the competition of online consumerism. This trend is not restricted to this area alone and can be seen across Cambridge with shops either closing down or reducing their own floor space. This gives the LPA less confidence that commercial uses can be sustained within this area and therefore the shortfall in commercial floor space is not considered detrimental in this instance and would still contribute to the required provision of shops within the area.
- 8.8 As such, the Policy Team are of the view that given the proposals will retain some commercial space at ground floor (restricted to Use Class E(a) via a condition), and that the apart hotel will provide a café and restaurant for public use as well, the development will provide an active frontage which will create vitality and increase the visual amenity of the site which is currently vacant and undesirable to visit. Therefore, subject to a condition restricting the use of the commercial floor space to Use Class E(a), on balance, the proposal is acceptable in principle.

Proposed Apart Hotel

- 8.9 The apart-hotel is to be branded as a Residence Inn by Marriott, which is to be managed by Cycas Hospitality, a multi-national hotel company operating over 50 hotels in 12 European countries.
- 8.10 Policy 77 of the Local Plan states that proposals for high quality visitor accommodation will be supported as part of mixed-use schemes at certain identified locations (Old Press / Mill Lane; Parker's Place; Cambridge Station), as well as windfall sites within the city centre, north west Cambridge and at Cambridge Biomedical Campus.
- 8.11 Whilst the application site is not within one of the specific areas identified, it is within easy walking distance of the city centre and the supporting text to the policy identifies a need for additional hotel development within Cambridge. The policy also states that new visitor accommodation should be located on the frontages of the main roads, in areas of mixed-use, or within walking distance of bus route corridors with good public transport accessibility. All the above criteria apply to Mitcham's Corner, which is within a mixed-use, accessible location on the edge of the city centre, with good access to public transport infrastructure, shops and services.
- 8.12 The supporting text to Policy 77 (Paragraph 8.46) states that there is a projected requirement for "around 1,500 new bedrooms over the next 20 years", which is based upon a study undertaken in 2012 entitled 'Cambridge Hotel Futures'. It concluded that Cambridge would need around 1,500 new hotel bedrooms by 2031, to widen the accommodation offer of the city, encourage longer stays and to enhance the competitiveness of the city as a visitor destination. This is evident as seen with the development of apart-hotels at The Fellows House, Milton Road/Gilbert Road junction, and the redevelopment at the previous multi storey car park site on Park Street.
- 8.13 Moreover, as requested by Policy 77, an Operational Assessment prepared by Cycas Hospitality has been submitted with the application which identifies the nature of occupation at this proposed apart-hotel. Given the proposed apart hotel use would provide short-medium term occupancies, Officers consider a condition to restrict the use to be a visitor accommodation and restrict the length of stay of any future occupant to a maximum 90 calendar days (3 months).
- 8.14 Overall, subject to the above condition, the proposed apart hotel is considered to be acceptable in this location and is in accordance with Policy 77 of the Local Plan.
- 8.15 **Design, Context and External Spaces**
- 8.16 Policies 55, 56, 57 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.

- 8.17 Given the location of the site, the design principles outlined within the Mitcham's Corner Framework Development SPD (MCFD SPD) are also relevant and will need to be adhered to.

Design/Scale

- 8.18 As aforementioned, the existing building and site is mostly vacant and currently detracts from the character and appearance of the local area. The site already benefits from extant permission for the provision of HMO units and commercial floor space at ground floor. The overall scale of the development proposed under the current application is very similar to the scale of the extant scheme. The similarities between the two schemes are well presented within the Design and Access Statement submitted and provides a good oversight as to how the site has evolved during pre-application discussions with Officers.
- 8.19 The Urban Design Officer has been consulted on the application and raised no objections. Some concerns were originally raised in respect of the shopfront design, climbing plants, public realm enhancements and finer fenestration and material detailing. However, following the receipt of amended plans, these concerns have been overcome, subject to conditions requesting sample panels of proposed materials and details of proposed materials, which are recommended.
- 8.20 The proposal has sought to retain and build upon the design concept of the approved application, evolving the key design principles and refining detailing so that it respects the fine grain of the existing context. This is expressed through the proposal by the changes in brick tone, proportions, fenestration details, and varied rooflines, which break down the overall massing of the building so that it reads as a series of finer grained terraces, with each frontage responding differently to the character of the sites varied edges. The two proposed chimneys create additional roofline articulation and further help the scheme to weave into its context, of which are also proposed as active chimneys and will form part of the development's ventilation scheme. Overall, the proposed design incorporates the principles as outlined within the Mitcham's Corner Design Framework (MCDF) SPD and is acceptable.
- 8.21 Moreover, one of the main differences between the proposed scheme and extant scheme, is the location of the main access to the building. This has been moved from the corner facing the junction between Holme Croft Lane and Victoria Road, to the corner facing Home Croft Lane and Chesterton Road. This new entrance is considered to be an enhancement and is more legible as an entrance as Chesterton Road will provide a

higher footfall compared to Victoria Road/Holme Croft Lane, and is supported by the Urban Design Officer.

- 8.22 In terms of inclusive design, the Access Officer has been consulted on the application and has raised comments referring to the internal arrangements of the proposed accessible rooms and ensuring that all facilities are able to be used by all users. It is considered that these provisions and assurances can be secured via an informative, as they relate to national standards under the Equalities Act litigation. Given the proposed end use would not strictly fall within Use Class C3 (Residential Use), Officers consider that an informative is more appropriate in this instance.

Landscaping/External Spaces

- 8.23 The Landscape Officer has been consulted on the application and following the receipt of amended plans, support the application subject to conditions regarding hard and soft landscaping details, tree pit details and implementation of the green roof, all of which are recommended. The Tree Officer was also consulted on the application but did not provide any formal comments. Notwithstanding this, the Tree Officer was heavily involved in discussions at pre application and application stages and has confirmed their verbal acceptance of the proposed tree and landscaping works.
- 8.24 The proposed planting and soft landscaping along Chesterton Road frontage are supported and is an enhancement upon the extant scheme, which provided no planting at all within the public realm. This is encouraged within the MCDF SPD and is therefore supported. Unfortunately, due to the restricted space around the building, further tree planting could not be accommodated for without being detrimental to the safe and effective operation of the footpaths and cycle ways.
- 8.25 The proposals provide for an external courtyard within the centre of the built form. This will be solely accessible to the apart-hotel residents and, as demonstrated through the accompanying landscape plans, will be a high-quality landscaped environment with elevated planters, plant variety, external seating areas and a feature tree central to the space. Rain garden features, including dry and wet swales (as encouraged by the MCF SPD) are included in the courtyard design to create a boundary and further separate the private interfaces to the more public open spaces to minimise opportunities for overlooking into the surrounding ground floor suites facing into the courtyard. Whilst there are no amenity space requirements with an apart-hotel use, the inner courtyard will provide an external area for residents to enjoy and socialise in a landscaped environment.
- 8.26 The proposed landscape design and building's interaction at street level sees the removal of the existing ramp and stairs that serve the existing commercial units on Chesterton Road. The proposals remove this visual

clutter, allowing the proposed commercial unit to be accessible at grade level, which is an enhancement and allows access for all users.

Conclusion

8.27 Overall, subject to conditions requesting details of all hard and soft landscaping, tree pit details, as well as material details and sample panels, the proposed development is a high-quality design that would enhance and improve the accessibility and visual appearance of the site. The proposal is compliant with Cambridge Local Plan 2018 policies 55, 56, 57 and 59, as well as the design principles set out within the MCDF SPD, and the NPPF.

8.28 Impact Upon Heritage Assets

8.29 The site is within the Castle and Victoria Road Conservation Area and is immediately adjacent to a Building of Local Interest (BLI), the former Lloyds Bank. Directly opposite the site to the north is another BLI, The Portland Arms.

8.30 The Conservation Officer has been consulted on the application and has raised no objections subject to conditions requesting details of sample panel of proposed materials, window details, roof/eaves details, shop front design details and details for the protection of the former Lloyds Bank building (BLI). The condition regarding the material details is similar to the condition requested by the Urban Design Officer and therefore these details will be captured within one condition. The other conditions are also recommended.

8.31 In general terms, the proposals will be an enhancement of the Castle and Victoria Road Conservation Area, given that the existing building is noted in the appraisal as a building that detracts from the character and appearance of the Conservation Area.

8.32 There are two key views which the development was carefully designed to not result in visual harm upon the BLI assets identified. View 06 of the former Lloyds Bank building, looking west towards to the site, and View 07 looking down Victoria Road in an easterly direction. The design was altered slightly to reduce the visual dominance of the building upon the Lloyds Bank building in View 06, and the introduction of a chimney stack in View 07 reintegrates a sense of domestic design and form within the roofscape of the building which was previously not there in the extant scheme. Overall, when compared to the extant scheme, the scale and design is considered to be visually more in keeping with the character and appearance of the local area, with the design and detailing of the building considered to be an enhancement within the Conservation Area.

8.33 In conclusion, subject to the above conditions, the proposals are considered to enhance the character and appearance of the Conservation Area, whilst respecting the adjacent BLIs, in accordance with Policy 61 and 62 of the Cambridge Local Plan 2018, Sections 66 and 72 of the LBCA Act 1990, and the NPPF.

8.34 **Carbon Reduction and Sustainable Design**

8.35 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.

8.36 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 policy states that for new non residential development, proposals should achieve 'Excellent BREEAM Level' for carbon emissions as well as achieve full credits for category Wat 01 for water efficiency.

8.37 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.

8.38 The Sustainability Officer has been consulted on the application and raises no objections, subject to conditions regarding BREEAM pre design stage certification and post design certification, as well as a pre occupancy condition to ensure the water efficiency specification to achieve 5 Wat 01 credits is fully implemented. These conditions are recommended.

8.39 The proposed development will incorporate a range of measures to ensure the development is sustainable and reduces its carbon emissions. These include the provision of solar panels and blue/green roof areas, as well as soft landscaping. In addition, a basement has been incorporated to house attenuation tanks for rainwater and grey water harvesting. This is shown on the general arrangements plan for the basement with an area of 89m² set aside for water infrastructure. The greywater/rainwater collection has been sized to supply 75% of the toilet flushing demand. This is to be implemented prior to occupation to ensure this is in place.

8.40 The development is to provide an apart hotel use, with commercial floor space at ground floor level. Neither of these uses require an overheating impact assessment to be undertaken through Part O of Building Regulations. Notwithstanding this, the applicant is targeting to achieve overheating credits under the BREEAM assessment, by adopting the CIBSE methodology, which is very much supported. In addition, the provision of air source heat pumps will provide heating and cooling of the building, to further mitigate any potential overheating impact.

8.41 Subject to the above conditions, the proposals are considered to accord with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

8.42 **Biodiversity**

8.43 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

8.44 The Ecology Officer has been consulted on the application and raised no objections, subject to a condition securing ecological enhancements. The site is predominantly hard standing with a sealed surface and therefore any tree or shrub planting and the provision of a green roof, will provide an onsite BNG uplift.

8.45 The submitted Preliminary Ecological Appraisal (FPCR, 2023) identified the existing building as having low potential for roosting bats, specifically due to the hanging tile elements being in poor repair. Given the site is close to the river Cam, these features could be used for bat roosts, albeit this is very unlikely. It is recommended in the Appraisal that a single nocturnal emergence survey (conducted between May-August) is completed, in accordance with best practice guidelines issued by the Bat Conservation Trust. The results should inform the application rather than the survey being conditioned, as laid out in the Biodiversity SPD.

8.46 The applicant has undertaken and submitted a nocturnal survey which has concluded that no bat emergences were recorded. As such, in discussions with the Ecology Officer, only ecological enhancements which will secure the provision of bat boxes is recommended.

8.47 Subject to the above conditions, the proposed development would not result in adverse harm to protected habitats, protected species or priority species, and is compliant with policies 57 and 70 of the Cambridge Local Plan (2018), the Biodiversity SPD and NPPF.

8.48 **Water Management and Flood Risk**

8.49 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. 165 – 175 of the NPPF are relevant.

- 8.50 The site is not located within the designated Flood Zone and therefore there is no risk of flooding as a result of the development.
- 8.51 The LLFA have been consulted on the application and had originally objected to the application due to the lack of details regarding surface water drainage features and how they were to be incorporated within the submitted drainage strategy. Following the receipt of additional information, the LLFA has removed their objection subject to conditions requesting the detailed design of the drainage strategy and how surface water run off will be avoided during construction works. These conditions are recommended.
- 8.52 Moreover, Anglian Water have also been consulted on the application and have raised no objections, subject to certain drainage plans being included on the list of approved plans. The siting of building works is very close to Anglian Water services and therefore the applicant is required to engage with them prior to works commencing. An informative will be attached to ensure the applicant is aware of their responsibilities in this regard.
- 8.53 Subject to the above conditions, the proposal is in accordance with Cambridge Local Plan 2018 policies 31 and 32 and the NPPF advice in respect of flood risk.
- 8.54 **Highway Safety**
- 8.55 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.
- 8.56 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.
- 8.57 The Local Highway Authority (LHA) has been consulted on the application and had raised a holding objection due to the lack of a dedicated taxi drop off/pick up layby to serve the development. Originally, the applicant was proposing to utilise the existing layby directly in front of the building on Chesterton Road for taxi drop off/pick ups, however there was concern that the layby was of insufficient width to prevent conflict between all users and vehicular traffic. In addition, the existing layby is also to accommodate delivery and servicing vehicles, which may have resulted in taxis not being able to use the layby when dropping off/picking up residents for the apart hotel. Local experience suggests that hotel guests may arrive and depart by taxi and use taxis for the duration of their stay, exacerbating the potential conflict between vehicles and pedestrians within the immediate area. This section of Chesterton Road is predominantly occupied by taxis picking up and dropping off people associated with the pubs and bars

within the immediate area and although the proposed development will be car parking free, due to the transient nature of the proposed apart hotel use, the number of guests arriving and leaving by taxi cannot be sufficiently controlled via any planning condition.

- 8.58 During the application process, the LPA has worked with the applicant, the LHA and the LPA's Access Officer, in overcoming the highway safety concerns raised by the LHA. The applicant now proposes a dedicated taxi drop off/collection point wholly within the site and under their ownership. The layby would allow sufficient separation from Chesterton Road to allow all users to be dropped off and picked up safely, away from the vehicular traffic travelling along Chesterton Road. The layby would be replaced with a dedicated taxi drop off zone specifically for guests of the apart hotel, similar to the situation at the University Arm's Hotel on Regent Street, which also does not have any dedicated car parking for occupants. Whilst there is a requirement by policy to provide at least one dedicated accessible car parking space, in discussions with the Access Officer, the dedicated taxi drop off/pick up zone would accommodate all sizes of taxis and enable all users to be picked up and dropped off safely, wholly off Chesterton Road, which has lessened the concern of the Access Officer. On balance, given the nature of the site being on a gyratory and limited space in which to provide car parking, Officers are satisfied this arrangement is acceptable.
- 8.59 The details of the layby including all appropriate signage and landscaping materials, will be secured via a condition. The LHA are satisfied with these new arrangements and have removed their objection.
- 8.60 In addition, there is space directly behind the dedicated taxi drop off point to allow delivery and refuse vehicles to pull up and park off Chesterton Road. This arrangement would prevent any conflict with other vehicles travelling along Chesterton Road and is satisfactory to the LHA.
- 8.61 The other concerns raised by the LHA included the provision of trees on Holme Croft Lane and Chesterton Road. The footway width along Holme Croft Lane is very narrow and insufficient to accommodate trees and as such, these have been removed from the scheme. As for the 1no. tree proposed along Chesterton Road, this was the only space available in which to accommodate a tree pit without detriment to the shared cycleway/footway, as well as the underground services. As aforementioned, tree pit details are to be implemented in accordance with the LHA specifications which will be secured via condition.
- 8.62 In response to the concern raised regarding the on street car parking competition at nearby streets, the car ownership of future occupants is likely to be very low. The apart hotel will provide an option for guests on business trips and vacations, who are unlikely to drive to the site and

therefore Officers are of the view that this situation is not sufficient to warrant a refusal of the application.

- 8.63 Another comment raised by the LHA is that the northeast of the site will project to within 3.66m (4 yards) of the public highway (Victoria Road) and will therefore be acting as a retaining structure for the highway. As such, under Section 167 of the Highways Act 1980, it is incumbent on the Planning Authority to consult with the Highway Authority to ensure that if the application is granted planning permission that the proposed basement walls have been designed to suitably support the public highway. A condition is recommended to secure these details prior to any works (including demolition) commencing on site in order to ensure the safe and effective operation of the highway.
- 8.64 Following the receipt of amended plans, the LHA have removed their objections, subject to conditions requesting a traffic management plan, tree planting specifications, construction of all paved areas, the permanent removal of existing vehicular access points and that no structure shall overhang the highway, which are all recommended to ensure the safe and effective operation of the highway.
- 8.65 Subject to the above conditions, the proposal accords with the objectives of Policy 80 and 81 of the Cambridge Local Plan 2018 and is considered to maintain the safe and effective operation of the highway, in accordance with NPPF advice.
- 8.66 **Transport Impact**
- 8.67 The County Council's Transport Assessment Team have been consulted on the application. Originally, they objected to the application due to the lack of information regarding the various uses within the development and the trips associated with them, as well as the expected vehicle trips on a daily basis for the development. Other concerns regarding cycle parking and the lack of information regarding how guests would travel to and from the site was also raised. It should be noted that the lack of a dedicated taxi drop off point is addressed above.
- 8.68 The Transport Assessment (TA) dated November 2023, prepared by Cannon Consulting Engineers makes assumptions that each guest makes 2 trips per day and that this would generate around 400 daily trips (based on an average guest occupancy of 201 guests). It states there would be a portion of guests who don't leave the hotel every day however there is no information to support this claim. The TA has referred to other existing apart hotel sites across the country, i.e Manchester, but none which are localised to Cambridge. As such, the Transport Assessment Team were unsatisfied with this initial approach and raised an objection.

- 8.69 The applicant submitted a formal response to these objection comments, dated 26th March 2024. The Transport Assessment Team have reviewed the response and have removed their objection, as of 22nd May 2024. The TA has adopted TRICS data to present the vehicle movements associated with a typical apart hotel and commercial unit end use. When accumulating vehicle trips of the proposed apart hotel and commercial unit, the total number of trips would not exceed those associated with the previous commercial use (Staples/Office Outlet), and therefore the impact upon the surrounding road network is considered to be less in this instance.
- 8.70 Furthermore, clarification has been provided on the amount of hotel trips proposed. On review of previous apart hotel applications, this demonstrates that the proposed trips are of a similar amount and is therefore acceptable. The Transport Assessment Team have therefore removed their objection.
- 8.71 A Travel Plan has been submitted with the application which sets out measures to encourage more sustainable modes of transport, which the applicant is encouraged to utilise and adhere to. As such, a condition is recommended to ensure this is complied with.
- 8.72 With regards to the provision of cycle parking, the applicant is willing to deliver more cycle parking on site to ensure there is an overprovision as opposed to delivering minimum standards. This will be further discussed under the Cycle Parking section below (Section 8.72).
- 8.73 A financial contribution of £49,000 is requested towards the Milton Road GCP improvements, as well as the provision of a Real Time Passenger Information (RTPI) stand at the bus stop on the other side of Chesterton Road. These will be secured via a S106 agreement, should planning permission be granted.
- 8.74 In conclusion, subject to the above conditions and S106 agreement, the Transport Assessment Team have removed their objections and are now supportive of the development. The proposed development is not considered to result in more vehicular trips than the previous commercial uses and therefore will not result in detrimental impact upon the surrounding road network, in accordance with policies 80 and 81 of the Cambridge Local Plan 2018, as well as the NPPF.

8.75 **Cycle and Car Parking Provision**

Cycle Parking

- 8.76 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 development to comply with the cycle parking standards as set out within Appendix L of the Local Plan.

- 8.77 For hotel uses (Use Class C1), Appendix L requires 2 cycle spaces per 10 hotel bedrooms. In accordance with these standards, a secure cycle store has been accommodated at ground floor level to serve future occupiers and staff. This will provide 14no. spaces (7no. Sheffield stands), and 40no. spaces within the two tier cycle stand, as illustrated on drawing no. 5PA-B2-XX-DR-A-000200 Rev E. This will provide a total of 54no. cycle spaces which would exceed the standards under Appendix L. These details will be secured via a condition to ensure the proposed store can accommodate a sufficient level of cycle parking. This is in response to the comments raised by the Transport Assessment Team who requested for further cycle parking to be provided in order to offset the lack of car parking on site.
- 8.78 For non-food commercial uses (Use Class E(a)), the standards within Appendix L are 2no. cycle spaces for every 5 members of staff and 1 visitor space per 50sqm up to 1500sqm. In accordance with these standards, 2no. cycle spaces are proposed within the building directly next to the commercial unit, with the visitor spaces being incorporated within the external no. 30 cycle parking spaces provided. These spaces are in accordance with the standards under Appendix L.
- 8.79 Due to the dedicated taxi drop off arrangements, and the requirement to maintain the width of the shared cycle/footway, the existing 30no. visitor cycle parking spaces on Chesterton Road are to be relocated around the building. These spaces will be provided along the Chesterton Road frontage (22no. spaces), and at the corner of Croft Holme Lane and Victoria Road (8no. spaces).
- 8.80 As part of the landscape proposals, a dedicated area accommodating scooter hire to is also proposed along the Chesterton Road frontage to ensure they do not obstruct the footway.
- 8.81 Subject to the above condition, the level of cycle parking proposed is an enhancement to the existing level and quality of cycle parking at the site and will result in an overprovision. As such, the development is in accordance with Policy 82 of the Cambridge Local Plan (2018) and the standards as set out within Appendix L.

Car Parking

- 8.82 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. The site is within a designated Controlled Parking Zone. Policy 82 also states that Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically

enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

- 8.83 The site is located on the fringes of the city centre and therefore no allocated car parking is proposed. Due to the arrangement and constraints of the site, the provision of onsite car parking would be difficult to achieve. The existing vehicular access via Chesterton Road is to be removed and replaced with landscaping and cycle/scooter parking. Given the nature of the proposed apart hotel use, where residents and visitors will be coming and going more frequently, people arriving by private car is very unlikely and therefore additional cycle parking and a new dedicated taxi drop off is proposed.
- 8.84 Furthermore, there is a bus stop directly located on the opposite side of Chesterton Road, as well as further up from the site to the north east. As aforementioned, a financial contribution towards to the provision of an RTPi for the existing bus stop on the opposite side of Chesterton Road will be secured via the S106 agreement.
- 8.85 The proposal does not include the provision of an accessible car parking space. Despite this, given the provision of a dedicated taxi drop off/pick up point off Chesterton Road, which will be capable of accommodating all users, Officers consider this to be an acceptable arrangement to offset the lack of any accessible car parking provided.
- 8.86 Given the site is located within a sustainable location on the fringes of the city, as well as the overprovision of cycle parking and the local bus services available, the lack of any dedicated car parking spaces is supported, and the proposal accords with Policy 82 of the Local Plan.
- 8.87 **Amenity of Neighbouring Properties**
- 8.88 Policy 35, 55, 57 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. Criterion d) of Policy 60 is also of relevance to this section, as it refers to respecting the amenities of neighbouring properties.

Overlooking, Overbearing and Overshadowing Impact

- 8.89 There are neighbouring properties located to the west and north of the site, along Holme Croft Lane, Victoria Road and flats above commercial uses on Chesterton Road. The proposed building will be located approximately 17m from the residential properties along Holme Croft Lane; 14m from those on Victoria Road; and 23m from the flats on Chesterton Road. These distances are considered to reflect typical relationships between buildings on opposite sides of a road.

- 8.90 The height of the building is broadly the same as the extant scheme, with pitch heights measuring approximately 14.2m and 15m along Croft Holme Lane, when compared to 13.9m and 14.9m of the extant scheme. As for the Victoria Road elevations, the tallest ridge height measures 13.8m, when compared to 13.5m of the extant scheme. It is acknowledged that there would be more massing added to the roofscape, which is more prevalent along Victoria Road than the other elevations, however the additional massing is slightly set back within the site, as opposed to being set in line with the elevation of the building. Overall, these differences are considered to be minor and would not result in any additional overlooking or overbearing impacts.
- 8.91 Given the distances as mentioned above; the minimal height differences between the proposed scheme and the extant scheme; and the positioning of proposed windows being similar between the two schemes, the proposed building is not considered to result in any significantly harmful overbearing or overlooking impact upon the surrounding neighbouring properties and is therefore acceptable.
- 8.92 Moreover, the applicant has submitted a Daylight/Sunlight (DS) assessment with the application (Consil, 2023). The assessment considers the daylight and sunlight amenity to 1 Milton Road, 1 & 2 Croft Holme Lane, 12-24 Victoria Road and Flats 125A and 125B Chesterton Road. All other neighbouring properties would comply with the preliminary 25-degrees line test, meaning that daylight and sunlight would not be adversely affected (see Appendix B of the DS assessment) and therefore BRE assessment is not required.
- 8.93 The assessment has been undertaken in accordance with the guidance provided by the BRE. For daylight, Vertical Sky Component (VSC) has been tested at the face of each neighbouring window. The BRE recommends that a window should retain 27% VSC, or at least 0.80 times the VSC in the existing conditions. Sunlight has been assessed using the Annual Probable Sunlight Hours (APSH) test and it is recommended that each window should retain at least 25% APSH, or at least 0.80 times the APSH in the existing conditions.
- 8.94 All the windows tested at 1 Milton Road and 1 & 2 Croft Holme Lane would comply with the BRE guidelines for both daylight and sunlight amenity.
- 8.95 Nos. 12-24 Victoria Road comprise 2-storey terraced houses to the north of the site and, overall, 14 of the 21 main windows would comply with the BRE guidelines using the VSC test. Where the guidance is not met, the deviations are considered to be minor, with each affected window retaining at least 0.70 times the daylight in the existing conditions, compared to the BRE recommendation of 0.80. Each window would also retain in excess of 21% VSC, figures that are generally accepted in urban areas.

- 8.96 Flats 125A and 125B Chesterton Road also show a minor discrepancy below standards, however, still receive good levels of daylight and therefore are considered acceptable in this urban location.
- 8.97 Given the proposed scale and height of the building will be broadly the same as the extant scheme, Officers consider that the minor deficiencies highlighted within the DS assessment are not sufficient to warrant a refusal of the proposal, and that all neighbouring properties will receive acceptable levels of light.
- 8.98 As such, the proposal is considered to be in accordance with policies 55, 56 and 57 of the Cambridge Local Plan 2018 and is acceptable.

Wider Environmental Impacts

- 8.99 Policy 35 of the Cambridge Local Plan 2018 safeguards 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.
- 8.100 The Environmental Health Officer has been consulted on the application and had originally requested further information regarding the odour discharge associated with the restaurant and café uses. The applicant has provided "*kitchen ventilation strategy*" dated 26th February 2024 (WPL Consulting LLP), which confirms that no on site cooking will be undertaken and instead will have re-heating of food facilities and therefore no significant extract is required. Should these arrangements change in the future, a ductwork riser will be fitted and be able to extract odours at roof height, which the Environmental Health Officer is satisfied with, subject to a condition to ensure sufficient odour filtration/extraction is provided prior to any cooking on site commences.
- 8.101 In regard to noise impact, the applicant has submitted a *Noise Assessment Technical Report: R10290-1 Rev 3, dated 15th November 2023 (24 Acoustics)*. The assessment sets out noise mitigation measures in respect of the proposed plant noise as well as noise impact associated with the vehicular traffic and surrounding pubs and bars. The measures set out are acceptable to the Environmental Health Officer, subject to compliance conditions to ensure the development is carried in accordance with the above document, and a condition to secure details of a ventilation scheme to protect future occupiers from significant noise and disturbance, are recommended.

- 8.102 The Environmental Health Officer has recommended a range of conditions regarding the restriction of construction/work related delivery hours, hours of operation of the commercial unit, dust mitigation, piling methods and material management which are all considered reasonable and necessary in this instance.
- 8.103 In addition to the above, Officers considers that a condition requesting details of any artificial lighting should be imposed, given the site is located within the near proximity of neighbouring properties.
- 8.104 Subject to the above conditions, the proposal would not result in any significantly harmful impact upon the amenities of neighbouring properties as well as the amenities of future occupiers. The proposed development will comply with Policy 34 and 35 of the Cambridge Local Plan 2018.

Trees

- 8.105 There are a couple of trees which are located around the existing building. One is located on the north west corner, at the junction between Holme Croft Lane and Vicotria Road, and the other is located at the south west corner, at the junction between Chesterton Road and Holme Croft Lane. The applicant has submitted an Arboricultural Impact Assessment (AIA) (LandArb Solutions, November 2023), and accompanying drawing no. LON.0632_08_B, which sets out the mitigation measures to retain both of these trees and how they will be protected during the resurfacing works of the pavement surrounding both trees. A condition is recommended to ensure the works are carried out in accordance with AIA.
- 8.106 During the application process, the applicant has engaged with the LPA's Tree and Landscape Officers, in providing as many trees within the site as possible. The MCDF SPD encourages soft landscaping provision along Chesterton Road however given certain constraints including the existing shared cycle/footway and the underground services, tree planting has been difficult to achieve. Despite this, a single tree and associated soft landscaping is being proposed along Chesterton Road which is the only location available for tree planting. As aforementioned, the trees originally proposed along Holme Croft Lane have been removed due to inadequate footway widths to accommodate the tree pits of these trees. Due to the gyratory nature of the site and limited external space, no other trees could be accommodated, and the Tree and Landscape Officers are satisfied with the outcome, subject to a condition to secure tree pit details, which is recommended. Therefore, the development is in accordance with Policy 71 of the Cambridge Local Plan 2018.

Other Matters

- 8.107 A comment is raised amongst the representations received, in respect of anti-social behaviour. The Crime Prevention Officer has been consulted on the application and has raised no objections subject to conditions regarding security features for the cycle racks and gates to be secure and

locked at times during the night. These particulars will be relayed in form of informatives, to ensure the applicant is aware of their responsibilities regarding security of the premises and parking facilities. There is no direct evidence that occupiers of the apart-hotel would generate harmful levels of anti-social behaviour beyond any other form of visitor or residential occupation.

- 8.108 Regarding the mitigation against any potential contamination, the applicant has submitted a *Phase I Non-Intrusive Desk Study* and *Phase II Site Investigation* (by Risk Management, ref: RML 8177, dated 31st October 2023). The Environmental Health Officer is satisfied with the findings of these reports but has recommended a remediation condition to ensure that the future occupiers are protected from any potential contamination. This condition is considered to be reasonable and necessary in this instance.
- 8.109 Despite the Cambridgeshire Fire and Rescue Services being consulted, no comments have been submitted. Officers consider a condition to secure the provision of fire hydrants prior to occupation is both necessary and reasonable in this instance.

S106: Planning Obligations

- 8.110 The financial contributions sought are in regard to the provision of highway improvements, including the provision of RTPI and costs towards the GCP Milton Road highway improvements. Given that the majority of the occupants of the apart hotel would use the cycleways along Milton Road to access the site from Cambridge North train station, the number of trips predicted is proportionate to the £49,000 sought and is therefore considered to be acceptable in relation to the regulations under the Community Infrastructure Levy (CIL). Similarly, the contributions sought for the upgrading of the existing bus stop on the other side of Chesterton Road to install a RTPI board, is considered to be acceptable given that a high proportion of occupants would use the local bus services to access the city centre and surrounding areas of Cambridge.
- 8.111 **Planning Balance**
- 8.112 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).
- 8.113 The proposed development will introduce a form of development which would enhance and create vitality within the area, as well as provide public realm improvements, on a currently and largely redundant site. The proposed design and scale would respect and enhance the character of the local area and non-designated and heritage assets, whilst respecting the amenities of local residents and future occupiers.

- 8.114 As such, Officers recommend approval, subject to conditions and informatives as set out below, as well as a S106 agreement.
- 8.115 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval, subject to the conditions set out below.

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.

-A S106 agreement, the precise contributions and its wording to be delegated to officers.

- 9.2 In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development.

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 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 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) No development (including demolition) 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) Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall include full details of monitoring, public communication, complaint handling and mitigation measures to be taken to protect local residents from noise and / or vibration. Development shall be carried out in accordance with the approved details.

Reason: To ensure satisfactory measures are in place to prevent noise disturbance upon existing and future residents (Cambridge Local Plan 2018 Policy 35).

- 5) No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed:

- Addendum to surface water, SuDS and foul water drainage design statement with flood risk assessment, G.Boston , Ref: 9450, Rev: 2.0, Dated: 11th March 2024
- Surface water, SuDS and foul water drainage design statement with flood risk assessment, G.Boston , Ref: 9450, Rev: 1.0, Dated: 16th November 2023

and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

- b) Full results of the proposed drainage system modelling in the above-referenced 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;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) Site Investigation and test results to confirm infiltration rates;
- f) 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;
- g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Permissions to connect to a receiving watercourse or sewer;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts (Cambridge Local Plan 2018 Policy 31 and 32).

- 6) No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts (Cambridge Local Plan 2018 Policies 31 and 32).

- 7) Within 12 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). 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).

- 8) Within 12 months following first occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. 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).

- 9) The development hereby approved shall not be used or occupied until the water efficiency specification to achieve 5 Wat01 credits as set out within the submitted BREEAM Wat01 Water Efficiency Calculator has been implemented in full. Any changes to the proposed specification shall be submitted to and approved in writing by the local planning authority and will only be approved if the amended specification continues to achieve 5 Wat01 credits. The development shall be carried out 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).

- 9B 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).

9C 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).

9D 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 rainwater used and the total volume of grey water recycled. 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 ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

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

The development shall be implemented in accordance with the

approved scheme.

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

- 11) 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).

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

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

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

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

- 13) No operational plant, machinery or equipment shall be installed until a noise insulation/mitigation scheme as required to mitigate and reduce to a minimum potential adverse impact has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

The combined rating level of sound emitted from all fixed plant and/or machinery associated with the development at the use hereby approved shall not exceed the rating level limits specified within the *24 Acoustics Noise Assessment Technical Report: R10290-1 Rev 3, dated 15th November 2023.*

Reason: To prevent any harm upon the amenities of the neighbouring properties (Cambridge Local Plan 2018 Policy 35).

- 14) The noise insulation scheme and mitigation requirements as stated within the *24 Acoustics Noise Assessment Technical Report: R10290-1 Rev 3, dated 15th November 2023* shall be fully implemented, maintained and not altered, unless otherwise agreed in writing by the local planning authority.

Reason: To prevent any harm upon the amenities of the neighbouring properties (Cambridge Local Plan 2018 Policy 35).

- 15) No development shall take place above ground level (except for demolition), until details of an alternative ventilation scheme for the habitable rooms of zones 1 and 2, as specified within the *24 Acoustics Noise Assessment Technical Report: R10290-1 Rev 3, dated 15th November 2023* to negate/replace the need to open windows, in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority.

The scheme shall be installed before the use hereby permitted is commenced and shall be fully retained thereafter.

Reason: To prevent any harm upon the amenities of the neighbouring properties (Cambridge Local Plan 2018 Policy 35).

- 16) Operational deliveries to or dispatches from the site shall not be made outside the hours of 07:00 – 23:00hrs on Monday to Friday, 08:00 – 13:00hrs on Saturday or at any time on Sundays or public holidays.

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

- 17) Prior to any cooking being undertaken on site, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before any cooking commences and shall thereafter be retained.

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

- 18) The Class E use (commercial unit) hereby approved, shall not be open outside the hours of 07:00 and 23:00 hrs.

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

19) No development, with the exception of demolition and site clearance, shall commence until a detailed Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

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

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

22) No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

(i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to receptors)

(ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting

Professionals Guidance Notices for the Reduction of Obtrusive Light – GN01/20 (or as superseded).

The scheme shall be carried out as approved and shall be retained as such.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34).

- 23) 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. This shall include an assessment of the materials in relation to the Urban Heat Island Effect and their suitability. The details shall include joints and interfaces of all materials; external features such as the glazed link, entrance doors, entrance screens, porch and canopies, cladding systems, metal work, windows, roof cladding, soffits, external metal work, balustrades, rainwater goods, and coping details. The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations. The 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 28, 55, 56 and 57).

- 24) No brickwork above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high, has been constructed on site detailing the choice of cladding, brick, bond, coursing, special brick patterning (projected header bond, projected vertical and horizontal brickwork), mortar mix, type of jointing, coursing and colour, cladding, design and pointing technique. The details shall also be set out in an accompanying report which shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

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, 56 and 57).

- 25) No roofs shall be constructed until full details of the type and source of roof covering materials and the ridge, eaves and hip details, if appropriate, have been submitted to the Local Planning Authority as

samples and approved in writing. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61).

- 26) Detailed drawings showing the design of the shopfronts shall be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61).

- 27) Details of the protection of the former Lloyds Bank during the demolition of the rest of the site to be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the approved details.

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

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

Reason: In the interests of highway safety (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 29) Prior to the commencement of works (including demolition), details of the proposed basement walls shall be submitted to and approved in writing by the local planning authority, in consultation with the Local Highway Authority. The development shall be carried out in accordance with the approved details.

Reason: For the safe and effective use of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 30) Any hard paving that abuts the public highway 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. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: In the interests of maintain the safe and effective operation of the adopted highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 31) Prior to the occupation the existing motor vehicle accesses to the site from Chesterton Road and Victoria Road be removed and returned to full faced kerbed footway and the footway reprofiled to suit the new full-face kerbs.

Reason: For the safe and effective use of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 32) No part of any structure shall overhang or encroach under or upon the public highway and no gate / door / ground floor window shall open outwards over the public highway, unless required as a fire exit.

Reason: For the safe and effective use of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 33) The proposed tree and planting area along the Chesterton Road frontage shall be constructed in accordance with the requirements of Appendix 23 of Cambridgeshire County Council's Housing Estate Road Construction Specification.

Reason: For the safe and effective use of the highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 34) Prior to the commencement of any works associated with the proposed taxi drop/pick off layby, details of all landscaping and materials, as well as appropriate signage to direct drivers, will be submitted to and approved in writing by the local planning authority. The layby shall be implemented in accordance with the approved details and shall be retained as such.

Reason: To ensure the safe and effective operation of the adopted highway (Cambridge Local Plan 2018 Policy 81 and Paragraph 115 of the NPPF).

- 35) The development hereby approved, shall be operated in accordance with the details contained within the *Travel Plan (Cannon Consulting Engineers, November 2023)*.

Reason: To ensure the development encourages sustainable modes of transport (Cambridge Local Plan 2018 Policy 81).

- 36) The works hereby approved, shall be carried out in accordance with the mitigation measures as set out within the *Arboricultural Impact Assessment (AIA) (LandArb Solutions, November 2023)* and accompanying drawing no. LON.0632_08_B.

Reason: To ensure that no harm is brought upon the existing trees within the site (Cambridge Local Plan Policy 71).

- 37) No development above slab level, other than demolition shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the local planning authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out in accordance with the approved details.

Reason: To conserve and enhance ecological interest (Cambridge Local Plan 2018 Policy 57 and 70).

- 38) No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected
- f) an implementation programme.

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

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

- 39) Prior to the commencement of any landscape works hereby approved, full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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

40) Prior to any development above ground level of any permanent building with a flat roof, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. Details of the biodiverse roof(s) shall include the following:

a) Confirmation of substrate depth, which shall be between 80-150mm (unless otherwise agreed).

b) A plant /seed mix (with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum (green roofs only)).

c) A management / maintenance plan including means of access.

d) Where solar panels are proposed, an array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

The biodiverse roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance, repair or escape in case of emergency. All works shall be carried out and maintained thereafter in accordance with the approved details.

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

41) Prior to the occupation of the development hereby approved, the details of the proposed two tier cycle parking store as illustrated on drawing no. LON.0632 EN 004 J 0001 (Illustrative Landscape Plan), shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure there is sufficient and easily accessible cycle parking to serve the development (Cambridge Local Plan Policy 82).

42) Prior to the occupation of the development hereby approved, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the safety of future occupiers against fire risk (Cambridge Local Plan policies 55, 56, 57 and 58).

43) The apart-hotel and/or serviced apartment units hereby permitted, shall only be occupied for short-term accommodation, and shall not be used or occupied by any person(s) permanently as their home nor occupied or let upon any terms which provide or confer security of tenure. Short-

term accommodation in this instance is defined as not being occupied for a period of more than 90 days in one visit by the same person(s), with no return by said persons for a period of 30 days and no personal possessions other than those of the owner associated with the holiday let shall remain there.

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

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

44) The commercial unit hereby approved, shall only be used for purposes which fall within Use Class E(a) of Town and Country Planning (Use Classes) Order 2020 (as amended), and for no other uses.

Reason: To provide a shop use within an area which is designated as a district centre (Cambridge Local Plan 2018 Policy 72).

11.0 Informatives

- 1) To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices:
 - 6: Requirements for Specific Lighting Schemes
 - 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
 - 8: Further technical guidance related to noise pollution
- 2) The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway. A separate permission must be sought from the Highway Authority for such works.
- 3) Before the existing building is demolished, the applicant should contact the Council's Building Control Department to establish the way in which the equipment will be dismantled, including any asbestos present, the

removal of waste, minimisation of dust, capping of drains and establishing hours of working operation.

- 4) The cycle store being provided at ground level should have suitable locks on them, and the premises should have appropriate security at all times to help prevent crime.
- 5) The development will be located close to services which are under the management of Anglian Water. The applicant will need to engage with Anglian Water prior to commencing with any of the works.
- 6) All accessible rooms should be provided with facilities which can be used by all users, with at least two rooms having a fitted hoist system, in accordance with British Standard 8300.

Background Papers:

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

- Cambridge Local Plan 2018
- Cambridge Local Plan SPD