

**JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES) –
17th APRIL 2019**

Amendment/De-brief Sheet

CIRCULATION: First

ITEM: APPLICATION REF: 19/0156/FUL

Location: Lot H, Eddington, Cambridge

Target Date: 7 May 2019

To Note:

S106 Update – Transport Contribution

County Council officers have confirmed that mitigation measures are needed to address the demands imposed on the transport network as a result of the development. This to increased demand on cycle infrastructure from the additional trips which are set out in the Transport Assessment. The County Transport Team has reached the view that a contribution to cycle infrastructure is appropriate in the context of the extant permission and on the basis of the impact of this development over and above the current situation.

Madingley Road is a key route to access various areas of the City and the strategic Greater Cambridge Partnership (GCP) scheme will further improve the route to make it more attractive and safer.

GCP Madingley Road cycling improvements

Subject to public consultation, detailed design, statutory processes and political approval, the wider GCP scheme should provide between the Eddington junction and Northampton Street/Queens Road junction:

- Segregated cycleways on both sides of the road.
- Priority for pedestrians and cyclists over side roads.
- Resurfaced carriageway and footways.
- Enhanced planting and landscaping.
- Improved crossing facilities.

Justification for contribution

Some of the main destinations from the proposed development are to the south and east of the site such as the West Cambridge site and the City Centre. Guests that stay

at the Hotel and apart-hotel are unlikely to be familiar with the area and therefore are much more likely to use the main route, Madingley Road, rather than weave through smaller roads and paths to get to their destination. It is however accepted that not all of the cycle and pedestrian trips that are generated by the proposed development would use Madingley Road. The County Transport Team accept that a third of trips would use Huntingdon Road and two thirds of trips would use Madingley Road. On this basis the contribution would be **£140,407.76**. This is calculated from the uplift in trips from the extant outline consent.

The County Council's approach to the calculation is considered fair and reasonable. Officers agree that contributions towards these projects meet the requirements of the CIL regulations. Subject to the completion of a S106 planning obligation to secure this infrastructure provision, officers are satisfied that the proposal accords with Cambridge Local Plan (2018) policy 85 and the Planning Obligation Strategy 2010.

Inclusive access – further officer commentary

For the avoidance of doubt the feedback received from Disability Panel has been integrated to improve the accessibility of the proposal.

The addition of a 65 car parking space basement increases the blue badge car parking provision to seven spaces. These spaces are located adjacent to lift cores, which provide direct access to hotel lobbies for guests, and Back of House for members of staff.

Shower wet rooms have been incorporated to all accessible rooms and it can be confirmed that the guest floor corridors are minimum 1600mm, allowing two wheelchairs to pass alongside.

As noted by Disability Panel there is no requirement to provide fire evacuation lifts or Automatic Water Fire Suppression System. The NWC Hotel Fire Strategy has been developed in compliance with the Building Regulations. Each escape stair is provided with a disabled refuge provided to an Emergency Voice Communication system connecting to a master station at reception desks.

Third Party representation update

Camcycle

Objection removed. The proposed revised two tier stands are supported. Provision of off gauge spaces should be made available to all users. *(N.B. Officer comment - This clarification and provision of off gauge spaces is secured through the proposed new condition below).*

Amendments to Text:

Paragraph 2.2 – the building length is **99m**, not 105m. The width is **64.8m** not 67.5m.

Paragraph 2.21 - this should read **42** short stay spaces (not 41) and **40** spaces for cycle

hire, (not 41).

Paragraph 8.40 – this should refer to the rooftop canopy rather than restaurant canopy as there is no restaurant on the roof.

Paragraph 8.96 – the ground floor terrace will be used into to evening up until 23:00.

Pre-Committee Amendments to Recommendation:

Alternative Recommendation

Due to recent ICT problems last week at Cambridge City Council there may be potential gaps in email delivery. There could potentially be some further representations which may not have been received during the period of outage last week. It is therefore recommended that subject to no additional material representations arising from any late representations received by Friday 26 April 2019, that approval of the application be delegated to the Joint Director of Planning and Economic Development subject to the conditions contained in the report as amended by the amendment sheet.

Updates to conditions

Condition 2 – CMS, the latest document is March 2019, Rev 02.

Condition 4 – Food and beverage, minor change to wording:

Prior to any superstructure works commencing on site and on a phased unit by unit basis / approach if necessary, a noise impact assessment of the Locke café / **cocktail bar (including associated external terrace)**, Hyatt restaurant / café (**including associated external terrace**), guest gym, commercial and retail units

Condition 5 – noise insulation, remove ‘cycle stackers’ from the title.

Condition 7 – food and beverage, minor change to wording:

Prior to occupation of the development / the food and beverage Locke café / **cocktail bar**, Hyatt restaurant / café uses **including any associated external terraces and external events spaces** hereby approved and on a phased unit by unit basis / approach if necessary

Condition 9 – taxi management plan, add in ‘and collection’ from Ryle Yard.

Condition 18 – Revised Travel Plan, add in expanded reason:

Reason: In the interests of promoting sustainable travel modes for future users of the building, Cambridge Local Plan 2018 policy 80, 81, 82 and to protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) and Policy

36 of the Cambridge Local Plan 2018.

Condition 23 – EV charge, minor change to wording:

Prior to occupation of the development hereby permitted, a plan shall be submitted in writing for approval by the Local Planning authority identifying Electric Vehicle (EV) slow charging point provision to the car parking spaces. The provision shall be comprised of 20% active on occupation of the development and an additional 80% passive infrastructure to meet future demand). The e-charge provision as approved shall be installed and shall remain fully operational, retained and maintained thereafter.

Condition 26 - Aparthotel, occupation restriction, minor alterations to occupancy condition:

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

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

Condition 27 – amplified music, revised wording to restrict music on the rooftop terrace only.

Amplified music / voice shall not be piped into or played on or within the external rooftop terrace.

Condition 31 – collections and delivery times, amended word to allow light vehicle deliveries (not HGV) on Sundays and Bank Holidays. This is to facilitate bread and flower deliveries.

(i) All Heavy Duty Vehicle (HDV) operational service collections / dispatches from and deliveries to the approved development and within Ryle Yard including refuse / recycling collections shall only be permitted between the hours of 0800 hrs to 1800 hrs Monday to Saturday. There shall be no Heavy Duty Vehicle (HDV) collections or deliveries on Sundays and any Bank / Public Holiday.

(HDV – shall be defined as any vehicle over a maximum gross weight of 3.5 tonnes).

(ii) All other Light Duty Vehicle (LDV) operational service collections / dispatches from and deliveries to the approved development and within Ryle Yard shall only be permitted between the hours of 0800 hrs to 1800 hrs Monday to Sunday and on any Bank / Public Holiday.

(LDV – shall be defined as any vehicle under a maximum gross weight of 3.5 tonnes).

Condition 33 – collections and deliveries, remove with the exception of 'general

trade waste and collections'. For the avoidance of doubt waste collections are to be included in the five deliveries per day restriction.

Condition 34 – taxi drop off, modification of wording to prevent up pick and drop off from Ryle Yard:

Taxi and hotel minibus drop off or pick up shall take place from Eddington Avenue only. There shall be no taxi or hotel minibus drop off **or pick up** at any time from Ryle Yard.

New condition – Apart-hotel: visitor records

The proposed apart-hotel shall keep records of the lengths of stay of all guests and shall retain them for 24 months. The said records shall be made available to the local planning authority on request, within seven days.

Reason: To ensure that use of the proposed building only as visitor accommodation can be satisfactorily monitored. (Cambridge Local Plan 2018 policy 77).

New condition – off gauge cycle parking

Prior to occupation of the development, details of the provision and allocation of off gauge cycle parking Sheffield stands 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: In order that adequate provision of Sheffield stands are provided for less able users and those with non-standard cycles for different users of the development. Cambridge Local Plan 2018 policy 82 and Appendix L.

Updates at Committee:

DECISION:

CIRCULATION: First

ITEM: APPLICATION REF: S/4824/18/VC

Location: Land adjacent Cambridge North Station, Milton Avenue

Target Date: no updates.

To Note: no updates.

Amendments To Text: no updates.

Pre-Committee Amendments to Recommendation:

Alternative Recommendation

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Updates at Committee:

DECISION:
