

Joint Development Control Committee - Cambridge Fringes

Date: Wednesday, 17 April 2019

Time: 10.30 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel 01223 457000

Agenda

Member Development Programme

9.30 to 10.30 AM - **Committee Room One**

Update on Air Quality, by Jo Dicks Environmental Quality & Growth Manager

1 Apologies

2 Declarations of Interest

3 Minutes (PAGES 3 - 14)

All Committee Members may vote on this item

4 19/0156/FUL - Lot H, Eddington (PAGES 15 - 100)

All Committee Members may vote on this item

5 S/4824/18/VC - Land adjacent to Cambridge North Station, Cowley Road, Cambridge. (PAGES 101 - 134)

Joint Development Control Committee - Cambridge Fringes Members:

Cambridge City Council: Cllrs Blencowe (Chair), Bird, Page-Croft, Sargeant, Smart and Tunnacliffe, Alternates: Holt, Nethsingha, Moore and Thornburrow

Cambridgeshire County Council: Cllrs Bradnam, Harford, Cuffley and Richards, Alternates: Hudson, Kavanagh, Kindersley, Nethsingha, Whitehead and Wotherspoon

South Cambridgeshire District Council: Cllrs Bygott, Chamberlain, Hunt, de Lacey (Vice-Chair), Sollom and Williams, Alternates: Allen, Cone, Ellington, Howell, Cheung Johnson, Topping, Waters and Van de Weyer

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

20 February 2019

10.30 am - 12.00 pm

Present: Councillors Blencowe (Chair), Bird, Page-Croft, Sargeant, Smart, Tunnacliffe, Bradnam, Harford, Hudson, Richards, Bygott, Cheung Johnson, de Lacey (Vice-Chair), Sollom and Williams

Officers Present:

Assistant Director Delivery, Cambridge City and South Cambridgeshire District Councils: Sharon Brown

Principal Planner: John Evans

Growth Projects Officer (Community & Culture): Julian Adams

Legal Adviser: Keith Barber

Committee Manager: James Goddard

FOR THE INFORMATION OF THE COUNCIL**19/5/JDCC Apologies**

Apologies were received from SCDC Councillors Chamberlain and Hunt. Councillor Cheung Johnson attended as the alternate.

19/6/JDCC Declarations of Interest

Councillor	Item	Interest
South Cambs Councillor Bygott	19/8/JDCC	Personal: Had not undertaken planning training so would not vote.

19/7/JDCC Minutes

The minutes for the meeting of the 19th December were agreed and signed as a correct record subject to the following amendment:

18/40/JDCC Declarations of Interest

Councillor	Item	Interest
South Cambs Councillor Bygott	18/42/JDCC	Personal: Had been offered not been provided with planning training but not attended .

19/8/JDCC 18/0355/FUL - Darwin Green One, Land Between Huntingdon Road and Histon Road Cambridge

The Committee received an application for full planning permission for the temporary use of the ground floor of Block B, Plot 70, BDW1 (first residential phase) as a Community Room

The Committee made the following comments in response to the report.

- i. Asked for the minutes to show that Councillors had received an email from the Windsor Road Resident Association asking for a concern to be addressed. Would granting approval for a change in the implementation date of the community rooms (temporary prior to the 50th dwelling at Darwin Green One, and permanent upon completion of the 300th dwelling occupation); enable the developer to say circumstances had changed and not fulfill its obligations?
- ii. Expressed concern there appeared to be a delay in delivery of community facilities. The options given appeared to be having no facilities for 18 months if the application were refused or having inadequate facilities for 18 months (estimated completion date for 50th dwelling).
- iii. Queried if Barratts would delay the delivery of permanent facilities until after the 300th dwelling occupation.
- iv. Expressed concern there appeared to be inadequate play provision and facilities for young people.
- v. In contrast to the above views about Darwin Green One, Trumpington Meadows was also built by Barratts and seen as a good development.

In response to Members' questions the Principal Planner said the following:

- i. A compromise solution was negotiated by Community Development Officers to get a community facility available in the first year. This was now under construction. No public realm delivery issues were expected, any that arose would be addressed.

- ii. At the current rate of building it would take 1-2 years before 300 dwellings were completed and so trigger the permanent provision of facilities.
- iii. Officers would ensure there was sufficient space and marking out of (permanent) disabled parking on-site. A temporary space was provided for the temporary sales centre. The centre also had an accessible toilet. This could be controlled through conditions.
- iv. Environmental Health Officers would monitor if temporary facilities would disturb neighbouring properties. Planning conditions would control/manage this (also for permanent facilities) and inappropriate usage of parking by visitors.

In response to Members' questions the Growth Projects Officer said the following:

- i. It was good practice to have appropriate community facilities in place on-site in a development.
- ii. The s106 pot had a limited number of funds to manage facilities with. This would be for initial set up and running of facilities prior to the management being taken over by another party.
- iii. The initial proposal was for the 100th dwelling occupation to be the trigger for community room delivery. Health and safety concerns were then raised regarding access of community facilities across a building site, so the 500th dwelling occupation was suggested as the trigger point. Officers negotiated a compromise whereby temporary facilities would be provided when the 50th dwelling at Darwin Green One was first occupied, allowing the permanent community rooms to be delivered upon completion of the 300th dwelling occupation.
- iv. The trigger was changed from 0 dwelling occupations to 50 because demand was required for services to ensure their future provision. The intention was to build up a programme of activities then pass the centre over to another provider to run after s106 funding ceased.

In response to Members' questions the Assistant Director said the following:

- i. Outline planning permission was granted in 2013. This set out play provision.
- ii. The development had taken a long time to come forward. The 2019 application was bound by the 2013 scheme.
- iii. It was a complicated scheme to build, so facilities were being delivered in phases to ensure safe access once building work had started.

- iv. Officers did not have all the logistical details at the outline planning stage, they were only coming to light now. Issues had arisen as one team had reviewed details at the outset then another team became involved during the practical delivery stage. Changes in responsibility were usual in house building.
- v. The application was at a similar stage of development in terms of facility provision (relative to occupation) as other sites had been eg Clay Farm.
- vi. The County Council has a strategy for school provision across the county. The application satisfied policies in the strategy.
- vii. Play facilities and (general) activities were currently available and open daily at the Eddington development.
- viii. If the proposal for 50 dwellings as a trigger point was rejected officers would have to ask Barratts if they could deliver facilities earlier. This would re-open negotiations and it would be difficult to influence Barratts to make changes to their proposal. Re-iterated that facilities were currently being built and Barratts expected to have temporary/permanent community facilities open when the 50th/300th dwellings were occupied. A Community Development Officer would be based in the Darwin Green Centre to manage it for residents (as paid for by s106).
- ix. "Occupation" would occur as per s106 triggers ie when people moved into dwellings. This was monitored by Barratts, City Council Community Development Officers and the Council's Construction Monitoring Officer.
- x. The development would be built by one developer, and so done in a co-ordinated way, which would be difficult to achieve on another site being built by several developers.
- xi. It was not possible to deliver community facilities in-line with the original trigger point. Officers spent 2 years negotiating with Barratts, taking local and national factors into consideration. The Community Development Team were satisfied with the recommended delivery timelines and access to facilities.
- xii. The Strategy for Community Facilities sets out provision across north west developments. Storey's Field would be a big play facility provider, smaller facilities would be available in Darwin Green. Cross-use was expected between sites. There was no logistical impediment for travel. Storey's Field had an underground carpark (at Sainsbury's). It was possible to travel between the two sites via a 15 minute walk across Huntingdon Road.
- xiii. Storey's Field was open every day and managed by the City Council. As were other facilities in the Greater Cambridge area.

Councillor Bradnam proposed an amendment to the officer's recommendation that an informative be added strongly advising coordination with the Meadows

and Storeys Field Community Centres for implementation of strategic community development.

This amendment was carried unanimously.

The Committee:

Resolved (by 11 votes to 3) to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers. With additional informative to be added strongly advising coordination with the Meadows and Storeys Field Community Centres for implementation of strategic community development.

The meeting ended at 12.00 pm

CHAIR

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

14 March 2018
10.30 am - 12.55 pm

Present: Councillors Bard (Chair), Blencowe (Vice-Chair), Baigent, Bird, Holt, Price, Bradnam, Hudson, Richards, Nightingale and Van de Weyer

Officers Present:

New Neighbourhoods Development Manager: Sharon Brown
Senior Planner: Mark Wadsworth
Principal Planning Officer (SCDC): Edward Durrant
Senior Planning Officer (SCDC): Katie Christodoulides
Legal Advisor: Keith Barber
Committee Manager: Sarah Steed

Other Officers Present:

Development Control Engineer: Jon Finney
Senior Urban Designer: Sarah Chubb

Developer Representatives:

Richard Carter
Elliott Page

FOR THE INFORMATION OF THE COUNCIL

18/5/JDCC Apologies

Apologies were received from Councillors Cuffley, DeLacey, Harford and Tunnacliffe.

18/6/JDCC Declarations of Interest

Name	Item	Interest
Cllr Bradnam	18/8/JDCC	District and County Councillor for Milton
Cllr Bradnam	18/9/JDCC	Application was in the Parish of Fen Ditton County Ward but did not fall within

		Cllr Bradnam's County division.
Cllr Price	18/9/JDCC	Personal and Prejudicial: Director of Cambridge Investment Partnership

18/7/JDCC Minutes

The minutes of the meeting held on the 21 January 2018 were approved as a correct record and signed by the Chair.

18/8/JDCC S/4478/17/FL - Land adj Cambridge North Station, Cowley Road

The Committee received an application for full planning permission for the erection of a building comprising of 9,723m² of floor space for B1 (office) use, with 742m² of ancillary retail (A1/A3) floorspace, 396m² of cycle storage and 267m² of back of house use. In addition the proposal sought permission for associated landscaping, public realm improvements and a 125 space car park.

The Committee noted the amendments contained within the amendment sheet.

Neil Waterson (Applicant's Agent) addressed the Committee in support of the application.

The Committee made the following comments in response to the report.

- i. Welcomed the changes made to the application as they responded to the issues raised when the application last came to Committee.
- ii. Referred to the response provided by Cam Cycle at paragraph 6.24 of the Officer's report which expressed concerns regarding sharp turns and lack of alignment for the cycle routes across Milton Avenue and asked for trees to be planted slightly further away from the cycle path.
- iii. Questioned whether doors opened inwards and if this was in compliance with fire regulations.
- iv. Questioned if the reduction of car parking spaces after 10 years was a realistic expectation.

- v. Raised concerns about members of the public putting tables and chairs onto the pedestrian and cycle route.

In response to Members' questions the SCDC Senior Planning Officer said the following:

- i. The alignment of the cycle way would be secured through a s106 agreement so that it would be a free flowing cycle route.
- ii. Trees were proposed to be set back by 0.5m from the cycle route and this was considered to be sufficiently set back.
- iii. Doors would open inwards and only the front entrance doors would be rotating doors.
- iv. Car parking was not raised as an issue when the application last came to committee.

The New Neighbourhoods Development Manager confirmed that an informative could be added to address the concerns regarding doors and fire regulations.

The Committee:

Resolved (unanimously) to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, subject to the amendments detailed in the amendment sheet, conditions recommended by the officers and with the additional informative:

That the applicant is advised that they will need to address Building and Fire Regulations in regard to inward opening doors for publicly accessible buildings.

18/9/JDCC S/4317/FL - 699 Newmarket Road

Councillor Price declared a prejudicial interest and withdrew from the meeting for this item and did not participate in the discussion or the decision.

The Committee received an application for full planning permission for the construction of a new car showroom, ancillary office accommodation and external display and parking forecourts together with canopied and semi enclosed washbay and photography booth.

Simon Page (Applicant's Agent) addressed the Committee in support of the application.

The Committee made the following comments in response to the report.

- i. Asked if the hours or intensity of the showroom lighting could be controlled at night by condition.
- ii. Asked if advertising controls could be used to control the illumination of the showroom.

In response to Members' questions the SCDC Principal Planning Officer said the following:

- i. The Ford sign was an integral part of the design of the building and there was a proposed condition which would allow officers to control obtrusive lighting.

The Committee:

Resolved (unanimously) to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

18/10/JDCC 17/2111/FUL - NIAB Huntingdon Road

Councillor Price rejoined the Committee.

The Committee received an application for full planning permission for the demolition of two existing dwellings, seed handling building, glass houses and associated structures, refurbishment of existing office building (DEFRA 1,080 m²) and laboratory building (Bingham & Old Granary 2,186 m²) and erection of new 3 storey laboratory building and energy centre (2,554 m²), reception building (539 m²) new orbital cycleway link, access road, car parking and associated landscaping.

The Committee noted the amendment presented in the amendment sheet.

David Neil and Adam Davies (Applicant's Agent) addressed the Committee in support of the application.

The Committee made the following comments in response to the report.

- i. Sought clarification where the orbital cycle route would go.

- ii. Referred to the comments made by the Disability Consultative Panel contained in paragraph 6.17 of the Officers report and asked for clarification where the disabled parking would be and if it would have hatched lines around the space.
- iii. Asked whether confirmation could be given that the existing NIAB site would be developed for residential development.
- iv. Queried what would happen beyond the White House Lane road boundary and the safety of vehicles exiting onto Huntingdon Lane.
- v. Questioned if cyclists would have priority on Lawrence Weaver Road.
- vi. Questioned what the surface of the orbital route would be.
- vii. Questioned the wording of condition 22.

In response to Members' questions the Development Control Engineer and the Senior Planner said the following:

- i. The orbital cycle route connected Huntingdon Road to Histon Road.
- ii. The disabled parking was 14m from the front entrance of the building. There was a drop off point at the secondary entrance which was close to the accessible lift. There were also disabled parking spaces in the basement and there was another drop off point which would provide close access to the accessible lift. Condition 25 also required a disability access statement which would be agreed by the Council's Access Officer.
- iii. The existing NIAB site was covered by the major development scheme allocation and the owner had indicated that the site would come forward for residential development but the Officer could give no further assurances.
- iv. The number of vehicles using White House Lane should not be increasing, therefore there should be no significant increase in the traffic to the development.
- v. Confirmed cyclists would be given priority. Lawrence Weaver Road was not currently adopted highway but once adopted waiting restrictions would be installed.
- vi. The surface of the orbital cycle route would be tarmac.
- vii. Confirmed that condition 22 related to the orbital route and not White House Lane.

The Committee:

Resolved (unanimously) to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the amendments detailed in the amendment sheet and conditions recommended by the officers.

18/11/JDCC Transport Briefing: Land North of Cherry Hinton

The Committee received a Transport Briefing from Richard Carter, and Elliot Page on Land North of Cherry Hinton.

Members raised comments/questions as listed below. Answers were supplied, but as this was a pre-application presentation, none of the answers were to be regarded as binding and so are not included in the minutes.

1. Questioned the bus provision and whether there would be two buses an hour.
2. Asked how late the bus provision would run.
3. Questioned the priority of the three crossings along the spine road and if these would be prioritised for pedestrians.
4. Questioned if Airport Way would have vehicular access going into and out of the site.
5. Asked if helicopter routes had been taken into consideration as part of the development of the application.
6. Commented that a 2m high bund would restrict Teversham resident's views.
7. Commented that it was easy to talk about average noise levels but emergency services call outs could occur during the night and require night flights.
8. Asked for timescales for when the application would be submitted.

The meeting ended at 12.55 pm

CHAIR

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 17 April 2019

Application Number	19/0156/FUL	Agenda Item	
Date Received	5 February 2019	Officer	John Evans
Target Date	7 May 2019		
Parishes/Wards	Castle		
Site	Lot H, located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire		
Proposal	Development for a 150 room hotel and 180 room apart-hotel (C1 Use Class), with ancillary uses including a restaurant, bar, cafe, co-working space and gym, along with associated cycle parking, car parking, landscaping, utilities and associated ancillary structures.		
Applicant	University of Cambridge and OCM Luxembourg (SACO Property Group)		
Recommendation	Approve with conditions subject to completion of S106 Agreement to secure transport mitigation measures		
Application Type	Full planning application	Departure:	No

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed new hotel and apart-hotel is of high quality design and will successfully integrate in the context of surrounding buildings within the local centre of Eddington. 2. Car parking does not exceed the Council's maximum standards and is
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	<p>appropriate for the nature of the development and its location.</p> <p>3. There will be no harm to the amenities of adjacent residential apartments.</p>
RECOMMENDATION	APPROVAL

0.0 INTRODUCTION

- 0.1 This report relates to a full planning application for a site within the Cambridge City Council (CCC) boundary. The application is part of the wider North West Cambridge Development Site (NWCD) now known as Eddington.
- 0.2 The wider site sits to the north west of Cambridge, and to the south of Girton Village, between Huntingdon Road and Madingley Road. The Cambridge Local Plan 2018 recognises North West Cambridge as an Area of Major Change through the North West Cambridge Area Action Plan. (NWCAAP 2009). The NWCAAP is a joint document adopted by both Cambridge City Council and South Cambridgeshire District Council. Both the Cambridge Local Plan 2018 and the NWCAAP together form the policy basis for the assessment of any planning application on this site.
- 0.3 Outline permissions were granted and the S106 signed on 22 February 2013. In November 2013 two Section 73 applications (S/2036/13/VC and C/13/1402/S73) were approved to the outline permissions, which allowed for a variation in heights within some local centre locations. The outline applications required Environmental Impact Assessment (EIA).
- 0.4 The outline approvals relating to the entire site are for a mixed-use development and comprise up to 3,000 dwellings (of which 1,500 are to be affordable key worker units), 2,000 student bed spaces, 100,000sq m of employment floor space (of which at least 60,000sq m will be academic employment space), a primary school, open space, recreational facilities, and a local centre which includes retail and community facilities, a hotel, police office, health facilities, senior living accommodation and an energy centre.
- 0.5 The Joint Development Control Committee (JDCC) has since determined a number of strategic conditions, namely; a Site Wide Phasing Plan (Condition 5) the Design Code (Condition 7), a Youth and Play Strategy (Condition 9), the Site Wide Drainage Strategy (Condition 26) and Construction Environmental Management Plan (Condition 52). In addition, a number of other strategic conditions have been approved relating to the whole site.
- 0.6 Detailed reserved matters have been progressed for Phase 1 of the site, of which Lot H is a part. The first phase is based around the local centre and provides for a mix of key worker housing, market housing, student accommodation as well as the community facility, primary school and local centre uses such as food store, café and hotel. Construction is nearing

completion with approximately 700 homes occupied. Lots M1 and M2 to the north of the site are still under construction.

0.7 The principle of a hotel was established through the outline planning permission (13/1402/S73). This allowed for a 130 bedroom hotel, with 111 car parking spaces, up to 7,000 sq m. The proposed development is submitted as a separate full planning application, rather than under reserved matters pursuant to the original outline, because the current proposals exceed the room and floor space specified under 13/1402/S73. The outline application also did not include the 180 apart-hotel rooms now proposed. Notwithstanding, the application has been assessed against the outline parameter plans and Design Code, together with the Development Plan.

0.8 This proposal has been discussed with officers as part of comprehensive pre-application work on Phase 1, as well as presentations to the Cambridgeshire Quality Panel, Disability Panel, the JDCC (two presentations) and the North West Community Forum.

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is a rectangular shaped plot situated within the local centre on the western side of Eddington Avenue, bound by Turing Way to the north. The entire 0.73ha site falls within Cambridge City Council jurisdiction. In the context of the masterplan, the scheme forms a development parcel within the local centre character area, as defined in the Design Code.

1.2 The site itself is currently flat and featureless, with construction hoardings at the boundaries as the site awaits development.

1.3 To the north of Lot H and Turing Way, are the recently constructed Veteran Oak Apartments, a part of Lot M1/M2 residential development (Hill Residential). Adjacent to the north west is the Veteran Oak, set within landscaped open space.

1.4 To the east of the site is Eddington Avenue, the principal access into Eddington from Huntingdon Road. On its eastern side are 19 visitor car parking spaces in front of the primary school and the Storeys Field Community Centre.

1.5 To the south of Lot H is the ridgeway cycleway, which is car free public realm known as Eddington Place, where the cycle route bisects the local centre. Further public realm connects into market square and the key worker housing blocks of Lot 1 in the local centre.

1.6 To the west is Ryle Yard, a courtyard serving the rear of the key worker housing block Lot 8. It contains the cycle store of Lot 8, its private amenity space and 13 visitor car parking spaces servicing the wider local centre.

1.7 The site is not located within a Conservation Area, although it will be seen from the Conduit Head Road Conservation Area. No protected trees are

within the application site, but there are some young specimens within Ryle Yard to the west. The site is situated to the west of 'Travellers Rest' a Geological Site of Special Scientific Interest (SSSI). The SSSI is situated around 300m from the site at Storeys Field.

2.0 THE PROPOSAL

- 2.1 The application proposal seeks permission for the erection a new building to accommodate a hotel (150 rooms, Hyatt) and apart-hotel (180 rooms, Locke) within the local centre of Eddington. This will provide 18,690 sq m C1 use class floor space. The development includes communal facilities for both the hotel and apart-hotel consisting of an ancillary restaurant, bar, café, co working space and gym, along with supporting car and cycle parking facilities and landscaping.
- 2.2 The building has a rectangular shaped footprint with four levels of accommodation. It also has a basement car park and roof terrace. North to south, the overall length of the building measures 105m. East to west it totals 67.5m.
- 2.3 The northern end of the ground floor consists of the Locke apart-hotel lobby and the back of house staff area in the north east corner. The back of house consists of a staff canteen, sales office, refuse store, laundry store, security and logistics room and delivery room.
- 2.4 The southern end of the ground floor consists of the Hyatt hotel lobby, restaurant and kitchen area.
- 2.5 The first, second and third levels of the building accommodate the Hyatt hotel rooms and the Locke apart-hotel rooms which wrap around the central inner courtyard area.
- 2.6 The fourth level is mostly roof space, with a plant room enclosure at the north west corner. To the south east corner of the roof is a terrace covered by a folded roof canopy. The terrace is accessed via the guest lift located in the Hyatt lobby.
- 2.7 The schedule of hotel accommodation and internal uses is set out in table 1 below:

Table 1: Schedule of hotel accommodation

Unit Type	Quantity/area
<u>Hyatt Centric</u>	
Guestrooms	150
<i>All day restaurant with kitchen (93 covers)</i>	641 sq m

<i>Rooftop terrace (seasonal)</i> <i>Co working space</i> <i>Coffee servery (up to 40 customers)</i> <i>Luggage store</i> <i>Toilets</i>	
<u>Locke Aparthotel</u> studio 1 bedroom apartment 2 bedroom apartment <i>Lobby (ground floor)</i> <i>Retail</i> <i>Café bar with kitchen (44 covers)</i> <i>Meeting rooms</i> <i>Gym</i> <i>Toilets</i>	 60 105 15 506 sq m 92 sq m
<u>Central Courtyard</u> <i>Outdoor area for Hyatt Restaurant</i> <i>Outdoor seating for the Locke café/restaurant</i> <i>Events space</i>	

Proposed opening hours

- 2.8 The Locke and Hyatt reception and room service would be open 24 hours. The Locke bar and Hyatt restaurant is proposed to be open between 06:00 to 00:00 every day. The seasonal roof terrace would be open 07:30 to 22:00 Sunday to Thursday and 09:00 to 23:00 Fridays and Saturdays.

Proposed staffing levels

- 2.9 The total staffing level across the overall development is expected to be 84 staff. Depending on the time of the week and day the number of staff will typically range from 40 to 45.

Proposed delivery times

- 2.10 The application proposes a delivery window through the day of 07:00 to 21:00 Monday to Saturday and 09:00 to 17:00 on Sundays and Bank Holidays.

Materials

- 2.11 The building will be constructed with a masonry façade to the upper levels, with two different treatments to the Locke and Hyatt sections of the building. All brickwork is intended to be sourced from the Lignacite range.

- 2.12 The northern Locke apart-hotel end will have a rusticated finish using an elongated Roman brick. The southern hotel Hyatt end will have a textured brickwork, also with an elongated Roman brick, with chamfered bays around each window.
- 2.13 The internal courtyard facades of the hotel accommodation will be clad with chromatic glass using a regular panelised rainscreen cladding system.

Courtyard

- 2.14 The building is open and permeable on three sides of the ground floor which links into the landscaped courtyard. The courtyard is a planted public amenity space with denser planting to the southern end. It includes formal and informal outside seating areas as part of the Hyatt restaurant and Locke reception, with pathways across the space. The courtyard measures approximately 24m in width.

Access

- 2.15 There are two main pedestrian entrances to the Locke and Hyatt reception areas from Eddington Avenue to the east. The hotel and apart-hotel entrances are constructed with projecting timber. Pedestrian and cycle access is also provided via The Ridgeway, Eddington Avenue and Turing Way.
- 2.16 The building has three lift cores giving direct access to the basement car park. Servicing is proposed from Ryle Yard to the west. Taxi drop off is proposed from the east at Eddington Avenue outside the Hyatt entrance and within Ryle Yard.
- 2.17 Access to the basement car park is provided by the ramp on the west Ryle Yard elevation.

Proposed mini bus service

- 2.18 The development will provide a shuttle mini bus (electric) to Cambridge Station and will be free to use for the site's staff and guests. The vehicle will not be parked permanently at the site. It will be operated under contract by a third party.

Car parking

- 2.19 The development provides a total of 75 car parking spaces. 65 spaces will be provided within a basement. These include 22 staff spaces, seven disabled spaces, nine oversized, 20% active slow e-charge points (ready to use when the development opens) 80% of which will be ready for activation in future (passive e-charge). The development will provide the infrastructure for 100% slow e-charge.

- 2.20 Four existing car parking spaces will be removed from Ryle Yard to provide vehicle access into the underground basement.

Cycle Parking

- 2.21 The development provides a total of 200 cycle parking spaces. These comprise 118 long stay spaces, 41 short stay spaces and 41 spaces for cycle hire.

- 2.22 The full planning application is accompanied by the following documents:

1. Planning Statement
2. Design and Access Statement
3. Air Quality Assessment
4. Construction Method Statement
5. Construction Site Waste Management Plan
6. Daylight/sunlight assessment.
7. Ecological Assessment
8. Energy Strategy Report
9. Fire Safety Strategy
10. Flood Risk Assessment and Surface Water Drainage Strategy
11. Geo Environmental Site Investigation Report
12. Hotel Needs Assessment
13. Land Contamination Report.
14. Lighting Strategy.
15. Hotel Operational Management Strategy.
16. Design and Operational Noise Assessment.
17. Piling Risk Assessment.
18. Sustainability Statement with BREEAM Pre Assessment.
19. Transport Assessment and Travel Plan.
20. Utilities Statement.
21. Ventilation Report.
22. Overheating Assessment Report.

Amended Plans/Additional Information

- 2.23 The following additional and amended information has been received:

- Agent response to consultation comments.
- Updated cycle store plans, to increase the space between the double stacker racks.
- Updated landscape information to show sections of soil profiles.
- Submission of traffic accident data.

3.0 SITE HISTORY

Reference	Description	Outcome
Strategic Approvals		
11/1114/OUT & S/1886/11	Outline for 3,000 dwellings; up to 2,000 student bedspaces; employment floorspace, including commercial and academic floorspace; retail floorspace; Senior Living; Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries; Hotel; Energy Centre; and associated infrastructure including roads, pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.	Approved
13/1402/S73 and S/2036/13/VC	Section 73 application to vary condition 69 (Drawing Numbers) of 11/1114/OUT and S/1886/11.	Approved
'Lot' Approvals		
13/1400/REM and S/2044/13/RM	325 post graduate bed spaces, part of strategic green corridor, part of strategic cycle and pedestrian route and associated infrastructure.	Approved
13/1828/REM	Community centre and nursery, including public realm and associated ancillary structures.	Approved
14/1722/REM	264 key worker units comprising 100 one bedroom units, 161 two bedroom units and 3 four bedroom units, 1,983sqm of commercial uses A1, A3 and A4, flexible social space and ancillary estate office, alongside car and cycle parking, landscaping, public realm, utilities and associated ancillary structures, pursuant to outline approval 13/1402/S73.	Approved
17/0285/REM	Market Lot M3, 106 market residential units, and 416 square metres of commercial space (Use Class D1).	Approved

4.0 PUBLICITY

4.1 Advertisement: Yes
 Adjoining Owners: Yes
 Site Notice Displayed: Yes

5.0 POLICY

5.1 Relevant Development Plan policies:

PLAN	POLICY NUMBER
Cambridge Plan 2018 Local	Policy 4: The Cambridge Green Belt Policy 8: Setting of the City Policy 14: Areas of major change and opportunity areas – general principles Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use. Policy 31: Integrated water management and the water cycle Policy 33: Contaminated Land Policy 34: Light Pollution Control Policy 37: Cambridge Airport Public Safety Zone and Safeguarding Zones Policy 57: Designing new buildings Policy 59: Designing Landscape and the Public Realm Policy 67: Protection of Open Space Policy 69: Protection of sites of Local Nature Conservation Importance 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 Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

PLAN	POLICY NUMBER
North West Cambridge Area Action Plan 2009	NW1 Vision NW2 Development Principles NW4 Site and Setting NW6 Affordable Housing NW7 Balanced and Sustainable Communities NW9 Employment Uses in the Local Centre NW10 Mix of Uses NW11 Sustainable Travel NW16 Public Transport Provision NW17 Cycling Provision NW18 Walking Provision NW19 Parking Standards NW21A Local Centre NW24 Climate Change and Sustainable Design and Construction NW25 Surface Water Drainage NW26 Foul Drainage and Sewage Disposal NW28 Construction Process NW30 Phasing and Need

5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material considerations	<u>City Wide Guidance</u> Cambridge Hotel Futures Study April 2012. Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).

	<p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>The Cambridge Air Quality Action Plan (March 2018)</p>
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Environmental Impact Assessment

- 5.3 The development was screened at pre application stage and it was determined that it did not constitute Environmental Impact Assessment (EIA) development requiring an Environment Statement, under 2017 Regulations. The original outline application required an Environmental Statement and was EIA development.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Application as amended

- 6.1 No objections. Subject to mitigation being secured through a S106 Agreement. The latest available 60 months accident data from 1 January 2013 to 30 November 2018 obtained from the County Council has been provided. The study area is agreed. Officers can confirm that the accident review is acceptable for use within the assessment.

Application as submitted

- 6.2 Further information required. The application as submitted does not include sufficient information to fully determine the highway impact of the proposed development. The County therefore requests that this application not be determined until such time as the additional information above has been submitted and agreed.

Changes in Travel Demand

- 6.3 The Transport Assessment (TA) research data highlight car ownership and car usage rates are in decline. This is evident for the younger demographic expected to use the development. It is noted the site is supported by good sustainable transport links and when combined with the proposed range of wider transport interventions in place for the surrounding area, this is anticipated to further enhance the site's connectivity and promote a modal shift from the private car to sustainable travel choices.

Accident Analysis

- 6.4 The latest 60 months accident data should be provided. This should provide an analysis of any accident trends or clusters. Full outputs should be provided.

Waste, Servicing and Deliveries

- 6.5 TRICS software has been used to determine the daily delivery and service vehicle trip generation at the site. The development is anticipated to generate a daily 5 two-way service vehicle trips spread throughout the day. Waste collection is proposed to occur within the refuse store situated off Ryle Yard. A designated lay-by is provided for refuse vehicles to avoid the blocking of traffic and cyclists in Ryle Yard when loading.

Development Parking Provision

- 6.6 Parking provision at the development site will comprise 75 parking spaces, inclusive of 7 accessible bays. It is noted 22 spaces will be allocated for staff, and 53 spaces for guests. This is a parking ratio of 0.23 spaces per unit. Staff car parking demand has been derived using 2011 Census 'Travel to Work' data alongside an assessment of local public transport data. It is noted a minimum of 20% spaces will have e-charging points with a further 20% having passive provision for future use.
- 6.7 It is noted parking provision at the site is reduced by 36 spaces compared to the previously consented development even though will be an increase of 200 bedrooms. Whilst a low overall car parking provision is positive in principle, and also complies with the Local Plan Standards, the Madingley Road Park and Ride site is not far from the proposed development and overspill parking is a risk.

Mitigation

- 6.8 Should permission be granted for this development then the following will need to be secured:
- A contribution to the Madingley Road pedestrian and cycle improvements scheme.
 - A regular monitoring survey of the mode of travel to the site.
 - A Travel Plan should be secured with any permission.

Environmental Health

- 6.9 No objections. This service has no objection in principle to this full application providing the following environmental health issues and any associated impacts are controlled by the imposition of conditions to protect the health and quality of life (amenity) of existing residential units and in particular residential apartments close to the application site boundary. Conditions required:

- Construction Phase Environmental Impacts / Pollution
- Noise and Vibration – Operational
- Habitable Rooms – Noise Insulation Scheme
- Air Quality – Operational
- Ventilation Extraction, Filtration and Abatement Scheme – Odour Operational
- Artificial Lighting – Operational
- Contaminated Land

Construction impacts

- 6.10 The CMS, Jan 2019 is generally acceptable in many respects including the details of contractors arrangements and the measures proposed to minimise environmental pollutants / impacts are acceptable. However, we do not agree with all the proposed minor activities that may be permissible one hour before and after the core working hours as detailed. A bespoke condition is therefore required.

Operational Noise

- 6.11 Noise associated with the development includes service deliveries and collections, cycle parking two tier double stackers and patron and staff vehicle movements to the proposed parking areas and general vehicular drop off and collections via and within Ryle Yard. This includes taxi / minibus trip drop-off and collection rates / generation and noise impacts (in particular late evening and night-time – impulsive L_{Amax} noise impacts door / boot bangs and crashes, use of luggage trollies, car stereos, human voices etc). A number of bedrooms in Lot 8 overlooking Ryle yard and there is potential for noise and disturbance to arise and in particular during the late evening and at night.
- 6.12 Ryle Yard will become quite an enclosed courtyard and is likely to have a high level of sound reverberation and noise breakout through the western courtyard entrance is possible. The screen between the car park and courtyard needs to be carefully considered including solid barriers or acoustic louvres to minimise noise impacts. The principle of providing a hotel on this site in this location was established through the outline consent and design coding. Ryle Yard operational noise can be mitigated to an acceptable level.

Air Quality

- 6.13 The overall package of measures for this proposed development goes beyond that which was in the consented application. There will be a small impact from traffic but this will be offset by the commitment to an EV minibus and additional passive EV charge points to meet future demand. This proposal is considered acceptable, subject to the recommended planning recommendations.

Refuse and Recycling

- 6.14 No objections. From an operational point-of-view the plans are satisfactory. There needs to be adequate storage space for bulky items (broken chairs/ tins of paint/ catering oil barrels/ pallets etc. These bulky non-scheduled collection items should not impede the collection of the scheduled bin service.

Planning Policy Team

- 6.15 Support. Local Plan Policy 77: 'Development and expansion of visitor accommodation' explains the locations where new visitor accommodation in Cambridge will be supported in city centre locations and beyond. The policy supports larger high quality hotels beyond the city centre in North West Cambridge and at Cambridge Biomedical Campus (including Addenbrooke's Hospital). It also explains where new visitor accommodation should be located; on the frontages of main roads or in areas of mixed-use or within walking distance of bus route corridors with good public transport accessibility.
- 6.16 The NWCAAP states in paragraph 2.4 the University's aspirations for development at North West Cambridge for the period up to 2025. These include hotel and conference facilities without stating the size of these facilities. The proposal for an enlarged hotel (C1 Use Class) from 130 to 150 rooms is considered acceptable from a policy perspective. The apart-hotel (C1 Use Class) proposal is located in a mixed-use scheme as part of the new Eddington development which will support the long-term growth of the University of Cambridge. The proposal for an apart-hotel also reflects the changing demand for visitor accommodation and will help develop the choice of apart-hotel rooms/suites in Cambridge. The apart-hotel proposal is considered acceptable from a policy perspective, assuming the maximum length of stay (typically 90 days) is conditioned.

Urban Design and Conservation Team

- 6.17 Support. The scheme is of a high quality and is considered appropriate for the location. It is accepted that the proposals do not meet the principles of the Design Code in respect of the length of frontages to Eddington Avenue and Turing Way, however, relief to these long elevations is afforded through the different expression of the façade at the north east corner of the Eddington Avenue elevation and the articulation of the elevation at the north west corner of the building. The application is acceptable in design terms.

Senior Sustainability Officer (Design and Construction)

- 6.18 The proposed scheme meets, and in some cases exceeds the requirements set out in policy NW24, with the following approaches:
- Achievement of BREEAM 'excellent'.
 - Connection of the scheme to the site wide district heating system.
 - Connection of the scheme to the site wide non-potable water network, to reduce.
 - Potable water use within the building.

- Use of mixed mode ventilation, which combines mechanical ventilation with heat recovery with natural ventilation to provide purge ventilation.
- The provision of electric vehicle charge points.
- The use of air source heat pumps and photovoltaic panels to help reduce carbon emissions on site by 146,813 kg/CO₂/annum. This, when set against an energy efficient baseline of 424,305 Kg/CO₂/annum, represents a 34.6% reduction in emissions for this building alone.

6.19 This approach, which exceeds the requirement of Policy NW24 for a 20% reduction in emissions from non-residential uses aggregated across the Eddington site as a whole, is fully supported.

Access Officer

6.20 See Disability Panel comments.

Head of Streets and Open Spaces (Landscape Team)

Application as amended

6.21 Support, additional sections are acceptable.

Application as submitted

6.22 Support. The landscape proposals and detail submitted are supported. However the sections showing sloped soil profiles are regarded as unstable as they are too steep to avoid migration of mulch and soil down the slope. Where trees are planted at the top of the slope any migration of soils will expose the rootballs. The landscape team strongly recommend changing the profiles to show soils on a gradient no steeper than 1:3 and the inclusion of a minimum of 0.5m flat area at the top and bottom of the slope. Further information is required on the earthworks which can be covered by condition. The landscape team would also like to understand the irrigation system further.

Cambridgeshire County Council (Flood and Water Management)

6.23 No objection. The application demonstrates that surface water from the proposed development can be managed by attenuating surface water on site prior to discharging into the existing surface water drainage network. The details should be agreed by condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.24 Support. Policy 31 has been broadly achieved through the use of the rainwater recycling system that this development parcel connects into. The proposed surface water drainage strategy is acceptable, however the detailed design of the system is required to ensure that it is fully delivered in the construction of the development. Therefore a condition is required.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.25 No objections. Officers are content with the Ecological Assessment and retrospective BREEAM Report (Adonis Ecology, 2019) with regard to survey effort for existing habitats and potential protected species impacts. The recommended enhancements, principally the installation of bird and bat boxes are welcomed in principle. Clarification on how the proposal complies with the North West Cambridge Biodiversity Strategy (MD Ecology Ltd, 2012) and ideally exact specifications and locations to avoid the necessity to condition this. Integrated boxes are preferable to hung to avoid future removal.
- 6.26 The proposed landscaping and tree planting will provide a low level of biodiversity enhancement, from the existing cleared site. An appropriate extensive biodiverse green roof under the solar array would provide far greater ecological benefit. PV panels and green roofs are not necessarily mutually exclusive. However, in this application the proposed site wide grey water scheme will take preference over a green roof.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.27 No objections. This is an area of low vulnerability to the risk of crime at present. This office has consulted with the applicant as noted within the design and access statement.
- 6.28 There will not be a Secured by Design application submitted for this development and as such this office cannot ensure that any advice/recommendations this office has given regarding security and crime prevention measures, will be implemented. Nor has a full BREEAM Security Needs Assessment been written by this office.

Environment Agency

- 6.29 No objections. Subject to informatives relating to surface and foul water drainage and pollution.

Natural England

- 6.30 No comments. Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Anglian Water

- 6.31 No objections. Anglian Water would ensure that there is adequate treatment capacity to accept foul water drainage from the site.

Used water network

- 6.32 The development will lead to an unacceptable risk of downstream flooding. The applicant has not identified a connection point to an Anglian Water sewer, therefore a condition is required requesting an on-site drainage strategy detailing a final connection point to an Anglian Water sewer.

Surface Water Disposal

- 6.33 The LPA should seek advice from the Lead Local Flood Authority on surface water disposal.

Cambridgeshire Quality Panel (Meeting of 10 December 2018, pre application)

- 6.34 The conclusions of the Panel meeting were as follows:

Fundamental Issues to be Addressed

- North-facing rooms are not really acceptable especially for the longer stay guests although less problematic for shorter stay hotel guests.
- Rendered view 9.2.3 (see image below) was oppressive and might benefit from the plant room as an elevational event to break up the roof line.
- The 100m elevation to Edington Ave is rather unrelenting and could benefit from greater articulation of the junction between the two parts. However the Panel liked the understated 'timber furniture' entrance pavilions.
- Despite the architects' best efforts the undercroft/gateway to the courtyard garden is oppressively low.
- Inadequate cycle provision.

Suggested amendments

- Ease the access to the car park ramp and resolve potential conflict with deliveries.
- Break up the very long corridors with views out which would help the elevations too.
- Ensure no overheating to west facing rooms and in the corridors.
- Detail with care the new (shaded) planting proposed for Turing Way.
- Make the plantroom work for the elevations.

Suggested Improvements

- Consider the impact of the journey towards net zero carbon.
- Reduce the need for cooling to a minimum.
- The apart-hotel would bring more life to the Market Square if hotel and aparthotel were flipped.
- Use green roofs to attenuate the water and reduce on site storage.

6.35 The full report of the panel meeting is attached to this report as Appendix A.

Disability Consultative Panel (Meeting of 27 November 2018)

- 6.36 Accessible parking bays and their distance from entrances - The Panel felt this was the scheme's major weakness. With no parking provision on Eddington Avenue, ambulant disabled guests would need to walk a considerable distance to reach either the Hyatt or aparthotel entrances while also needing to carry luggage.
- 6.37 The Panel note that although recommendations specify one blue badge parking bay for every accessible room which in this case would be 18. This scheme provides only 3 blue badge parking bays.
- 6.38 Corridor widths – These need to be wider than 1500mm to enable two wheelchairs to pass each other.
- 6.39 Accessible rooms (apart-hotel) - The Panel welcome the inclusion of folding bathroom doors and note that the baths on the plans are to be removed to create shower/wet rooms. The inclusion of handrails within every shower room is strongly recommended.
- 6.40 External seating - The Panel welcome the proposal to include a variety of seating styles.
- 6.41 Inter-connecting hotel doors - The Panel note that these are already being considered and would stress that adjoining rooms are a particularly useful feature for disabled guests travelling with carers.
- 6.42 Mobile hoists - The designers are advised to examine the Centre for Accessible Environments guidance for hotels and hostels regarding the provision of a hoist on the premises.
- 6.43 Fire evacuation - The Panel note that fire evacuation lifts will not be provided and at less than 18m, neither block will include a sprinkler system. This is disappointing; particularly since the Grenfell tragedy. The designers should also be aware that assisted evacuation arrangements are not always acceptable with Fire & Rescue services.

- 6.44 Mobility scooter charging points - These should be included; not necessarily within guestrooms but near places of work or within community facilities.
- 6.45 Colour contrasts - This is recommended for walls, flooring and furniture to benefit the visually impaired.
- 6.46 Gym - A variety of inclusive equipment is now available. Sports England also has guidance on accessible changing rooms.

Conclusion

- 6.47 This promising scheme has some commendable accessible features. The accessible parking provision and its location from entrances remains a key concern however.

Cambridge international Airport

- 6.48 No objections. The airport should be informed of any cranes needed during construction.

Ministry of Defence Safeguarding – Cambridge Airport

- 6.49 No objections. Although the MOD has no safeguarding objections, cranes used through the construction process may affect the performance of air traffic safety. The developer should liaise with the MOD prior to the erection of cranes. The MOD request this be secured by planning condition.

Developer Contributions Monitoring Unit

- 6.50 The Developer Contributions Monitoring Unit (DCMU) does not propose to seek specific S106 financial contributions under the Council's Planning Obligation Strategy SPD 2010, as Cambridge City Council does not seek S106 financial contributions from such developments.
- 6.51 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 The owners/occupiers of the following addresses have made representations:

2 Ryle Yard
4 Ryle Yard
25 Eddington Avenue

7.2 The representations can be summarised as follows:

Consultation

- There should have been more consultation events.

Traffic and servicing

- The proposed building has the potential to vastly increase vehicular traffic including cars (parking provision for 75 cars) and heavy goods vehicles along Ryle Yard for loading and access.
- There will also be heavy goods vehicles.
- The increased traffic will make the area less safe for pedestrians. The specific measures to ensure pedestrian safety, particularly around school drop off and users of the community centre need to be set out.
- The entrance car park should be from the main road, Turing Way or Eddington Avenue.
- There will be an increase in car parking on adjacent streets.

Air Quality

- The increased traffic will create noise and air quality impacts.
- The proposed building will bring traffic close under the windows of both bedrooms of 4 Ryle Yard which need to be kept open in the summer.
- The extreme proximity of traffic will pollute air in both bedrooms.
- This is potentially detrimental to health.
- The close proximity of traffic under bedroom windows will cause disturbance from those visiting the development and amenities at anti social hours. This will cause distress to occupants.

Noise

- The use of the roof top terrace will cause disturbance to residents of the adjacent block. Details of management and trading hours are required.
- Noise travels across Eddington and impacts inside apartments despite triple glazing.
- Construction noise and traffic needs to be controlled.

Camcycle

7.3 Object, under policy 82 of the Local Plan.

- Much of the cycle parking is provided by Broxap two tier cycle storage. This storage is considered poor. Cycles locked to the lower tier tend to slide back and block the usage of the upper tier because they are not held in place. Without gas assisted lifting it is very hard for most people to raise their bike into the upper tier. Accessing the stands on the lower tier is difficult because there is limited head space. The 800mm intervals of the Sheffield stands on the lower tier render them non compliant with the cycle parking SPD.

- The apart-hotel is somewhere between a residence and a hotel. Two tier cycle parking is not appropriate for residential uses. We object under policy 82 that the cycle parking is difficult to use and inappropriate for the site.
- There are inaccuracies in the number of cycle spaces proposed. The two southernmost spaces are too close to the wall.
- Cycle hire would be useful for guests, but SPD compliant cycle parking must be provided.
- The doors into the staff and north guest cycle spaces are only 900mm wide instead of the required 1000mm.
- The maintenance space should be properly equipped.
- There are problems with the design of the 'large cycle parking spaces'.
- The design of the future cycle parking space should be designed now.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, the main issues are:

1. Principle of development
2. Context of site, design and external spaces (and impact on heritage assets)
3. Transport
4. Residential amenity
5. Air Quality
6. Carbon reduction and sustainable design
7. Water management and flood risk
8. Inclusive access
9. Refuse arrangements
10. Public Art
11. Third party representations
12. Planning Obligations (s106 Agreement)

Principle of Development

8.2 Cambridge Local Plan 2018 policy 77, development and expansion of visitor accommodation, states that proposals for high quality visitor accommodation will be supported as part of mixed use schemes at:

- a. Old Press/Mill Lane
- b. Key sites around Parker's Piece

- c. Land around Cambridge station and the proposed new station serving North East Cambridge
 - d. any large windfall sites that come forward in the city centre during the plan period.
- 8.3 Policy 77 also makes specific reference to larger high quality hotels beyond the city centre coming forward at North West Cambridge (and Cambridge Biomedical Campus). The broad principle of a new hotel in this location is therefore fully in accordance with Local Plan Policy 77 and the extant outline permission which included approval for a 130 bedroom hotel.
- 8.4 The proposed 20 bedroom increase in hotel rooms above the outline consent and the additional 180 room apart-hotel is an increase in planning Use Class C1 floor space which would be approved at Eddington, but it is considered acceptable subject to consideration of all other relevant matters, such as a satisfactory TA. This is because the development of hotel and apart-hotel visitor accommodation is considered acceptable within North West Cambridge when supported by a needs assessment, as set out in Cambridge Local Plan policy 77. This is in order to demonstrate the viability of the additional rooms proposed. Local Plan policy 77 supports high quality visitor accommodation in North West Cambridge without specifying a size restriction, so the development is therefore acceptable in principle.

Cambridge Hotel Futures

- 8.5 A consultancy study has been undertaken, entitled 'Cambridge Hotel Futures' April 2012, to assess the supply of and demand for hotel and short-stay accommodation in Cambridge to 2031.
- 8.6 It considered a hotel at Eddington, with 130 rooms in line with the site's outline planning consent 11/1114/OUT and agreed the North West Cambridge Development would generate corporate, academic, conference and 'visits to friend and relatives' related business for hotels.
- 8.7 It also concludes that corporate demand for hotel accommodation in Cambridge would experience strong growth across the City given the projected increases in office and business park development. This demand would be linked to the development of the growth areas and major development projects, including Eddington and to the expansion and intensification of existing employment clusters at West Cambridge.
- 8.8 The proposal for an enlarged hotel (C1 Use Class) from 130 to 150 rooms is considered acceptable from a policy perspective. The apart-hotel (C1 Use Class) proposal is located in a mixed-use scheme as part of the new Eddington development which will support the long-term growth of the University of Cambridge. The proposal for an apart-hotel also reflects the changing demand for visitor accommodation and will help develop the choice of apart-hotel rooms/suites in Cambridge.

Needs assessment

- 8.9 The NWCAAP adopted October 2009 states in paragraph 2.4 the University's aspirations for development at North West Cambridge for the period up to 2025. These include hotel and conference facilities without stating the size of these facilities.
- 8.10 The NWCAAP policy NW30 states that a needs statement must be submitted with any planning application. The application proposal is accompanied by a needs assessment which sets out the relationship of the development with major demand generators in Cambridge; reviews the market supply; analyses performance of Cambridge hotels and apart-hotels in terms of room occupancy and scopes demand from key user groups.
- 8.11 The Locke apart-hotel element of the proposal is a 'lifestyle' apart-hotel aimed at both business and leisure guests. This means providing a hotel experience with serviced apartment living for those requiring more space for a longer stay. There are currently no apart-hotels in Cambridge, although there are five serviced apartment facilities. The existing serviced apartments are: CityStay Apartments (85 units), Signet (24 units), Your Space (75 units) and Lovell Lodge (7 units). These are different to an apart-hotel because they do not have the range of facilities, such as 24 reception, gym and restaurant. They are more similar in characteristics to a resident apartment use.
- 8.12 Hyatt Centric is a boutique 'upper upscale' hotel brand (broadly equivalent to 4 stars) with existing hotels located in key cities with a business, leisure and education/research demand, for example San Francisco, Chicago and Madrid. Each hotel is individually designed and contains flexible meeting spaces for collaboration with local groups (research institutes or local other groups in the local community). The business model is targeted at both leisure and business guests.
- 8.13 The Hotel Needs Assessment describes how the emerging community at Eddington is an ideal location for the 'lifestyle brand' of accommodation. The site, designed around key public realm, means the building would command a key civic presence within the local centre. The flexible meeting room provision would enable the hotel to be a facilitator of corporate research networking, part of the collaborative aims of the North West Cambridge Development.
- 8.14 The Hotel Needs Assessment submitted as part of the application concludes that demand for hotels in Cambridge has kept pace with increases in supply. The applicant has identified a total of 14 hotel and part-hotel developments which might come forward in the future across Cambridge City and South Cambridgeshire District Councils. This would represent a potential 1,360 bedrooms, but it is not expected that these would all follow through to construction. According to the AM:PM Hotels Database three schemes are due to open between 2019 and 2020. These are Adagio Apart-hotel (122 units), Curio Hilton (162 units) and Novotel Cambridge North Station (217 units). None of these schemes are in close proximity to the application proposal at Eddington.

- 8.15 In support of the application the Hotel Needs Assessment evidences a lack of quality accommodation in the City. It also highlights the growing importance of the extended stay market which is becoming increasingly popular with corporate and leisure travellers, because it offers greater flexibility and space. The University's own internal needs assessment undertaken in 2017, whilst only a small survey sample, suggests strong demand across the University alone. For all of these reasons, there is a demonstrable need for a hotel and apart-hotel at Eddington and as such the principle of the development is therefore in accordance with policy NW30 of the NWCAAP.

Occupation restrictions – apart-hotel

- 8.16 Local Plan policy 77, paragraph 8.53 states: 'The Council will take steps to ensure that apart-hotel and serviced apartment units approved for use as visitor accommodation will not be used for any other purpose. This may include the imposition of conditions to ensure maximum lengths of stay (typically 90 days) and a restriction on return visits'. The applicant has set out how the apart-hotel is likely to operate and agrees to the 90 day maximum stay requirement which will need to be conditioned. The condition is to ensure that the apart-hotel is not used as permanent residential accommodation which would have a substantially different impact. As such **condition 26: occupancy restrictions**, is recommended.
- 8.17 The principle of the development is acceptable and in accordance with Local Plan policy 77 and NWCAAP policy NW20.

Parameter Plans and Strategic Conditions

- 8.18 The parameter plans approved as part of the outline application (as amended by 13/1402/S73 and S/2036/13/VC), fix the key principles for the development. Whilst the application proposal seeks full planning permission and is not therefore required to comply with the outline permission, the Parameter Plans relevant to this application are:
- Zone Parameter Plan 01A
 - Access Parameter plan 02A
 - Open Land and Landscape Areas 03A
 - Land Use (Built Development and Ancillary Space) Parameter Plan 04A
 - Urban Design Framework (3.6)
 - Development Building Zones 05A
 - Building Heights Parameter Plan 06A
 - Topography parameter 07A
- 8.19 The proposal mostly complies with all of the parameter plans as approved under the section 73 outline approval ref: 13/1402/S73 and S/2036/13/VC.
- 8.20 The application will provide the key built frontage to primary street (Eddington Avenue) as set out in parameter plan 02. There is no encroachment onto the

key access routes or green spaces reserved for open land under parameter plan 03.

- 8.21 This proposal falls under the 'land use flexibility zone', which is permitted. This allows for the proposed C1 hotel use in this location within the local centre of Eddington. The senior care facility was originally identified for part of this Lot. Notwithstanding, development of the whole plot for visitor accommodation, Planning Use Class C1, is acceptable in principle.
- 8.22 The building would fall within with zones G and K. There would be no conflict with the maximum building frontages of 150m and 180m.
- 8.23 In terms of overall building height, the development falls partly within the 38.5m AOD and 40.5m AOD height parameters. The proposed building does not generally exceed this height with the main parapet of the building standing at 36.85m AOD. There are two discrete elements which do exceed the height parameters. These are the stair core to the rooftop plant and the lift overrun in the south east corner. These are not considered to result in any visual harm when viewed within or outside the Eddington site. Further analysis of visual impacts is set out in the design subsection below.
- 8.24 The proposal complies (or is not applicable) to all other Parameter Plans (01- Zones, 03- Open Space and Landscape, 07- Topography, 08- Huntingdon Road Utilities and 09- Madingley Road Utilities).
- 8.25 The proposed development sits within the first phase of Eddington as identified in the Phasing Plan approved under condition 5 of the outline consent.
- 8.26 There are no Youth and Play Facilities proposed through this application, but that is consistent with the site wide strategy approved under condition 9.
- 8.27 Compliance with other strategic conditions are assessed under the relevant sections below such as the Design Code (Condition 7) under the design section, and Surface Water Drainage (Condition 26) proposals within the drainage section.

Context of site, design and external spaces (and impact on heritage assets)

- 8.28 The key design issue is the detailed design and appearance of the new building in its setting and its relationship with the wider development at Eddington. This section considers compliance with the Eddington Design Code.

Design and layout

- 8.29 The general layout, orientation of buildings is supported. A strong legible environment would be created by the overall form of the building, which is a key objective of this block, as shown in diagram 4.3.7 of the Design Code.

8.30 The Design Code shows two blocks occupying this plot, whereas the proposed development combines these two plots to create a single block. Notwithstanding this departure from the Design Code, the design approach taken achieves excellent permeability and public access at ground floor level. This gives the development a strong community focus, appropriate to its location within the local centre of Eddington. Whilst Quality Panel suggested the apart-hotel element might be better suited to the southern end of the building, closer to Market Square, the location of the Locke lobby café is well related to the Eddington Primary School. As such, the overall layout of uses is well integrated to its immediate setting, in accordance with Cambridge Local plan 2018 policy 57.

Frontage lengths

8.31 The east elevation has an unbroken length of 100m, which is not in accordance with the Design Code (see Design Code frontage coding, figure 4.3.7, p178). This is because the Code envisaged two blocks along this frontage, with an access creating separation. The design response to this issue in the application proposal has been carefully considered. The proposal achieves a significant break in the frontage at ground floor level through the permeable undercroft into the public inner courtyard spaces. The upper levels are a 'floating masonry' above the undercroft spaces. Visual difference along the elevation is achieved at upper levels primarily due to the contrasting material treatment of the Locke and Hyatt facades. Therefore whilst the proposal does not comply with the site wide Design Code for frontage widths and block structure for this part of the development, it is still considered to be acceptable. The overall approach is a positive response to context and is considered a high quality design, in accordance with Cambridge Local Plan 2018 policy 57.

North elevation

8.32 Quality Panel raised some concerns with appearance of the building from the north west corner. They considered this unrelieved frontage would benefit from articulation or greater height by creating a feature from the roof top plant enclosure. The revised plans which form the application submission integrate some further articulation and fenestration into the north east corner which in the view of officers address the points made by Quality Panel. It was not considered desirable to create further height through positioning of the plant enclosure because of the visual impact from longer range views. Overall the character of the north east frontage reflects the domestic use of neighbouring Lot 8 through the integration of balconies. As such the development is considered to create a positive response to context in accordance with Cambridge Local Plan policy 57 and NWCAAP policy NW2: development principles.

8.33 The proposed north elevation is recessed at the ground floor to include a planted threshold along the length of the street. This provides new public realm, whilst screening some of the back of house areas to this elevation.

This demonstrates integration with existing routes and spaces, compliant with Cambridge Local Plan 2018 policy 57.

Ryle yard

- 8.34 The Ryle Yard elevation has a more domestic character. This is through the design of the full height windows and Juliet balconies which have a better visual connection with the mews character of Ryle Yard. At ground level, approximately one third of the length of the frontage is expanded aluminium which will provide for a 'green screen' planted frontage which screens the basement ramp and grade level car parking from public view. The amended landscape plans demonstrate adequate planting conditions for the future health of the green screen.
- 8.35 The southern end of the proposed building articulates to accommodate the turning head which results in a balanced frontage. In the view of officers this elevation is well resolved and well integrated to its immediate setting in accordance with Cambridge Local Plan 2018 policy 55.

Scale and mass

- 8.36 Local Plan Policy 57 states that new buildings must have a positive impact on their setting. The application proposal tests the proposed height of the building from different viewpoints around Eddington and from longer range perspectives. In the view of officers its proportions are contextually appropriate and will positively enhance its setting within the local centre.
- 8.37 The scale and mass of the building responds to neighbouring buildings in terms of height. The proposed building sits lower than the Veteran Oak Apartments to the north which frame Turing Way and the Veteran Oak tree. To the west, the proposed hotel and apart-hotel is slightly lower than the adjacent Lot 8 building, completing the continuous frontage of the overall block, which was envisaged within the Design Code.
- 8.38 When viewed from south to north along Eddington Avenue, the four storey mass of the hotel accommodation sits above the glazed ground floor and undercroft space. The colour, variation and use of brickwork is very high quality and will serve to break its overall perceived mass along the street. This is also achieved through the deep window reveals on both the Hyatt and Locke sections of the building. The mass of the frontage achieves a robust continuous frontage, which in the context of the local centre is appropriate to its setting.
- 8.39 From longer views from the east beyond Storeys Field, the proposed development respects the hierarchy of buildings which make up the local centre. The modulation of the different components of the building which be visible from beyond storeys field which means the length of the frontage will not be overly dominant. The hotel and apart-hotel will complement the setting of the landmark Storeys Field Centre and will not compete with its height.

- 8.40 The restaurant canopy and plant enclosure will be visible above the main roofline. The plant enclosure is set well into the footprint of the roof and will be discrete. The restaurant terrace canopy will form a feature at the southern end of the building and will not be incongruous. External lighting of the space will need to be carefully considered however, which can be ensured through the imposition of **condition 15: artificial lighting**.

External Spaces and Landscape

- 8.41 The landscape is central to the scheme, with the building arranged around a planted courtyard which will provide an amenity for users of the development and also the wider community. SuDs are integrated into the layout with permeable paving and slot drains directing runoff into the underground storage tanks. The space is set on two levels with the southern end more heavily planted to enhance privacy and seated areas. This opens up in the northern section with a lawn overlooked by the terrace spill out space for the Locke café. The overall design is comprehensive and fully supported by the Council's landscape team and is compliant with Cambridge Local Plan 2018 policy 59.
- 8.42 The development includes undercroft spaces which will provide public amenity, part of which will form seating for the restaurant. The viability and maintenance of the undercroft landscape was reviewed at pre application stage given the potentially windy, cold and shady environment. The undercroft height is not uniform and varies across the space with a reflective cladding used on the ceiling. As such officers are satisfied the space will have an open and inviting character.

Daylight and shadow

- 8.43 Usability of the undercroft and amenity spaces and the variations of microclimate throughout the year, have been fully considered. Indicative sunlight and shadow modelling has been carried out for the internal courtyard area. The northern half of the space receives a good level of sunlight throughout the year particularly the café seating area. The landscape design has satisfactorily responded to the areas which receive little sunlight to the south of the courtyard. Microclimate has been adequately considered in accordance with Part c of Cambridge Local Plan 2018 policy 59.

Fire Strategy

- 8.44 The application is accompanied by a Fire Safety Strategy Report setting out how the development addresses statutory requirements under the Building Regulations; means of warning and escape; internal fire spread (linings and structure); external fire spread; access and facilities for the fire service and fire safety management. In the view of officers the proposal adequately demonstrates consideration of the fire strategy for the purposes of the planning application and is compliant with Cambridge Local Plan 2018 policy 57.

Impact on heritage assets

- 8.45 The development is situated over 300m from the Travellers Rest geological site SSSI. There will be no adverse impacts. The strategy for managing the SSSI was considered at outline application stage. The development does not give rise to impacts which were not considered in the outline Environmental Statement.
- 8.46 The development will be visible from some locations within the Conduit Head Road Conservation Area. Officers do not consider there to be any significant harm to its setting. (Please see scale and massing above).

Designing out crime

- 8.47 The development has been assessed at pre application stage by the Designing out Crime officer at Cambridgeshire Constabulary. Recommendations were made regarding basement lighting, glazing specification, key fob access, CCTV and management of the cycle stores, strategy for removing abandoned cycles and placement of planters/street furniture to mitigate potential hostile vehicle strike. The application will not be subject to a formal Secured by Design application, but the development will need to demonstrate compliance with security and safety measures under the BREEAM process. As such, the design of the development adequately responds to crime and safety and is compliant with Cambridge Local Plan 2018 policy 57.

Cambridgeshire Quality Panel

- 8.48 The Cambridgeshire Quality Panel reviewed the emerging proposal on 10 December 2018 (at pre application stage). The Panel were broadly supportive of the proposals. A number of specific recommendations were made to improve the scheme which are set out in table 2 below. The full minutes are attached as Appendix 3.

Table 2: Quality Panel Issues and officer responses

Issues and recommendations of Quality Panel	Officer response
<i>Fundamental Issues to be Addressed</i>	
North-facing rooms are not really acceptable especially for the longer stay guests although less problematic for shorter stay hotel guests.	The development as submitted has an amended north west corner. The amended plans achieve natural light into the long internal corridor with additional windows and the recessed detailing adds variation to the corner. This addresses

	the recommendation made by Quality Panel.
Rendered view 9.2.3 (see image below) was oppressive and might benefit from the plant room as an elevational event to break up the roof line.	See paragraph 8.32. The application submission integrates additional windows to the corner. Increasing the height of the building by siting the plant room close to the edge of the parapet was not considered desirable. The north west corner is not considered a landmark edge of the development which justifies more height.
The 100m elevation to Eddington Avenue is rather unrelenting and could benefit from greater articulation of the junction between the two parts. However the Panel liked the understated 'timber furniture' entrance pavilions.	See paragraph 8.31.
Despite the architects' best efforts the undercroft/gateway to the courtyard garden is oppressively low.	The undercroft areas of the building vary in height. There generous width and light materials treatment should ensure they are desirable spaces with long dwell times for people using the space.
Inadequate cycle provision.	Cycle parking was increased in the application submission with scope for future expansion if necessary.
<i>Suggested amendments</i>	
Ease the access to the car park ramp and resolve potential conflict with deliveries.	The application submission is supported by tracking diagrams which demonstrate the access ramp is fully accessible to vehicles.
Break up the very long corridors with views out which would help the elevations too.	The application submission has further windows to the north elevation which provides light into the corridors.
Ensure no overheating to west facing rooms and in the corridors.	The supporting heating and cooling study demonstrates that there will not be

	excessive overheating of the west elevation.
Detail with care the new (shaded) planting proposed for Turing Way.	Noted by the applicant.
Make the plantroom work for the elevations.	It was not considered desirable to create further height through positioning of the plant enclosure because of the impact from longer range views.
<i>Suggested Improvements</i>	
Consider the impact of the journey towards net zero carbon. Reduce the need for cooling to a minimum.	See from paragraph 8.105.
The aparthotel would bring more life to the Market Square if hotel and aparthotel were flipped.	See paragraph 8.30.
Use green roofs to attenuate the water and reduce on site storage.	The rainwater recycling system does not account for the degree of rainwater losses green roofs will have. However given that the development has achieved the first point of policy 31 to reuse water as it connects into this system, the requirement to provide a green roof is superseded by the rainwater harvesting approach in this instance.

8.49 In the opinion of officers the application submission adequately addresses the points made by Quality Panel. The overall design of the scheme is considered comprehensive and the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 and 59.

Transport

8.50 The impact of the wider development was assessed at the outline stage, and considered acceptable subject to a number of conditions and mitigation measures secured through that consent. This application falls outside of that

assessment because the proposed hotel is 30 rooms larger than the 130 approved at outline and now includes a 180 room apart-hotel. The application is therefore accompanied by a TA to demonstrate the development will not have an adverse impact on the transport network.

Trip Generation

- 8.51 The trip generation from the proposed development is estimated to generate approximately 900 daily arrivals and departures from all modes throughout the day. This is approximately three times greater than the trip generation accepted as part of the 2013 outline consent. Notwithstanding the additional development proposed through the full planning application, the number of car driver trips is not expected to increase (around 140 daily arrivals and departures). This equates to around four car arrivals and one departure in the AM peak hour, with less than three arrivals and two car departures in the PM peak hour. This is because of the level of car parking proposed and the parking demand management strategy associated with the proposed development.
- 8.52 In terms of future mode share targets, the development commits to reducing the percentage of car trips from 15%, incrementally decreasing to 12% upon year five of the development. These targets are considered suitably ambitious, in accordance with Cambridge Local Plan 2018 policy 80.

User Profiles

- 8.53 The developer, SACO, has provided characteristics of the likely customer base who are expected to use the site. Both the Hyatt Centric Hotel and Locke apart-hotel are likely to attract professionals on local or international work assignments or carrying out research affiliated with the University. The apart-hotel is likely to include a large number of academic researchers working at Eddington and at the West Cambridge campus.
- 8.54 The Hyatt hotel will attract business travelers or researchers and are likely to be working or attending conferences at Eddington, West Cambridge or elsewhere in the City.
- 8.55 In terms of future employees, a target has been set to employ local staff and reasonable endeavours will be made to recruit at least 50% of the staff complement from the wider local area (as set out in the Operational Management Plan). The planning consent will not however mandate this.
- 8.56 The Locke apart-hotels and SACO serviced apartments used as an evidence base to help determine parking provision for the site are situated within city centre locations, in close proximity to bus and rail facilities and are therefore not completely representative to this out of City centre location. The applicant has looked at car park provision and usage at other hotels in Cambridge in similar out of town centre locations as requested by the County Council to address this. The evidence base is now considered robust.

- 8.57 Car parking accumulation surveys undertaken at the comparable hotels within Cambridge identified Hotel Felix and Premier Inn. These have a higher car parking ratio than the proposed development. The maximum car park accumulation in the evening was 78% with occupancy not exceeding 60% throughout the daytime. This evidence supports the overall level of car parking for the proposed development, 75 spaces, which will be provided. (see car parking below).

Travel Plan

- 8.58 A travel plan accompanies the application to promote sustainable travel to and from the site. The Travel Plan includes both 'hard' infrastructure and 'soft' behavioural measures aimed at reducing car use.
- 8.59 The hard measures include provision of a direct minibus service to and from Cambridge station and the proposed hotel in lieu of individual taxis at set times or according to check in/out times. There is potential for this to be responsive to demand and expanded further in the future. The mini bus will be fully wheelchair accessible and for those with reduced mobility. The minibus will be run by a third party operator and will not be parked on the site.
- 8.60 In addition, other hard measures include live transport information to be provided at the site entrance giving up to date public transport information; provision of 200 secure cycle parking spaces; active monitoring of the car park and high permeability of the site for pedestrians. This is in addition to the wider hard measures delivered as part of the phase 1 North West Cambridge Development, which includes bus services.
- 8.61 Soft measures proposed include supplying a travel pack to each employee of the site; promotion of active travel; cycle maintenance schemes and facilitation of the Cycle Register Scheme.

Car Parking

- 8.62 The development will provide 75 car parking spaces including seven accessible bays. 22 spaces will be allocated for staff and 53 spaces for guests. This equates to a ratio of 0.23 spaces per unit. Staff car parking demand has been derived using 2011 Census 'Travel to Work' data alongside an assessment of public transport data. The provision is set out in table 3 below:

Table 3: Summary of Car Parking

Provision	Spaces
Staff parking	22
Guest parking	53
Blue Badge	7

Total	75
<i>Specification</i>	
Oversized vehicle spaces	9
Active 'slow-e' charge point	20%
Passive e-charge	80%
Infrastructure for e-charge	100%
Short stay spaces at ground level	10

8.63 The proposed 75 car parking spaces represents a reduction of 36 spaces compared with the consented outline permission. The proposed amount of car parking is however fully in accordance with the latest Car Parking Standards contained within the 2018 Cambridge Local Plan, which have more ambitious standards for sustainable travel.

8.64 Officers recognise the potential for overspill into Madingley Road Park and Ride. The Park and Ride is located within 500m of the site. It has existing car parking provision for 930 spaces and offers up to 72 hours, of which is free of charge for under 18 hours. There is a £10 charge per night for a maximum of three nights.

8.65 Notwithstanding the proximity of the Park and Ride, given the emphasis on active travel to the development, the Parking Demand Strategy is considered sufficiently robust to manage car journeys to the site. This includes:

- Provision of a hotel mini bus
- Provision of a site Travel Plan
- Site integration with existing transport initiatives in Cambridge (see S106 and mitigation sections below)
- Car Club scheme
- Staff induction packs
- Real time travel information

Use of car parking

8.66 The booking system for rooms will include information for booking of a car parking space. The availability of car parking spaces along with the associated charges will be set out upfront during the booking process. This will enable SACO to be fully aware of the parking usage in advance of the arrival of guests. Only the guests who have booked a parking space will be allowed a fob access to the car park. Therefore, the likelihood of insufficient parking is very low. SACO will regularly monitor the usage of the car parking spaces within the basement. When the capacity has reached 90% (77 spaces

of the 85 available spaces), the booking office will restrict the booking of parking spaces and retain the remaining 8 spaces for backup use only.

- 8.67 Monitoring of the uptake of car parking spaces on site will be carried out through the Travel Plan to ensure that car parking spaces within the Park and Ride are not being relied upon by guests and staff. Overall, officers consider the amount of car parking represents an appropriate balance between providing sufficient car parking and encouraging sustainable travel modes to the site.

Taxi (and coach) drop off

- 8.68 The development provides a layby for taxi drop off from Eddington Avenue, which is in close proximity to the main reception areas of the Hyatt and Locke lobbies. Drop off to Ryle Yard will be prohibited and enforced through **condition 34: taxi drop off**. Part of the travel plan (**condition 18: revised travel plan**) will ensure that local taxi firms are aware that drop off must occur on Eddington Avenue. (Also see noise subsection below).
- 8.69 The Eddington Avenue drop off area can also be used for coaches, although it is not expected these will frequently service the site.

Mitigation

- 8.70 Notwithstanding the hard and soft measures proposed within the TA the County Highways Authority consider that the proposed impacts of the development on the local transport network require further mitigation. This is because of the significant increase in cycle trips to the site over and above what was expected as part of the 2013 outline consent.
- 8.71 Given the likely demand for cycle journeys to and from the site, the County consider that a contribution towards the Madingley Road pedestrian and cycle improvements scheme is appropriate. This is a strategic Greater Cambridge Partnership scheme to upgrade cycling infrastructure along Madingley Road to provide a segregated route. An update on the contribution will be provided on the Amendment Sheet. Please also see the s106 subsection below.

Cycle Parking

- 8.72 The development provides a total of 200 cycle parking spaces, 118 of which are long term spaces. This exceeds the NWCAAP and Local Plan 2018 standards which specify 89 and 97 spaces respectively. In addition, the development will provide 40 hire cycles for guests. The schedule of cycle parking is set out in table 3 below:

Table 4: Summary of cycle parking

Location	Number of spaces
Long stay – 2 cycle stores	118
Short stay -	42
Cycle hire	40
<i>Of which are off gauge cycle spaces</i>	18
Total	200

- 8.73 The guest and staff cycle spaces are located in three stores at each end of the building containing double stacker racks, with space for larger off gauge cycles and two repair/maintenance areas.
- 8.74 Officers note Camcycle’s objection that two tier cycle parking is not considered acceptable for residential accommodation. However, hotels and apart-hotels fall within Planning Use Class C1 and are not permanent residential accommodation. Whilst they are closer to residential on the overall spectrum compared to a hotel use, (where guests might only stay a few nights), they do not generate the same demand as a full residential use. Officers do recognise that apart-hotels have a greater length of occupancy than a hotel use and for this reason the development provides 40 cycle parking spaces above the Local Plan Standards. With this enhanced provision, together with the generous cycle hire facility (an additional 40 spaces), the amount of cycle parking is policy compliant and will meet the needs of the new development.
- 8.75 Notwithstanding the above, the applicant has demonstrated how the development could accommodate future additional cycle hire and guest/staff cycle parking. This would involve an extension to the south cycle parking store. The future demand for this extension can be adequately monitored and managed through **condition 18: travel plan**.
- 8.76 Camcycle has also objected to the detailed design of the two tier stackers, which include Sheffield stands below. This arrangement is considered inconvenient because it can be difficult to access the upper tier. The applicant is providing a revised stacker arrangement with matching racks top and bottom. There will be an update provided on the pre Committee Amendment Sheet.
- 8.77 Subject to the minor change to the design of the two tier cycle stackers, the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Residential Amenity

- 8.78 The key issues relate to the impact of the development on the nearest residential properties at Lot 8, Ryle Yard and Lot 2 to the south of the plot. The majority of homes in Lot 8 are between 20 and 40 m away from Ryle Yard, where the service vehicles will access the site. The closest residential apartment is approximately 14m away.

Impact on amenity of neighbouring occupiers

Construction impacts

- 8.79 The application is accompanied by a Construction Method Statement (CMS) which is generally considered robust and consistent with the other Lots assessed at Eddington.
- 8.80 Site working hours shall be 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturday, which is consistent with other Lots. The site core working hours are therefore acceptable. Any additional activities outside these hours will be strictly controlled through the discharge of **Condition 5: construction method statement**.
- 8.81 It is stated that any piling that may be required is likely to be formed by continuous flight augered (CFA) or bored piling techniques. Both methods and in particular CFA are particularly suited to environmentally sensitive sites due to very low levels of vibration and noise. This approach is supported and will be secured in the final CMS secured through **condition 5: CMS**.

Operational noise

- 8.82 Noise associated with service deliveries and collections, patron and staff vehicle movements to the proposed parking areas and general vehicular drop off and collections via and within Ryle Yard require careful consideration. A number of bedrooms in Lot 8 overlooking Ryle yard and there is potential for noise and disturbance to arise and in particular during the late evening and at night. Two representations have been received highlighting these concerns.
- 8.83 The potential impacts from operational noise must be considered in the context of the outline consent, which grants permission for a 130 bedroom hotel. Servicing access was anticipated to be from Ryle Yard in the Design Code. The 2011 North West Cambridge Development Transport Assessment includes (Table 5.4) the 'External 12 hour Base Case person trip generation by land-use and mode (excludes internal trips)'. This states the Hotel element will expect 5 Ordinary Goods Vehicle (OGV) arrivals and 5 OGV departures each day. This includes the senior car facility, originally identified in this location. Therefore, the application proposes the same OGV movements per day to service the site. (An OVG is a relatively large vehicle with two to three axles).

- 8.84 The servicing vehicles would set down at the dedicated loading bay to the eastern side of Ryle Yard. There would not be any conflict with the residential car parking bays in Ryle Yard and this design would not create any adverse risk to pedestrians or cyclists during loading.
- 8.85 In the view of officers, the overall width of Ryle Yard and distance to the proposed development is such that the servicing regime can be adequately accommodated in principle. This is however subject to a strict regime of control. Officers consider that no more than five OGV's should deliver along Ryle Yard during any one day, consistent with that tested at outline stage. This will be ensured through the imposition of **condition 33: Delivery restrictions**. The applicant must therefore consider consolidation of deliveries to reduce the noise impact on existing residential properties in Ryle Yard.
- 8.86 In terms of the distribution of deliveries through the day, the TA, Chapter 7, shows the percentage of daily OGV trips in each hour from 07:00 to 21:00. This shows no trips after 20:00 with the majority of trips (74%) occurring before 13:00. As submitted, the application proposes a delivery window through the day of 07:00 to 21:00 Monday to Saturday and 09:00 until 17:00 on Sundays or Bank Holidays. In the view of officers this is too wide to minimise disturbance to residents. **Condition 31: Collections and deliveries** will ensure that the deliveries are restricted to 08:00 – 18:00 Monday to Saturday, with no deliveries on Sundays or Bank Holidays. This will ensure residents will not be disturbed by deliveries early in the morning and during the evening time. Officers consider this tighter window entirely responsible given the adjacencies of Lot 8.
- 8.87 The application as submitted proposed some taxi drop off at Ryle Yard. In the view of officers this is not acceptable because of the potential for noise and disturbance, particularly at night time. Taxi drop off will be mandated to be from Eddington Avenue only through the imposition of **condition 34: taxi drop off**.
- 8.88 It is acknowledged in the submitted Noise Assessment that there is some risk that noise from car doors closing and other noise associated with deliveries will be audible from Lot 8 properties. Ryle Yard will become an enclosed courtyard and is likely to have some sound reverberation and noise breakout through the western courtyard entrance. The screen between the car park and courtyard needs to be carefully considered including solid barriers or acoustic louvres to minimise noise impacts. Internal soffits can be lined with sound absorbing material and sound insulation may form part of the mitigation. The basement car park and on-plot parking areas are accessed from the turning circle at the termination of Ryle Yard. The design of the screen will be controlled through the discharge of **condition 8: basement and ground floor noise insulation scheme**.
- 8.89 It is concluded that the noise impact from the car park itself on Lot 8 residents is expected to be minimal given there are only 75 spaces on the ground floor, which are screened from the nearest residential properties. This is a

reduction from the 111 space car park originally proposed in the outline permission. To minimise the risk of impact it is recommended that sound absorption is provided to the soffit of the car park, which will also be secured through **condition 8: basement and ground floor noise insulation scheme**.

Use of the roof top terrace

- 8.90 A seasonal rooftop terrace with bar is proposed for the development which will operate during the evenings, however the roof area will be open to guests throughout the day but with no bar offerings. It is proposed that the terrace will be closed by 22:00 on Sunday to Thursday and at 23:00 on Friday and Saturday. Low level background music is also proposed for the bar area. The applicants Noise Assessment concludes that if the capacity of the rooftop bar is controlled and music noise is kept to a low level, its usage should not adversely affect nearby residential receptors. The Council's Environmental Health Team considers a tighter regulation of the use of the space, including use limited until 21:00 (every day) with no amplified music played externally. This will be controlled through the imposition of **condition 29: Rooftop bar hours of use**.

Use of the restaurant

- 8.91 The applicant's Noise Assessment states that the restaurant will be operational until 23:00. A combination of sound insulation performances (internally to the hotel rooms and externally through the facade), and music noise limits are recommended to avoid any disturbance to hotel guests and nearby residents. It is understood that background music will be played in the restaurant and there is also scope for live music. Any live music will be restricted in noise level to LAeq 80 dB, in order to not disturb hotel guests directly above the restaurant. In the view of officers the proposed opening times of the restaurant are acceptable and will be secured through **condition 30: retail/restaurant hours of use**.

Noise from external plant

- 8.92 An open enclosure on the roof will house approximately 21 condenser units. It is predicted that as the walls of the enclosure are solid, adequate screening is provided and the noise level requirements at the nearby receptors within Lot 8 can be met. This will be ensured through the imposition of **condition 14: ventilation extraction, filtration and abatement scheme**.

Artificial lighting

- 8.93 The NPPF states that good design needs to limit the impact of light pollution from artificial light on local amenity. The proposed new building in close proximity to existing residential premises and has the potential to alter lighting levels and cause nuisance.

- 8.94 The submitted Design and Access Statement also states that Lighting within Lot H will conform to the Obtrusive Light Limitations for Exterior Light Installations for an Environment Zone E2, and this includes the roof level lighting of the covered cafe and event space. External lighting shall be photocell and timer switch controlled with manual override facilities. Lighting within the landscaped areas will be fully integrated into the design and will use LED lamp technology to minimise maintenance and energy usage wherever possible. The external lighting strategy has been designed to provide safe access and movement within the site's boundaries and to deter theft and vandalism, whilst taking into account the neighbouring residential developments. This approach is acceptable. However, as the final external and internal artificial lighting detailed design has yet to be finalised **condition 15: artificial light mitigation** is recommended.
- 8.95 Subject to the conditions recommended, the applicant's have suitably addressed the issues of construction and operational noise and artificial lighting and the proposal is therefore in accordance with Cambridge Local Plan (2018) policy 35.

Amenity for future occupiers of the site

Noise impacts from the courtyard

- 8.96 It is envisaged that the external seating area from the ground floor restaurant will be in use during the daytime only, as confirmed in the management plan. The sound insulation of the windows overlooking the external restaurant area has been specified to reduce the risk of complaint in hotel guestrooms. This issue has been suitably addressed in the applicant's noise assessment.
- 8.97 The floor construction separating the ground floor and first floor car park is a 375 mm concrete slab and is capable of attenuating noise from the car park sufficiently to the upper floors.

Contaminated land

- 8.98 The assessment and investigation of the wider North West Cambridge Development area has already been undertaken and this has led to the partial discharge of Condition 49 within the Phase I area of the wider Development area, since no unacceptable risks from land contamination were found.
- 8.99 Whilst it is accepted that remediation is not required at the application site, there may be the need to import materials such as subsoil, topsoil, and various aggregates. In order to ensure that such materials are free from contamination and suitable for use, a Materials Management Plan (MMP) is required. The submitted Construction Method Statement presents a generalised soil management plan that makes reference to imported materials but it is considered appropriate to require the submission of a more detailed and robust MMP through the imposition of **condition 16: unexpected contamination** and **conditions 17: materials management**.

8.100 Overall, the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and it is compliant with Cambridge Local Plan (2018) policy 56.

Air Quality

Ryle Yard

8.101 The proposed 75 vehicle car parking and servicing requirements will attract additional trips to the Ryle Yard area when compared with the current situation adjacent to an empty site. However, given the extant outline consent, the approved 130 bedroom hotel with 111 car parking spaces, there will be less vehicles expected than originally approved. Therefore there will be less air pollution and noise disturbance than the levels which were approved in the outline consent. In addition, up to 20% of car parking spaces will have e-charging with the infrastructure for 80% which will reduce air quality impacts through emissions.

8.102 The TA indicates that the development would generate daily 5 two-way service vehicle trips. However, background levels of air pollution are low in this part of Cambridge and there will be insufficient traffic to increase levels of air pollution to those that might approach the National Air Quality Objectives for pollutants. Further, the residential properties that face or back onto Ryle Yard are either set back from the traffic or on the first floor and above. The impact on these properties is likely to be negligible.

8.103 We do not have any air quality monitoring stations on the North West Cambridge site because background levels of air pollution are low and there is insufficient traffic on the site to increase levels of air pollution to those that might approach the National Air Quality Objectives. There will be a very small increase in air pollution in Ryle Yard as the number of vehicle movements in the servicing area increases by around 250 per day. This level of localised traffic increase would not normally attract an Air Quality Assessment outside the Air Quality Management Area and is not considered to create a significant impact.

Wider Eddington site

8.104 The proposed development is not considered to result in any significant adverse harm to air quality. Subject to securing mitigation measures in the travel plan, the development is compliant with Cambridge Local Plan 2018 policy 36.

Carbon reduction and sustainable design

8.105 Local Plan policy 28 sets out the principles of sustainable design and construction to ensure that the growth of Cambridge supports the achievement of national carbon reduction targets and does not exacerbate Cambridge's severe water stress. NWCAAP policy 24 sets out the exemplar sustainability aspirations for the development of Eddington. The proposed

scheme meets, and in some cases exceeds the requirements set out in NWCAAP policy NW24, through achievement of BREEAM 'excellent'. In addition, developments within the Strategic District Heating Area (SDHA) are required to connect to the existing network unless it can be demonstrated this is unviable. The proposed development will be connecting to the site wide district heating system in so doing maximises the site opportunities for low carbon energy generation, a key objective of Local Plan policy 28.

Renewables

- 8.106 The use of air source heat pumps and photovoltaic panels to help reduce carbon emissions on site. This represents a 34.6% reduction in emissions for this building. This approach, which exceeds the requirement of Policy NW24 for a 20% reduction in emissions from non-residential uses aggregated across the Eddington site as a whole, is fully supported. There will be a need for the contribution from renewable energy for this scheme to be added to the aggregated carbon reduction table developed by Aecom to track progress against the overall site wide target for 20% renewable energy for the non-residential components of this scheme.
- 8.107 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 28, NWCAPP policy NW24 and the Sustainable Design and Construction SPD 2007.

Integrated water management and flood risk

- 8.108 Cambridge Local Plan 2018 policy 31 sets out that surface water should be managed close to its source and on the surface where reasonably practical to do so. The development provides a variety of source control features within the central courtyard of the hotel to slow the flow of surface water back to the balancing lake feature, to the west of Eddington. This includes permeable paving, bio retention tree pits and a significant grassed area with tree planting. The development restricts runoff using a hydrobrake device to 5l/s, which is a relatively low rate.
- 8.109 The outline strategy is clear that the existing runoff from each site must be maintained as close to the greenfield runoff rate as possible with the discharge rate from each site coming forward capped to no lower than 5l/s to minimise blockage. This is achieved for the Lot H development.
- 8.110 Policy 31, part f requires any flat roof to be a brown roof or green roof. At Eddington, there is a site wide rainwater harvesting system which the hotel will be integrated to. The site wide rainwater recycling system does not account for the degree of rainwater losses green roofs would entail. Given that the development has achieved the first point of policy 31 to reuse water as it connects into this system, the requirement to provide a green roof is superseded by the rainwater harvesting approach. The water recycling system has already been designed and constructed and therefore it would be

inappropriate to ask new plots coming forward to pursue another strategy for handling surface water runoff.

- 8.111 Policy 31 part c sets out the importance of water reuse, offsetting the demand for potable water. The proposed development will benefit from the water recycling system, whereby non potable water is pumped back up from the lake for reuse. As such the proposed development and the overall approach to water reuse at Eddington, is fully in accordance with policy 31.
- 8.112 The proposed basement will not receive any rainwater. The exceedance flow plan shows that the levels will direct water away from the basement. However some form of basement drainage is normally required and it will connect into the foul network. This approach is considered acceptable.
- 8.113 The applicants have suitably addressed the issues of water management and flood risk, and the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Ecology

- 8.114 Cambridge Local Plan 2018 Policy 57: design new buildings, part h requires new buildings to include an appropriate scale of features and facilities to maintain and increase levels of biodiversity in the built environment. The Council's Ecology Officer has confirmed the survey work to inform the application proposal is acceptable. The recommended enhancements, principally the installation of bird and bat boxes are welcomed in principle.
- 8.115 Clearly from the existing condition of the site, a cleared areas awaiting construction, there is an enhancement of biodiversity. At a wider level the development provides enhancements which accord with that agreed under the approved North West Cambridge Biodiversity Strategy and in that context the development is considered compliant with NWCAAP policy 24.

Inclusive access

- 8.116 The main issue raised by Disability Panel pre application was the distance of blue badge parking in relation to the building entrances. To address this issue and in response to Member concerns with the amount of car parking, the application submission includes a basement. This means that six blue badge spaces are provided in the basement in close proximity to the lift cores giving direct access to the lobby of the hotel and apart-hotel. This ensures the development is convenient, safe and accessible for all, in compliance with Cambridge Local Plan 2018 policy 57, part b.
- 8.117 The development proposes 5% of the hotel and aparthotel rooms to be designed as wheelchair accessible to meet the requirements of part M of the Building Regulations.
- 8.118 The proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

Refuse Arrangements

- 8.119 The Council's Operational Waste Manager has considered the proposed development and is broadly supportive of the waste strategy for the site. The development will use a private refuse collection service and all waste will be stored in the main refuse store on a daily basis to be collected in 1,110 litre wheelie bins. In total the development requires 19 bins for residual, compostable and recyclable waste.
- 8.120 The waste storage calculations are based on RECAP guidance. The proposed storage area is sufficient to provide twice or thrice weekly collections. It would be likely that the collection of general refuse, food waste and recyclables will not take place on the same day. Refuse collection would be carried out by a private contractor. The loading bay area is compliant with the RECAP design standards and will provide convenient access from the refuse store on the western side of the building. Servicing of the development will be strictly managed through **condition 11 servicing and operational management plan**.
- 8.121 There is sufficient space internally for storage of bulkier items (e.g. pallets or catering oil barrels). The refuse store is screened from public view and is well integrated into the building. In the view of officers the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57 and NWCAAP policy NW2.

Public Art

- 8.122 The application proposal as a full planning application triggers the requirement for on-site public art over and above what was secured for the outline planning application. The archaeological dig has revealed various artifacts which the University has suggested could be integrated as part of a scheme for public art. This is considered a positive approach to delivering on site public art to mitigate the impact of the development. A Public Art Delivery Plan can be satisfactorily secured through the imposition of **condition 25: public art**. In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 56.

Third Party Representations

- 8.123 Three third party representations have been received. The following matters are raised:

Issue	Officer response/report section
There should have been more consultation events.	The proposal had a comprehensive pre application process, which was consistent with other Lots at Eddington.

<p>The specific measures to ensure pedestrian safety, particularly around school drop off and users of the community centre need to be set out.</p>	<p>The bollards through to the local centre will be operational shortly. The University is working with the school, which is responsible for working with parents on implementation of its Travel Plan. The University also run an Eddington stakeholder group so that the major site users (hotel, school, community centre, etc.) can coordinate activities and issues. Therefore it is expected that if vehicle management issues do arise between the hotel, primary school or Storeys Field Centre, they could be managed in that group.</p>
<p>The increased traffic will create noise and air quality impacts.</p> <p>The extreme proximity of traffic will pollute air in both bedrooms. (4 Ryle Yard)</p> <p>This is potentially detrimental to health.</p>	<p>See paragraph 8.83 and 8.101</p>
<p>There will also be heavy goods vehicles along Ryle Yard.</p>	<p>The TA estimates only five OVG's per day. Officers consider there to be scope for consolidation of deliveries. The decision will be mandating no greater than five OVG deliveries through condition 33: delivery restrictions.</p>
<p>There will be an increase in car parking on adjacent streets.</p>	<p>The original outline application includes a condition that the applicant monitor car parking on the nearest residential streets. If overspill car parking is occurring, then a controlled parking zone will be implemented, if that is the wish of residents in the particular street.</p>

Planning Obligations (s106 Agreement)

8.124 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any

planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements.

8.125 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

Transport Infrastructure

8.126 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 primarily relates to increased demand on cycle infrastructure. Officers at the County Council have assessed the transport information submitted by the applicants and have reached the view that the proposed measures are appropriate in the context of the extant permission and on the basis of the impact of this development over and above the current situation:

- A contribution to the Madingley Road pedestrian and cycle improvements scheme.
- A regular monitoring survey of the mode of travel to the site. (Secured by planning condition).
- Travel Plan to be secured with any permission. (Secured by planning condition).

8.127 An update of the contribution will be included on the Amendment Sheet.

8.128 The above measures are considered an appropriate package of mitigation based on the likely impact of the development resulting from the additional cycle movements along Madingley Road. The mitigation package will directly mitigate this impact through the strategic Greater Cambridge Partnership scheme which will be delivered.

8.129 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.

Planning Obligations Conclusion

8.130 It is officers view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

9.0 CONCLUSION

9.1 The NPPF 2019 sets out a presumption in favour of sustainable development, with proposals that accord with the Development Plan to be approved without delay. The proposed development will provide a high quality building for Eddington which accords with the outline permission and the principles set out in the Design Code.

9.2 The development scheme would have some limited dis-benefits. These include construction related impacts and some limited amenity impacts for existing residents at Lot 8, all of which can, in the view of officers, be adequately mitigated through the suite of conditions proposed.

9.3 Significant economic benefits locally will result from the proposed development. Employment across a range of disciplines and jobs created through the construction itself.

9.4 Socially, the proposed hotel and apart-hotel will represent a significant step in the development of Eddington. This is through the design of the building, its permeability, community focus and range of amenities available to residents and visitors.

9.5 Environmentally, there are significant improvements to the ecological value of the site compared with the existing condition, with a public landscaped courtyard accessible to the community.

9.6 The design of the building is high quality, responsive to its context and setting and is supported by a Travel Demand Management Strategy which is appropriate for the development. APPROVAL is recommended.

10.0 RECOMMENDATION

APPROVE subject to completion of the s106 Agreement and the following conditions:

Approved Drawings

1. 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.

Drainage (pre commencement)

2. No development hereby permitted shall be commenced, save for site setup and basement formation, until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall be based upon the principles within the agreed Surface Water Drainage Strategy prepared by Manhire Associates (ref: 15055/WP08) dated January 2019 and shall also include:

- a) Details of the existing surface water drainage arrangements including 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 a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Temporary storage facilities if the development is to be phased;
- g) A timetable for implementation if the development is to be phased;
- h) 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;
- i) Full details of the maintenance/adoption of the surface water drainage system;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

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.

Building materials samples

3. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials to be used in the construction of the external surfaces of buildings, which includes the brickwork, external features such as entrance doors, windows, stone surrounds, external metal work, balconies, balustrades, rain water goods, coping, bike and bin stores, shall be submitted to and approved in writing by the local planning authority.

A sample panel of the facing materials to be used shall be erected on site and shall be at least 1.5m x 1.5m to establish the detailing of bonding, coursing, glazed colour treatment and type of jointing and any special brick patterning/articulation detailing shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 55 and 57).

Public Realm Materials

4. Prior to the commencement of any hard landscaped external spaces, samples of the materials to be used in the construction of the external landscape surfaces which includes footways, paving and details of the landscape courtyards, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 55 and 57).

Construction Method Statement

5. The development approved shall be constructed in accordance with the principles and mitigation measures and recommendations detailed in the submitted '*Lot H Full Planning Application - Construction Method Statement, January 2019- InCo Projects' Version 2.*

For the avoidance of doubt the following specific restrictions / requirements shall apply:

- i. No construction work or demolition work shall be carried out or plant operated including the maintenance and checking of plant and machinery, 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.
- ii. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800

hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

- iii. For any planned construction and associated deliveries / collections outside core working hours a minimum formal application / notice period of 10 working days shall be given to the Local Planning Authority for approval in writing. 5 working days notification shall be given to local neighbours.

Reason: To protect human health and amenity in terms of noise and local air quality during the construction in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Non-Road Mobile Machinery Plant (NRMM) – Construction

6. All Non-Road Mobile Machinery (NRMM) of net power between 37 kW and 560 kW used during demolition and construction works or similar, shall meet the emissions standards in Stage IIIA of EU Directive 97/68/EC emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery and as amended) and "Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999" for both Nitrogen Oxides (NO_x) and Particulate Matter (PM). If Stage IIIA equipment is not available the requirement may be met using the following techniques:

- Reorganisation of NRMM fleet
- Replacing equipment
- Retrofit abatement technologies
- Re-engineering

All eligible NRMM shall meet the emissions requirement above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit for both NO_x and PM abatement is not feasible. In this situation every effort should be made to use the least polluting equipment available including retrofitting technologies to reduce particulate emissions.

Developers / contractors shall provide a written statement of their commitment and ability to meet the NRMM emissions requirements above within their Construction and Demolition Management plans or similar document, on request by the local planning authority.

An inventory of all NRMM, including evidence of emission limits for all equipment must be kept on site and all machinery should be regularly serviced and service logs shall be kept on site for inspection. This documentation shall be made available to local authority officers upon request.

Reason: To protect human health and amenity in terms of noise and local air quality during the construction in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Food and Beverage Commercial and Retail Uses - Noise Assessment / Insulation Scheme

7. 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 bar, Hyatt restaurant / café, guest gym, commercial and retail units / uses, refuse / recycling storage room, co-working / meeting rooms and external events spaces on neighbouring premises (to include existing residential premises in the area and the proposed habitable rooms on the upper floors of the development) and a noise insulation scheme or other noise control measures as appropriate, in order to minimise the level of noise emanating from the said uses and spaces (having regard to nature and type of uses and events to be held, typical noise generation - sound system setup with consideration of in system noise limiting devices / independent noise limiters, noise egress and airborne and flanking sound via the building structure - fabric, glazing, openings and ventilation systems acoustic performance, premises entrances / acoustic lobbies and associated external patron noise) shall be submitted in writing for approval by the Local Planning Authority.

The noise insulation / mitigation scheme shall be in accordance with the principles, operational noise levels, mitigation measures and recommendations detailed in the submitted '*Saco NW Cambridge Hotel - Design and operational noise assessment*' (17553-R04-A , January 2019- Sandy Brown)'.

The scheme / measures as approved shall be fully constructed and implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect human health and amenity in terms of noise and local air quality during the construction in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Basement and Ground Floor / Grade Car Park & Cycle Stackers Noise Insulation Scheme

8. Prior to any superstructure works commencing on site and on a phased unit by unit basis / approach if necessary, a noise insulation scheme or other control measures as appropriate for the basement and ground floor / grade car park to include consideration of an acoustic screen / barrier / louvres to the grade car park and basement car park ramp and the installation of acoustically absorbent finishes to walls, ceilings and soffits and entry / exit control mechanisms, in order to minimise the level of noise emanating from the said uses and spaces shall be submitted in writing for approval the local planning authority.

The noise insulation / mitigation scheme shall be in accordance with the principles, operational noise levels, mitigation measures and recommendations detailed in the submitted '*Saco NW Cambridge Hotel -*

Design and operational noise assessment' (17553-R04-A , January 2019-Sandy Brown)'.

The scheme / measures as approved shall be fully constructed and implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect human health and amenity in terms of noise and local air quality during the construction in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Plant / Equipment Noise Assessment and Insulation Scheme

9. Prior to the installation of any plant and equipment associated with the approved development and on a phased unit by unit basis / approach if necessary , a noise impact assessment of plant and equipment (including all mechanical and electrical services, combustion appliances / flues, air source heat pumps, ventilation systems / louvres, plant rooms, refuse / recycling equipment within the waste storage area / room and electricity substation) and details of a noise insulation scheme as appropriate, in order to minimise the level of noise emanating from the said plant and equipment and rooms shall be submitted in writing for approval by the Local Planning Authority (LPA).

The noise insulation / mitigation scheme shall be in accordance with the principles, operational noise levels, mitigation measures and recommendations detailed in the submitted '*Saco NW Cambridge Hotel - Design and operational noise assessment' (17553-R04-A , January 2019-Sandy Brown)'.*

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be maintained and retained thereafter.

Reason: To protect human health and amenity in terms of noise and local air quality during the construction in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Food and Beverage - Operational Noise Management and Monitoring Plan (ONMMP)

10. Prior to occupation of the development / the food and beverage Locke café bar, Hyatt restaurant / café uses hereby approved and on a phased unit by unit basis / approach if necessary, a Food and Beverage Operational Noise Management and Monitoring Plan (ONMMP) to minimise and reduce the noise impact of sources associated with these uses (internally and externally) shall be submitted writing for approval by the Local Planning Authority.

The approved ONMMP shall be implemented in full thereafter and shall be reviewed and updated, as necessary and at the request of the Local Planning Authority.

The ONMMP shall consider (but not exclusively / limited to) the following:

- a) Control of external noise from customers / patrons (voices/shouting both onsite including in association with any external smoking areas /shelters, external terrace seating area and event spaces and dispersal at closing time to ensure that an acceptable noise environment is maintained);
- b) Limiting the egress of internal amplified music;
- c) Prohibition of the playing of amplified music externally including in external terrace seating areas;
- d) Closing of doors and windows when the premises is in use;
- e) Opening / closing and drinking up times;
- f) Hours of use of any external areas;
- g) Security arrangements and CCTV system provision
- h) Details of appropriate signage to be placed around the premises reminding customers of the residential nature of the location and need to be mindful about causing a noise disturbance;
- i) Collections and delivery servicing activities and times;
- j) Complaints procedure – receipt, investigation, outcome and review / actions whether complaints received directly from a member of the public, local premises or local authority;
- k) Management / staff duties, roles and responsibilities / authority including monitoring and record keeping;
- l) Regular review and update of ONMMP, as necessary.
- m) How all the above will be controlled/managed/enforced

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

Servicing and Operational Management Plan / Scheme

11. Prior to occupation of the development a Servicing and Operational Noise Minimisation Management Plan / Scheme for service collections / dispatches and deliveries shall be submitted in writing for approval by the Local Planning Authority (LPA).

The Plan shall include details of measures to be undertaken and implemented to mitigate and reduce service collections / dispatches and deliveries related noise impacts as far as is reasonably practicable. The approved plan / scheme shall be implemented and retained thereafter and shall be reviewed and revised as necessary at the reasonable request of the LPA.

The Plan / Scheme should include but not exhaustively the following operations and activities within:

- i. The Journey to and from the service yard area:
 - During the final approach to the hotel, refrigeration units to / within vehicles will be switched off and remain switched off during unloading; and
 - When within the service yard, vehicles will switch off their engines; and

- Access into the service yard should be unrestricted. However, if entry is restricted, vehicles should stop; switch off engines, radios and headlights, and contact hotel staff.
- ii. Within the Service Yard:
- Vehicle radios will be switched off;
 - Vehicle headlights will be switched off when stationary and vehicle lights will be used for vehicle manoeuvring only, to aid safe movement;
 - The use of external alarms or speakers will be prohibited within the service yard;
 - The internal alarm will be muffled to reduce potential for disturbance;
 - Drivers will be advised to used signage within and outside the yard, reminding staff and drivers to be quiet at all times;
 - Noise generation from vehicle manoeuvring into loadings to be kept to a minimum;
 - Vehicle reversing 'audible warning' to be switched off, without compromising safety;
 - Delivery drivers to be instructed to ensure that audible door alarms to the delivery vehicles are switched off prior to opening the cab doors or, alternatively, headlights are switched off to prevent the alarm from sounding when the vehicle is stationary and the doors are opened.
 - At all times drivers will be advised to:
 - engage gears with minimal noise;
 - keep engine revs to a minimum;
 - apply brakes gently; and
 - close doors with minimal noise.
- iii. Unloading/Re-loading -
- Drivers should ensure that engine and refrigeration units are switched off once vehicle the vehicle is stationary and in the unloading position;
 - Drivers shall seek to:
 - lower loading plates into the correct position with minimal noise;
 - Staff to be instructed to ensure that any restraining or locking bars are not dropped onto the lorry floor when unloading.
 - use of forklifts and roll cage movements- avoid making contact with trailer walls, lift guardrails and other obstructions;
 - to minimise noise from the movement of roll cages on the vehicle tail lift and during unloading, the tail lift and hard surfaces on the delivery bay should be covered with resilient rubber matting by delivery staff prior to any unloading of the delivery taking place; and
 - keep conversation to a minimum.
- iv. The return journey - from the service yard area
- All vehicle doors will be closed with minimal noise;
 - Drivers should refrain from starting up vehicle refrigeration units (if required) until the vehicle is a reasonable distance from the store and neighbouring dwellings;

- Drivers should seek to:
 - engage gears within minimal noise;
 - keep engine revs to a minimum;
 - apply brakes gently; and
 - accelerate gently until the vehicle is a reasonable distance from the store.
- v. Advice and policy for drivers of service vehicles to minimise noise during collections and deliveries
- vi. Implementation of a complaints procedure for verifying and responding to complaints about noise / vibration
- vii. Adoption of the Quiet Deliveries Scheme and good practice guidance issued by the Department for Transport.

To minimise noise from the movement of roll cages on vehicle tail lifts and during unloading, the tail lift and hard surfaces on the delivery bay including ground shall be covered with resilient rubber matting by delivery staff prior to any unloading of the delivery and any loading taking place and shall be maintained at all times.

There shall be no movement of roll cages within open external areas of the Ryle Yard service yard before 0800 hours and after 1800 hours on Mondays to Saturdays. The movement of roll cages on Sundays, Bank or Public Holidays is prohibited.

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

Car Parking, Taxi and Customer / Patron Vehicular Management Plan

12. Prior to occupation of the development a Car Parking, Taxi and Customer / Patron Vehicular Management Plan shall be submitted in writing for approval by the Local Planning Authority (LPA).

The Plan shall consider measures to mitigate, reduce and control noise associated with car parking and the vehicular drop off and collection of patrons / customers on Eddington Avenue including access route and drop off / collection locations and turning heads or areas. The plan shall also set out how the restriction on taxi drop off from Ryle Yard will be enforced.

The approved plan shall be implemented and retained thereafter and shall be reviewed and revised as necessary at the reasonable request of the LPA.

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

Habitable Rooms – Noise Insulation Scheme

13. Prior to commencement of superstructure works a noise insulation scheme detailing the acoustic / noise insulation performance specification of the

external building envelope of habitable rooms (having regard to the building fabric elements, glazing and alternative ventilation provision) to reduce the level of noise experienced in these rooms as a result of external ambient noise levels in the area, shall be submitted writing for approval by the local planning authority. The scheme as approved shall be fully constructed and implemented before the use hereby permitted is commenced and shall be retained thereafter.

The noise insulation / mitigation scheme shall be in accordance with the principles, operational noise levels, mitigation measures and recommendations detailed in the submitted '*Saco NW Cambridge Hotel - Design and operational noise assessment*' (17553-R04-A , January 2019-Sandy Brown)'.

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

Ventilation Extraction, Filtration and Abatement Scheme – Odour Operational

14. Prior to the occupation/use of the commercial units (A3 café/ restaurant) and on a phased basis as necessary, a ventilation scheme to include details of equipment and systems for the purpose of extraction, filtration, abatement of odours and fumes to discharge at an appropriate outlet level, including details of sound attenuation for any necessary plant and the standard of dilution / dispersion expected, shall be submitted to and approved in writing by the local planning authority. The approved ventilation scheme details as approved shall be installed before the use hereby permitted is commenced and shall be retained thereafter.

Any approved scheme or system installed shall be regularly maintained in accordance with the manufacturer's specifications / instructions to ensure its continued satisfactory operation to the satisfaction of the Local Planning Authority.

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

Artificial Lighting – Operational

15. Prior to the installation of any artificial lighting an external and internal artificial lighting scheme with detailed impact assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site (external and internal building lighting) and an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken (including horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site shall meet the Obtrusive Light Limitations for Exterior Lighting Installations for an Environmental Zone - E2 in accordance with the Institute of Lighting Professionals - Guidance Notes for the Reduction

of Obtrusive Light - GN01:2011 (or as superseded) and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

The artificial lighting scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: In the interests of amenity. (Cambridge Local Plan 2018 policies 34 and 59).

Unexpected Contamination

16. In the event that unexpected contamination is found at any time whilst undertaking the development that has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and a remediation scheme has been submitted to, and approved by, the Local Planning Authority that will prevent the pollution of the water environment, safeguard the health of intended site users, and ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990.

Thereafter the development shall not be implemented otherwise than in accordance with the approved remediation scheme.

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

Materials Management Plan

17. Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be 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) the 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 shall be undertaken in accordance with the approved document.

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.

Prior to the occupation – Revised Travel Plan

18. Prior to the occupation of the building hereby approved, full details of a revised Travel Plan detailing the measures taken to promote sustainable travel modes shall be submitted to and approved by the Local Planning Authority. The travel plan shall include:
- a) Confirmation of details of the operation and management of the EV hotel minibus service described in the application documents
 - b) Details of a programme of monitoring of Madingley Road Park & Ride to record visitors of the hotel who use the Park and Ride overnight.
 - c) Confirmation of the details of the electric bike hire scheme described in the application documents
 - d) Details of the Hotel Minibus, Integration with existing transport initiatives, Integration with NWC car club scheme, Staff Induction Packs, Real-time Travel Information and a Cycle Hire system.
 - f) Details of the incentives for public transport discounts and cycle vouchers for staff at the hotel and apart-hotel.

The Travel Plan shall be implemented in accordance with that agreed. The travel plan shall be implemented in accordance with that agreed.

Reason: In the interests of promoting sustainable travel modes for future users of the building, Cambridge Local Plan 2018 policy 82.

Earthworks

19. Prior to commencement of any hard or soft landscape works details of earthworks shall be submitted and approved in writing by the local planning authority. These details shall include the proposed method and area of ground decompaction prior to soiling to ensure free drainage. The method of ensuring that the substrate is free draining shall include six number augered hole and percolation tests prior to soiling. Information shall also be submitted detailing the make up of the soils within the courtyard area including any drainage layers, types of soil and method of distribution and spreading. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of the earthworks are acceptable. (Cambridge Local Plan 2018 policies 56 and 59).

Landscape Irrigation

20. Prior to commencement of any hard or soft landscape works, details of the irrigation system shall be submitted and approved in writing by the local

planning authority. Details should include water delivery system to planting beds, water source, automatic control system, times and amounts of water to planting beds, system maintenance details (to be included within the Management Plan). Development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of the earthworks are acceptable. (Cambridge Local Plan 2018 policies 56 and 59).

BREEAM Condition 1 – Design Stage Certification

21. Within 6 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. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that 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 (North West Cambridge Area Action Plan, Policy NW24).

BREEAM Condition 2 – Post Construction Certification

22. Prior to the occupation of the hotel, or within 6 months of 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. In the event that 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 (North West Cambridge Area Action Plan Policy NW24).

Electric Vehicle (EV) charging points

23. Prior to occupation of the development hereby permitted, a plan shall be submitted identifying the Electric Vehicle (EV) charging points to the car parking spaces (20% active e-charge, 80% passive e-charge and 100% infrastructure for slow e-charge). The e-charge infrastructure shall be installed and shall remain fully operational, retained and maintained thereafter.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with paragraphs 103 and 181 of the National Planning Policy Framework (NPPF), Policies 36: Air quality, odour and dust & 82 of the

Cambridge Local Plan, 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

Energy Strategy Implementation

24. The approved renewable and low carbon energy technologies, as set out in the Energy Strategy Report (Applied Energy, January 2019), shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority. Details shall also be submitted in relation to how the proposal will connect into the district heating network (DHN). The connection to the District Heating Network shall be provided in accordance with the approved details prior to the first occupation of the development and shall remain fully operational, maintained and retained thereafter.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (North West Cambridge Area Action Plan, Policy NW24) 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.

Public Art

25. Prior to occupation of the building hereby approved, full details of a scheme of public art shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for public art shall be carried out in accordance with the approved details not later than 6 months after the first occupation of the building or within a timeframe set out and agreed within the submitted scheme.

Reason: In the interest of creating successful, high quality, attractive environments, Cambridge Local Plan 2018 policy 55.

Aparthotel, occupation restriction

26. The proposed apart-hotel shall only be occupied for maximum individual stays of up to 90 days in any one calendar year.

Reason: To ensure that the apart-hotel is not used as permanent residential accommodation which would give rise to substantially different impacts and because the scheme may otherwise require the need for affordable housing, Cambridge Local Plan 2018 policy 77.

Amplified Music / Voice Prohibited within External Areas

27. Amplified music / voice shall not be piped into or played on or within external terrace areas including the cocktail bar terrace, restaurant cafe terrace, events spaces and rooftop terrace.

Reason: In the interests of maintaining neighbouring amenity in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Ground Floor External Terrace Areas and Events Spaces - Hours of Use

28. The ground floor external terrace areas and events spaces shall only be used between the hours of 0700 to 2300 hours.

Reason: In the interests of maintaining neighbouring amenity in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Rooftop Bar and Terrace Area - Hours of Use

29. The rooftop bar and terrace area shall only be used between the hours of 07:00 to 21:00.

Reason: In the interests of maintaining neighbouring amenity in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Retail/Restaurant Café Uses - Hours of Use

30. The retail/restaurant café uses shall only be open to the general public between the hours of 07:00 to 23:00.

Reason: In the interests of maintaining neighbouring amenity in accordance with policies 35 and 36 of the Cambridge Local Plan (2018).

Collections and deliveries

31. All operational service collections / dispatches from and deliveries to the approved development via 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 collections or deliveries on Sundays and any Bank / Public Holiday.

All other operational service collections / dispatches from and deliveries to the approved development shall only be permitted between the hours of 0800 hrs to 2100 hrs Monday to Saturday. There shall be no collections or deliveries on Sundays and any Bank / Public Holiday.

Reason: To protect / safeguard the health and quality of life (amenity) of existing residential premises in accordance with Cambridge Local plan 2018 policy 35.

Refuse collection

32. All refuse / waste or recycling material shall be emptied / deposited into receptacles inside the ground floor refuse / recycling storage room and receptacles shall only be taken outside, presented for collection or moved around the external of the site between 0700 to 1900 hours Monday to Saturday.

Reason: To protect / safeguard the health and quality of life (amenity) of existing residential premises in accordance with Cambridge Local plan 2018 policy 35.

Delivery restrictions

33. With the exception of general trade waste collections and Light Duty Vehicle collections / deliveries, only 5 (five) Heavy Duty Vehicle (HDV) collections / dispatches from, or deliveries to the site, shall be permitted per day (during any 24 hour period) that is 10 HDV movements to and or from the site in total in any 24 hour period. (HDV – shall be defined as any vehicle over a maximum gross weight of 3.5 tonnes).

There shall be no more than 1 HDV collection / delivery occurrence per any single hour period (no more than two vehicle movements per any hour).

A detailed log record of the date, time of arrival / departure, vehicles details (vehicle make and model) and vehicle registration details of all HDV collections and deliveries to the site shall be kept at all times and retained for a rolling period of 2 years. At the request of the local authority the said log shall be made available within a maximum period of seven days.

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

Taxi Drop Off

34. Taxi drop off shall take place from Eddington Avenue only. There shall be no taxi drop off at any time from Ryle Yard.

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

INFORMATIVE: Definition of superstructure

A number of conditions attached to this permission have the time restriction '*Prior to commencement of superstructure works*'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: '*the part of a building above its foundations*'.

INFORMATIVE: Plant sound insulation

To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

INFORMATIVE: Building ventilation fresh air intake louvres / points

To limit building re-entrainment / recirculation to inside the building of exhaust emissions to air from any proposed fume cupboards, dust and odour extraction systems, combustion plant or similar (preventing exhaust from re-

entering the facility through fresh air supply ventilation systems, doors, and windows), it is recommended that any fresh air intake louvres / points for building ventilation or heating, ventilation and air conditioning or handling (HVAC) systems are located as far as possible from fume cupboards, dust and odour associated flues/stacks discharge terminations and where possible upwind of the flues/stacks from prevailing winds.

INFORMATIVE: Housing Health & Safety Rating System

The Housing Act 2004 introduced the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

Further information may be found here:

<https://www.cambridge.gov.uk/information-for-landlords>

INFORMATIVE: Health and Safety

As the premises is intended to be run as a business the applicant is reminded of their duty under the Construction (Design and Management) Regulations 2007 to ensure that the that all significant risks related to the design and operation of the premises are minimised. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 for further information.

INFORMATIVE: Food safety informative

As the premises is intended to be run as a food business the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises will need to registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation, before construction starts. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 for further information.

INFORMATIVE: Licensing

A premises licence may be required for this development in addition to any planning permission. A premises licence under the Licensing Act 2003 may be required to authorise:

- The supply of alcohol
- Regulated entertainment e.g.
- Music (Including bands, DJ's and juke boxes)
- Dancing
- The performing of plays
- Boxing or wrestling

- The showing of films
- Late Night Refreshment (The supply of hot food or drink between 23:00-05:00)

A separate licence may be required for activities involving gambling including poker and gaming machines.

The applicant is advised to contact The Licensing Team of Environmental Health at Cambridge City Council on telephone number (01223) 457879 or email Licensing@cambridge.gov.uk for further information.

INFORMATIVE: Remediation Works Informative – Contaminated Land

Approved Contaminated Land remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

INFORMATIVE: Materials Chemical Testing Informative – Contaminated Land

Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons **prior** to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice at Cambridge City Council on telephone number (01223) 457890.

Appeals

3. 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

Contact details

To inspect City Council application or if you have a query on the report please contact:

John Evans | Principal Planner

t: 01223 457289 | e: john.evans@cambridge.gov.uk

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CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Cambridge North West Hotel

Date: Monday 10th December 2018

Venue: Shire Hall Room 128, Cambridgeshire County Council, CB3 0AP

Time: 9:30 – 12:30

Quality Panel Members

Robin Nicholson (chair)

Steve Platt

Lynne Sullivan

Kirk Archibald

Simon Carne

Lindsey Wilkinson

Panel secretariat and support

Colum Fitzsimons: Cambridgeshire District Council

Local Authority Attendees

John Evans: Cambridge City Council

Jonathan Brooks: Cambridge City Council

Applicant and Representatives

Jonas Lencer: dRMM

Tonya Tkachenko: dRMM

Robert Myers: Robert Myers Associates

Charles Cresser: SACO Property Group

1. Scheme description and presentation

Architect/Designer: dRMM / Robert Myers Associates

Applicant: SACO Property Group

Planning status: Pre-application

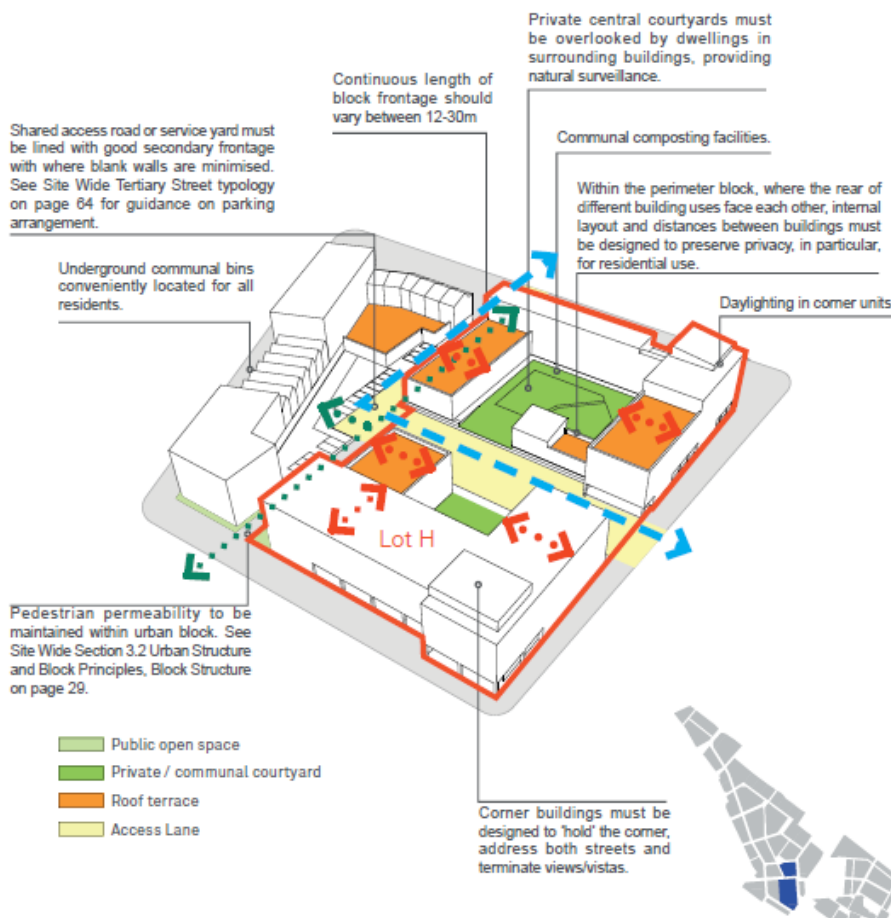
2. Overview

The Proposal

The pre application proposal seeks permission for the erection of a new building to accommodate a hotel (150 rooms, Hyatt) and apart-hotel (180 rooms, Locke) complex as part of the Eddington Development.

The proposal is situated within a rectangular shaped plot on the western side of Eddington Avenue. The building will have five levels of accommodation. Currently, 30 at grade car parking spaces will be provided.

The pre application site Lot H falls within the 'Local Centre' Character Area in the North West Cambridge Design Code. The Design Code envisaged this site would come forward as two separate blocks, whereas it is being developed for a single building:





Planning History

North West Cambridge is designated an Area of Major change within the recently adopted Local Plans for Cambridge City and South Cambridgeshire, both of which acknowledge that the North West Cambridge Area Action Plan (NWCAAP) is the underlying policy document.

The outline permission grants consent for a 'hotel (130 rooms)'. For this reason the proposed development cannot be considered a 'reserved matter' and will be assessed on its own merits as a separate full planning application. Compliance with the outline parameter plans and Design Code will however form part of the assessment.

3. Cambridgeshire Quality Panel views

Introduction

The Panel thanked the design team for a thorough and comprehensive presentation.

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter and are set out below. The comments below include both those raised in the open session of the meeting and those from the closed session discussions.

In the closed session the Panel wondered whether the problems of access and north-facing rooms in the Apart-hotel might be resolved by flipping the Hotel and Apart-hotel.

Community

The proposed design is true to the Eddington masterplan by contributing towards creating a walkable and inclusive environment.

Happy with the courtyard and roof pavilion concepts and the commitment to providing public access through these spaces to non-guests.

Connectivity

There needs to be greater thought about how residents of the Aparthotel will access the city centre particularly for evening activities given the current lack of activity on offer at Eddington. The needs of guests should be considered in the travel plan.

There was concern that the under-croft which provided access from Eddington Avenue into the courtyard was too low (circa 2.4m). Despite ingenious efforts in the design to create the illusion of space and light the panel felt that it could create an oppressive space and possibly restrict the activity in the area that it is seeking to create.

The Panel acknowledged the proposed basement to provide guest parking. However, there is potential for conflict between visitor parking and hotel servicing due to the constrained space at Ryle Yard and restricted movement into and out of the basement car park.

Whilst the number of car parking spaces has increased significantly it will be for the operators to manage demand and usage of what is still limited parking provision. It is understood from the applicant that allocation of parking spaces will be dealt with as part of the reservation process.

The car park arrangements do not appear very welcoming and possibly confusing for first time guest in terms of approaching the hotel and navigating from the car park to the respective hotel or aparthotel reception areas.



It was considered that the number of bicycle spaces is too few especially for the aparthotel where it is anticipated that guest will be staying for medium/long term visits and would be more likely to make local journeys by bicycle.

Character

The concept for creating a public space out of what ordinarily would be private space is well considered and fully supported by the Panel. The incorporation of subtle changes in levels within the central courtyard shows imagination and results in a relatively diverse topography within a small area.

The planting selection will be critical to the success of the internal space. More particularly the use of planting along Turing Way owing to its north facing location and limited space when compared to Eddington Avenue.

The northwest corner brings together two relentless elevations (view 9.2.3). Consideration to relieve this frontage through articulation is recommended, and/or development of the north east corner as an accent. This may also provide an opportunity to provide natural light into the northern corridor to improve the amenity of the north facing bedrooms. Furthermore, consideration could also be given to reversing the aparthotel/hotel layout so that the shorter occupancy hotel rooms occupy the numerous single aspect north facing elevation, with the longer stay aparthotel rooms having a more favourable aspect onto the public square.

The material palette is good and works well to create the distinctiveness between the parts of the building occupied by the two hotel brands. However, the whole Eddington Avenue elevation was considered relentless and there needs to be greater articulation in order to break this up.

The inclusion of the furniture front entrances are a good addition and will require bespoke detailing to create something unique and special. Similarly the inclusion of public seating within niches along the Eddington Avenue façade adds to the inclusive design approach and are welcomed.

Climate

The internal layout has resulted in long internal corridors with guest rooms fronting onto both sides which severely limits opportunities for natural light and ventilation.

The panel expressed concern that a large number of rooms would be susceptible to overheating. It is intended that the Hyatt would occupy the rooms with southern and western aspects and therefore whilst benefitting from better natural light could be prone to overheating. It was explained that air conditioning was a standard element of the Hyatt specification which addressed any overheating issue but the Panel considered it potentially conflicted with the “climate” objectives of the Quality Charter.

Similarly, the Panel considered that the rooms along the north and eastern elevations, principally to be occupied by the long term guests of the aparthotel, would suffer from poor natural light. It was suggested that the longer term guests would benefit from the better light afforded to the south and west.

There could be an opportunity to create a green roof to complement the PV array on the roof. This would make the space more attractive to users of the roof garden in addition to managing rainwater runoff and biodiversity benefits.



4. Conclusion

The concluding comments include issues raised by the Panel that need further consideration by the applicant and the local planning authority. In trying to prioritise these issues the Panel considers a number of issues to be 'fundamental' to the success of the design together with some further suggested amendments and improvements.

Fundamental Issues to be Addressed

- North-facing rooms are not really acceptable especially for the longer stay guests although less problematic for shorter stay hotel guests.
- Rendered view 9.2.3 (see image below) was oppressive and might benefit from the plant room as an elevational event to break up the roof line.
- The 100m elevation to Edington Ave is rather unrelenting and could benefit from greater articulation of the junction between the two parts. However the Panel liked the understated 'timber furniture' entrance pavilions.
- Despite the architects' best efforts the undercroft/gateway to the courtyard garden is oppressively low.
- Inadequate cycle provision.

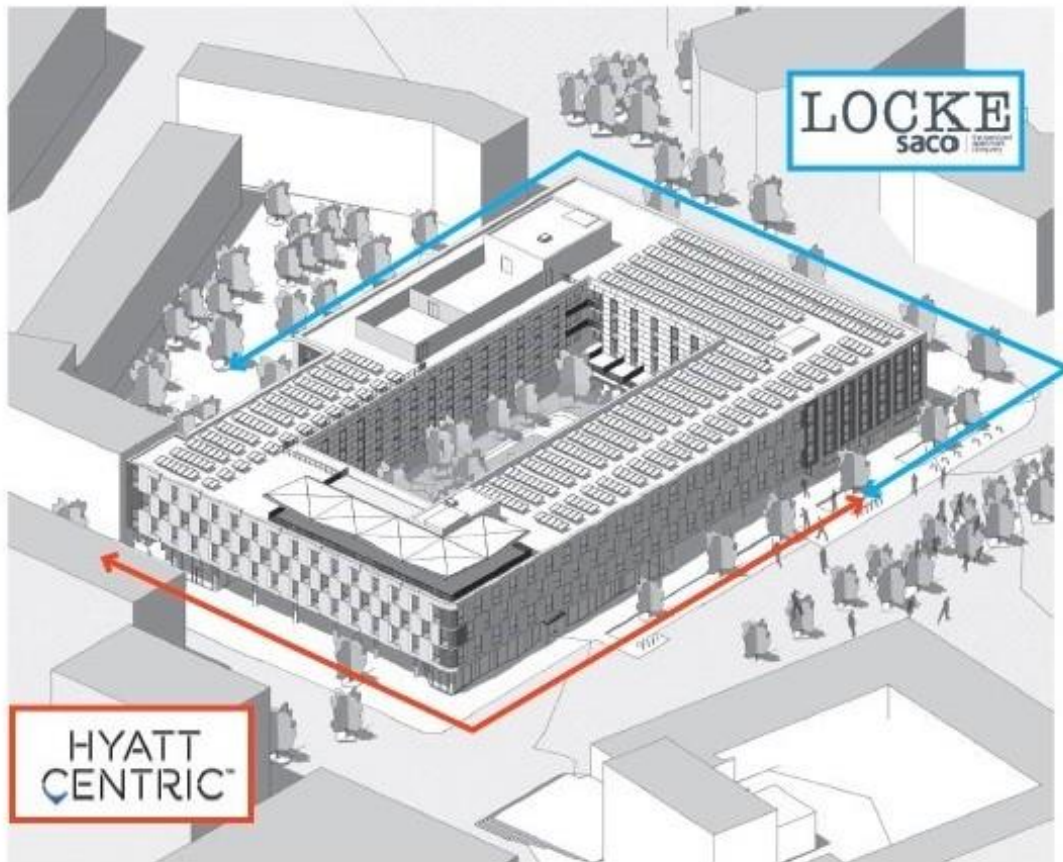
Suggested amendments

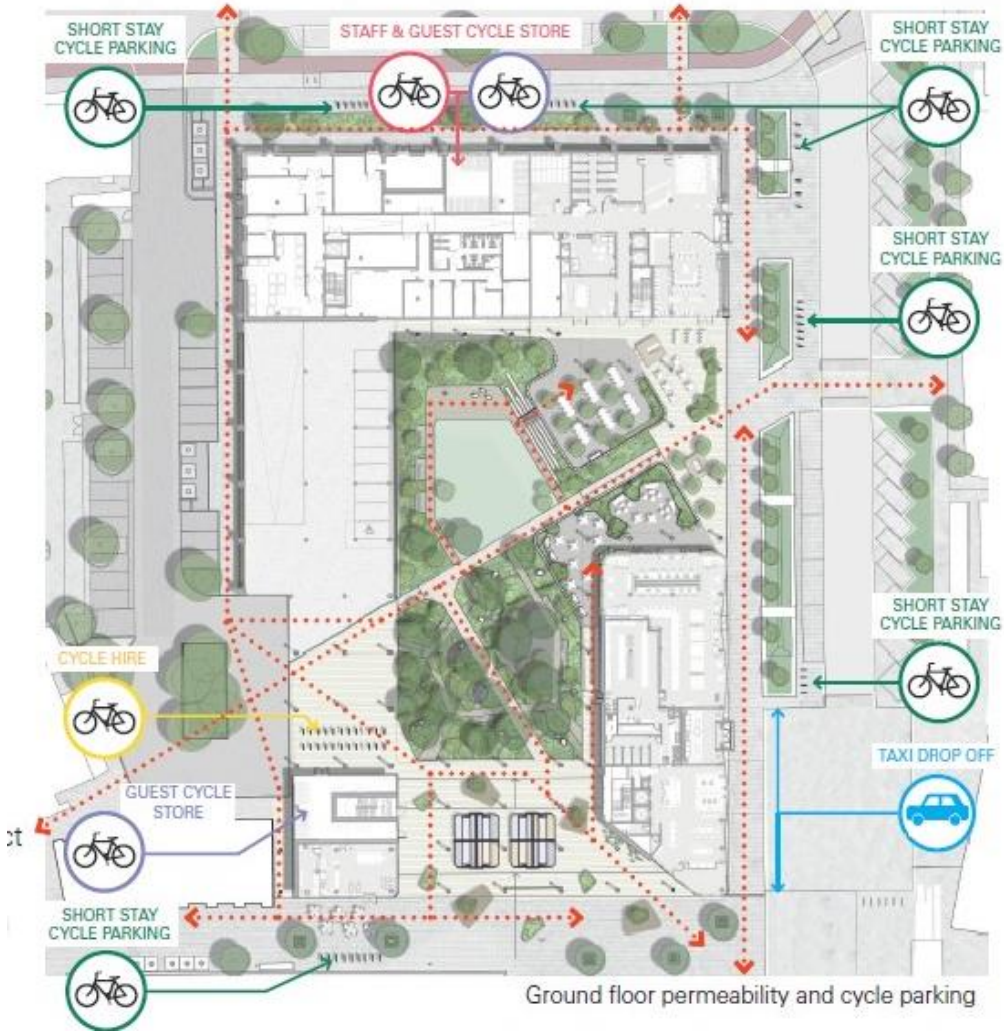
- Ease the access to the car park ramp and resolve potential conflict with deliveries.
- Break up the very long corridors with views out which would help the elevations too.
- Ensure no overheating to west facing rooms and in the corridors.
- Detail with care the new (shaded) planting proposed for Turing Way.
- Make the plantroom work for the elevations.

Suggested Improvements

- Consider the impact of the journey towards net zero carbon.
- Reduce the need for cooling to a minimum.
- The aparthotel would bring more life to the Market Square if hotel and aparthotel were flipped.
- Use green roofs to attenuate the water and reduce on site storage.

5. Drawings





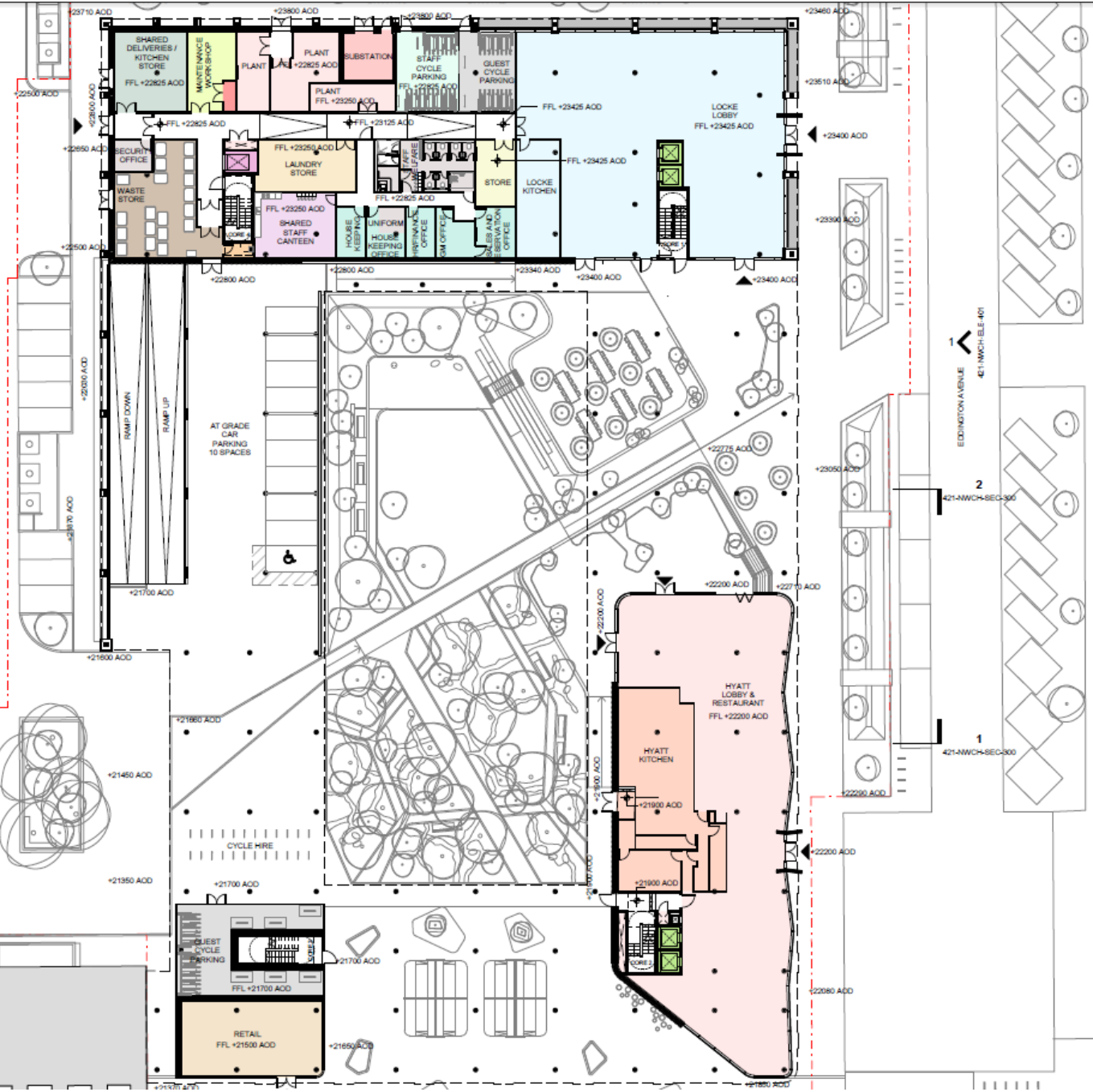
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Application drawings
Lot H, Eddington
19/0156/FUL

JDCC 17 April 2019

Site location





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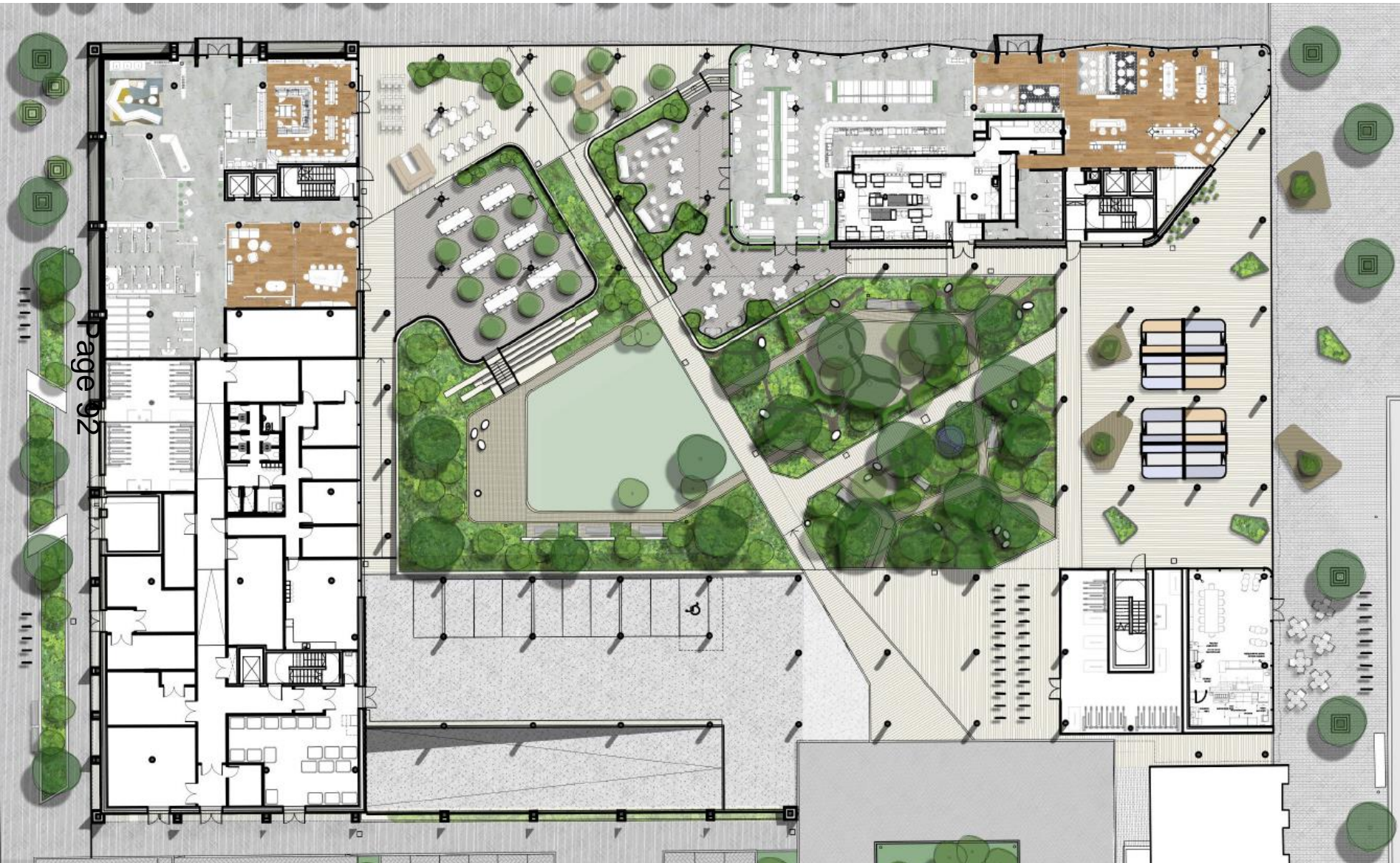
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2

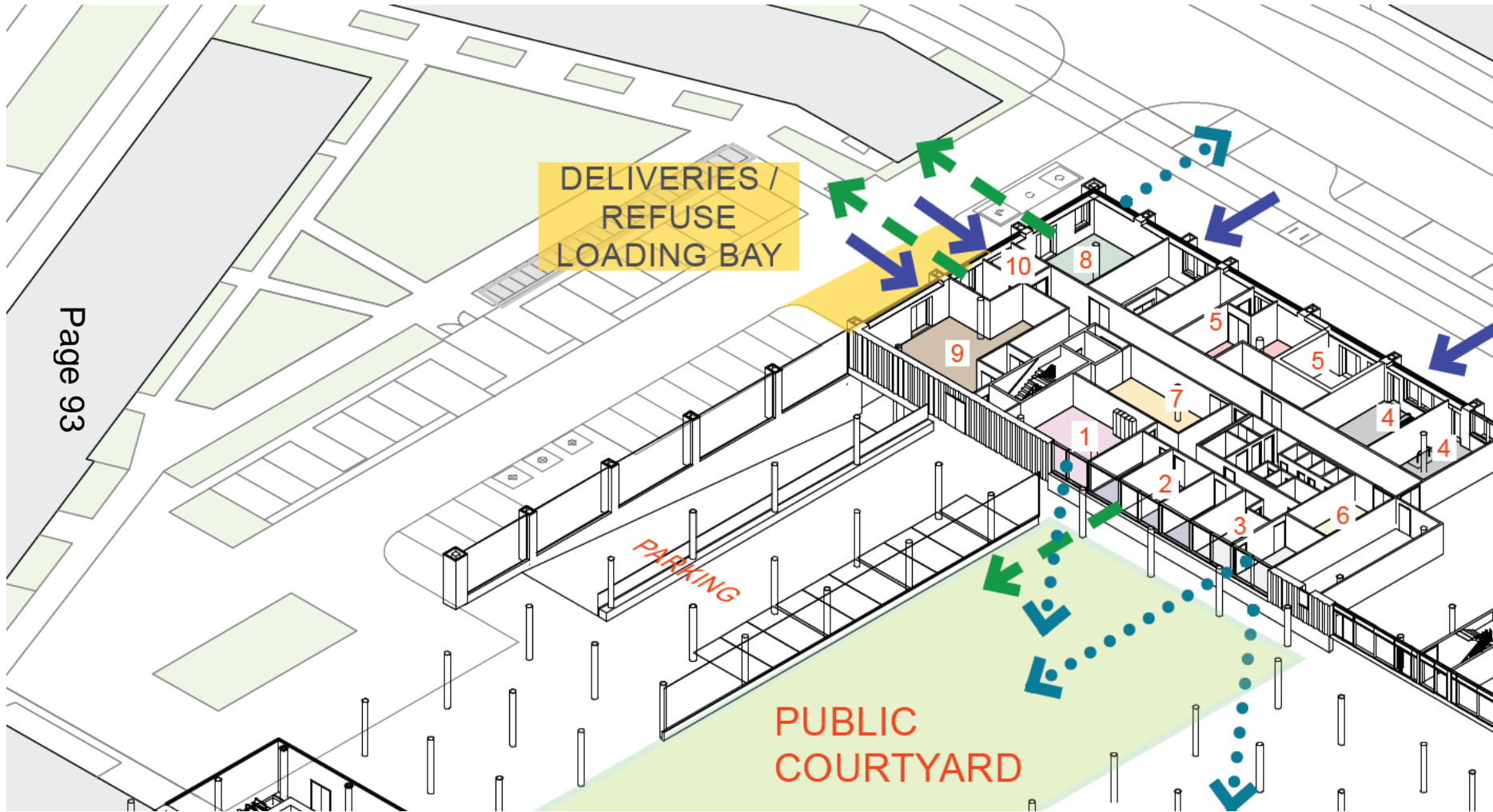
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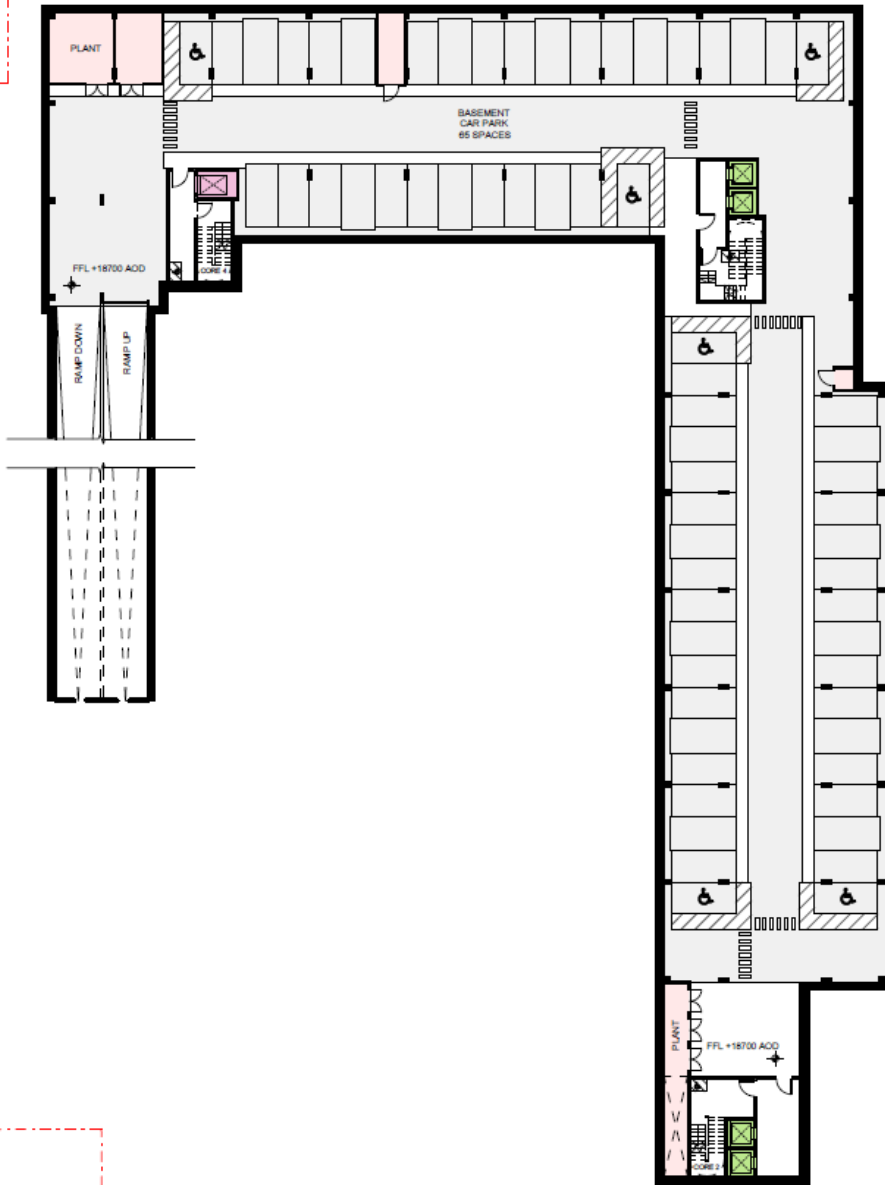
Central courtyard



Ryle Yard – loading bay

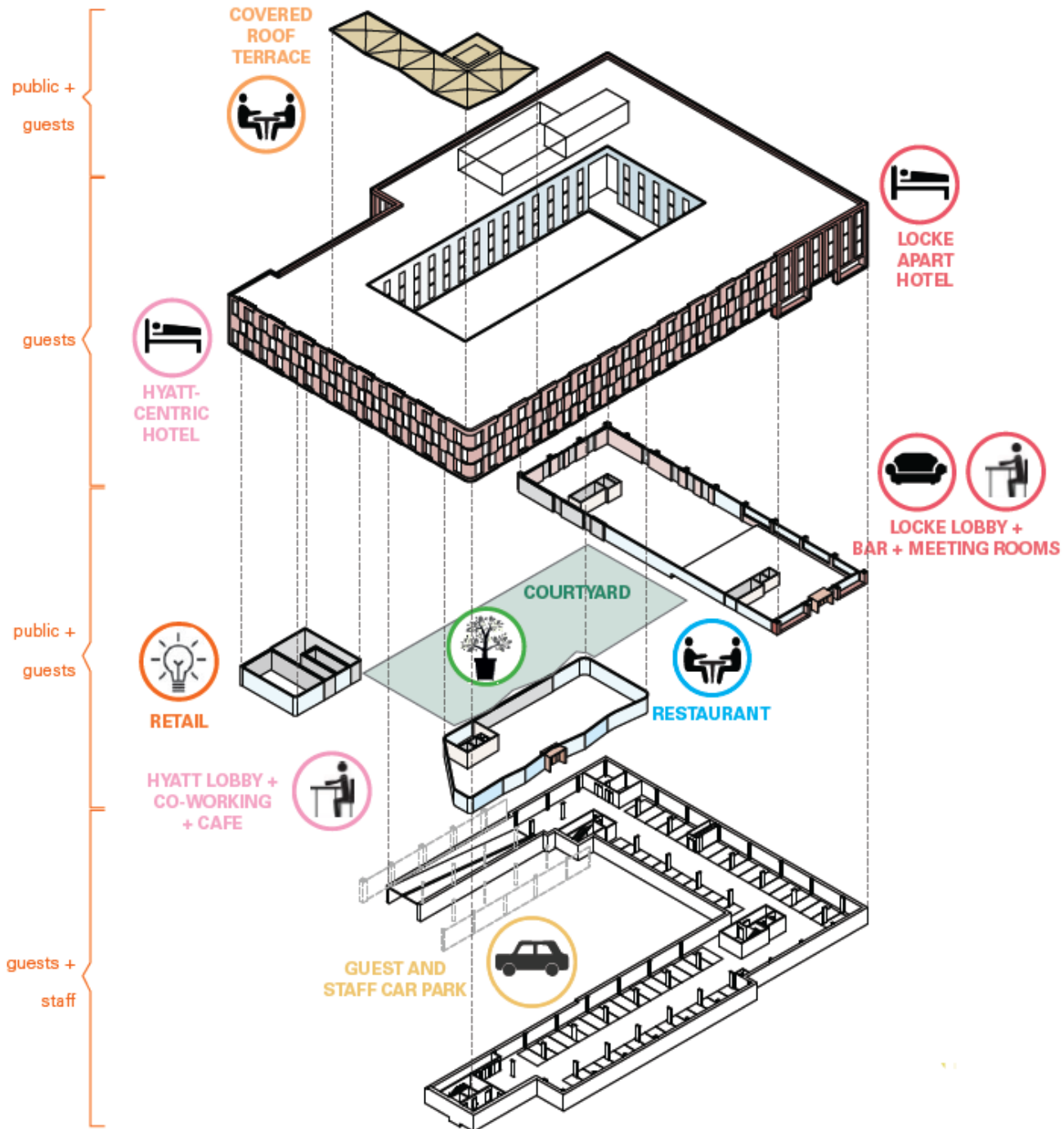


Basement plan



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421-NWCH-SEC-300

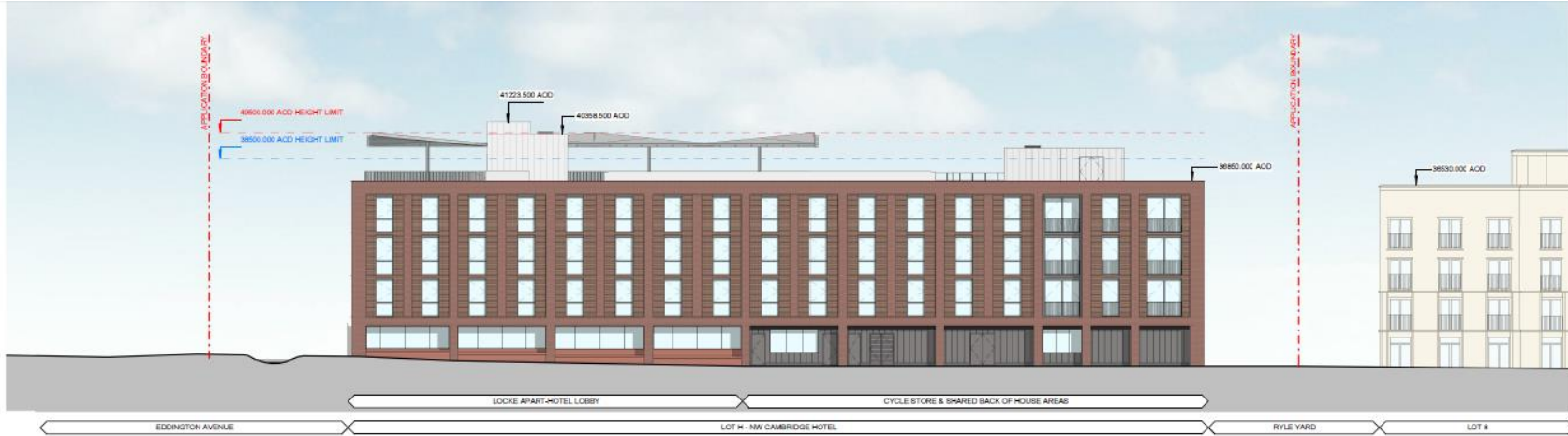
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421-NWCH-SEC-300



North and south elevations

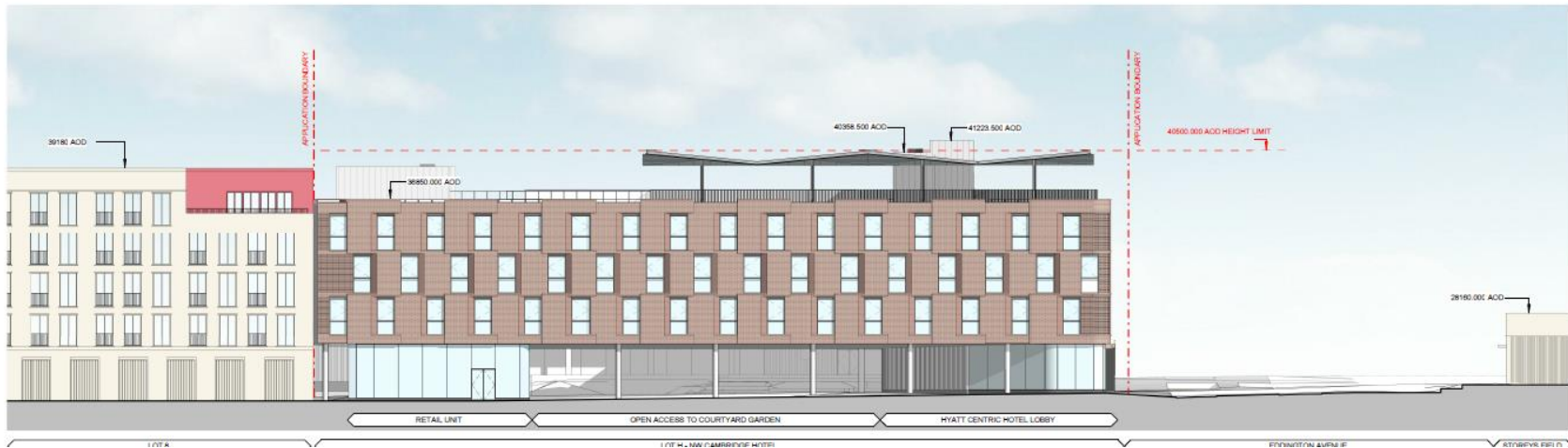
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- LEVEL 04
FFL 36.475
- LEVEL 03
FFL 32.875
- LEVEL 02
FFL 29.725
- LEVEL 01
FFL 26.575
- LEVEL 00.5
FFL 23.425
- LEVEL 00
FFL 22.200

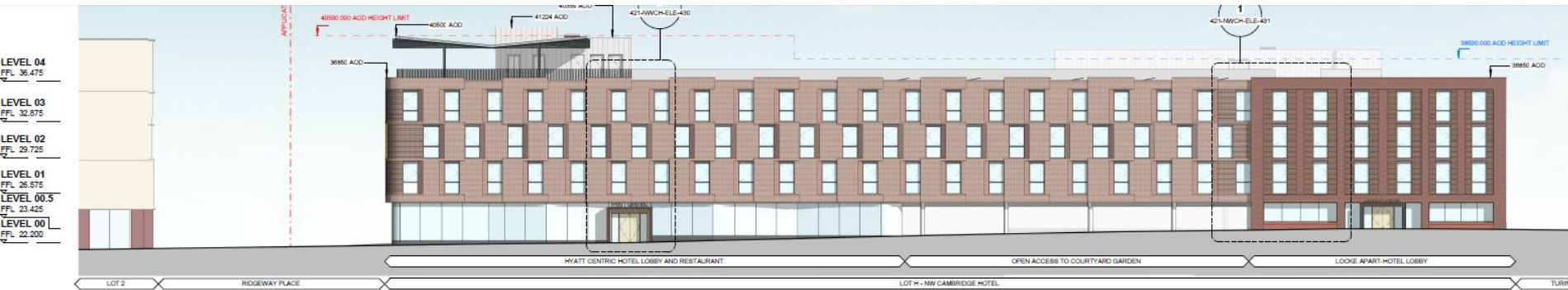


1 NORTH ELEVATION
421-NWCH4.00-200 1:200 Elevation

- LEVEL 04
FFL 36.475
- LEVEL 03
FFL 32.875
- LEVEL 02
FFL 29.725
- LEVEL 01
FFL 26.575
- LEVEL 00.5
FFL 23.425
- LEVEL 00
FFL 22.200

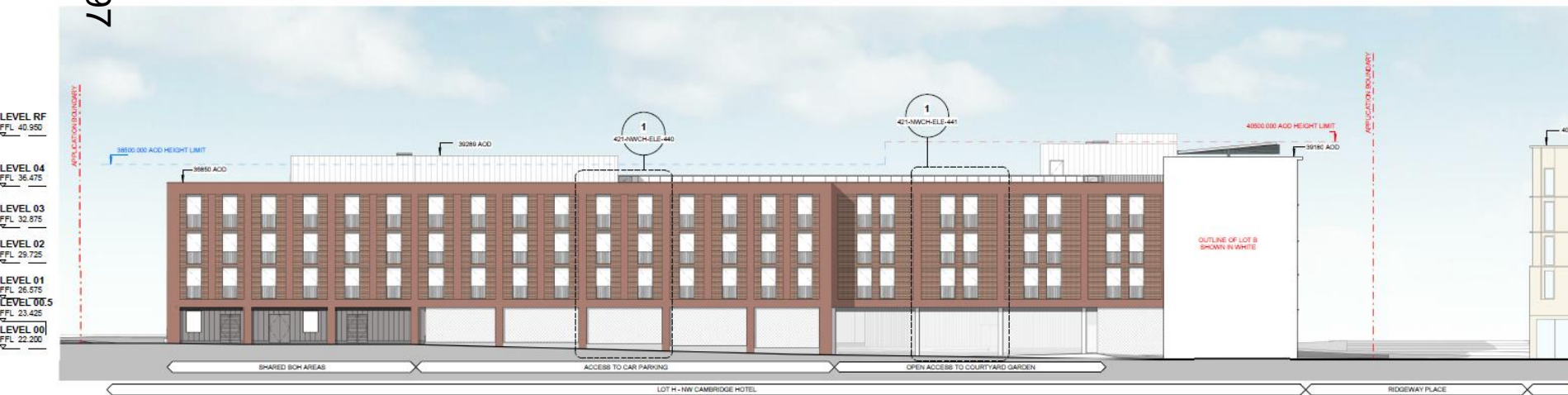


East and west elevations

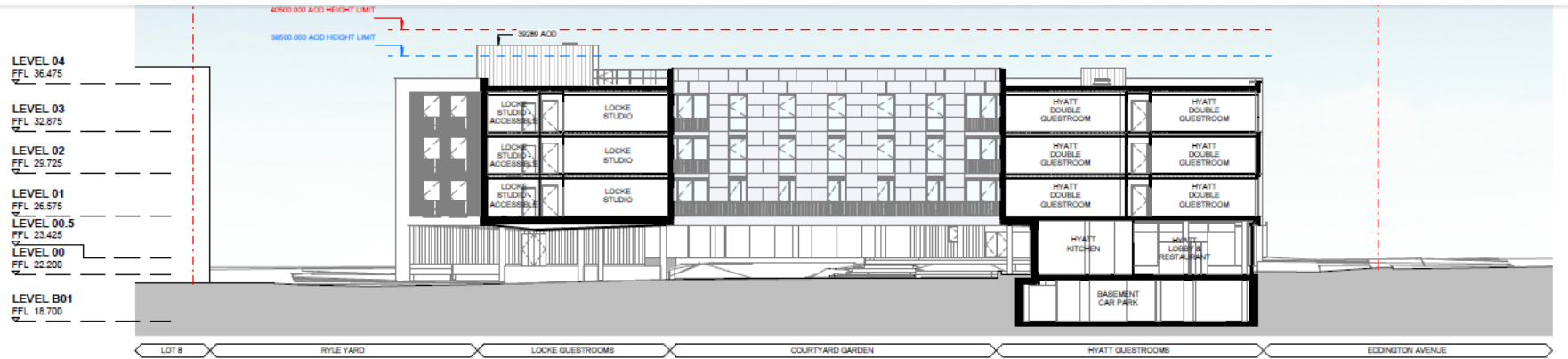


1 EAST ELEVATION - EDDINGTON AVENUE
421-NWCH-1.00-200 1:200 Elevation

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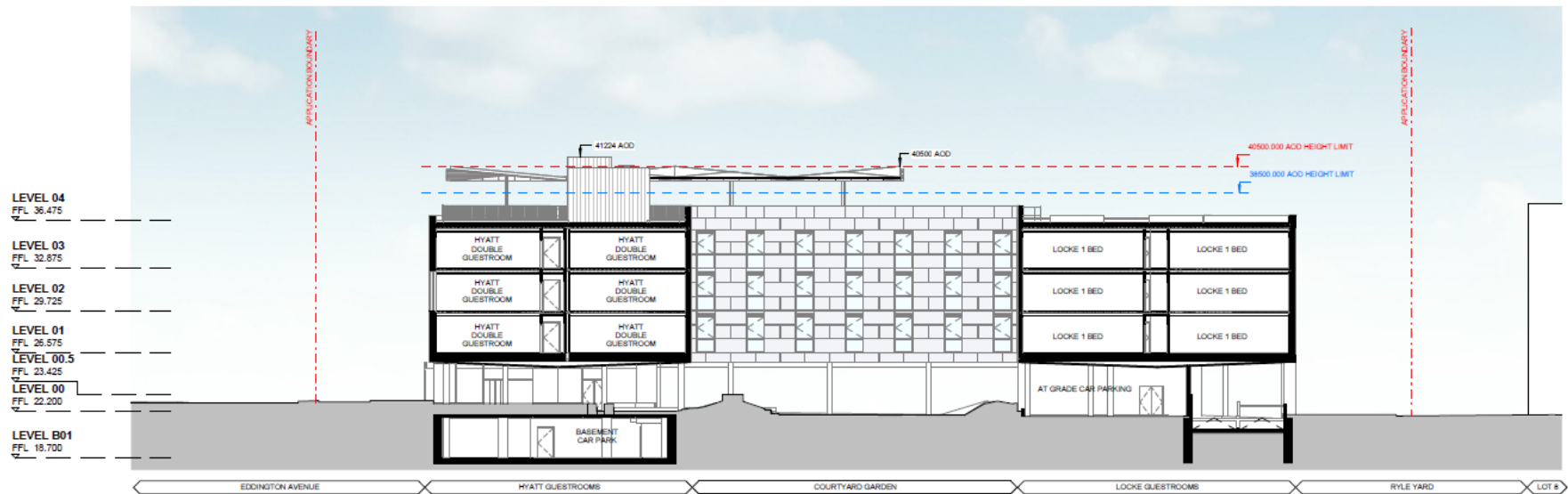


Section – east / west



GA SECTION WEST - EAST

21-NWCH-00-200 1:200 Section



Eddington Avenue photomontage

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JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date:

Application Number	S/4824/18/VC	Agenda Item	
Date Received	21 December 2018	Officer	Philippa Kelly
Target Date	24 April 2019 (with agreement)		
Parishes/Wards	Milton		
Site	Land adjacent to Cambridge North Station, Cowley Road, Cambridge.		
Proposal	Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 20 (EV charging plan) and Condition 38 (approved plans) and remove Condition 36 (wayfinding signage) pursuant to S/4478/17 (Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, a cycle storage pavilion, associated landscaping, access and a 125 space car park).		
Applicant	Brookgate Land Limited		
Recommendation	Approve with conditions		
Application Type	Section 73 application	Departure:	No

The above application has been reported to the Joint Development Control Committee for determination by Members, in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

SUMMARY	The development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development.
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	The proposals are considered to represent sustainable development and are in accordance with Development Plan policies.
RECOMMENDATION	APPROVE with conditions.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is located in the southern corner of the former Chesterton Sidings site within the Cambridge Northern Fringe (to be known as North-East Cambridge going forwards). It is situated adjacent Cambridge North Station, which comprises a station building adjacent to the railway line, with 1000 space covered cycle park to the south, Station Square to the west and a 450 space car park to the north.
- 1.2 The site forms a triangular shape measuring approximately 0.7 hectares in area. It is bound to the south by the Guided Busway, to the east by the Station Square, to the north by the station access road and to the west by the remainder of the former Chesterton Sidings Site. The site has been cleared for works associated with the Cambridge North Station.
- 1.3 The Cambridge Northern Fringe East is identified for redevelopment as an Area of Major Change under Policy SS/4 of the South Cambridgeshire Local Plan 2018 and Policy 15 of the Cambridge Local Plan 2018. The nature, balance and quantity of development still need to be considered through the production of a joint Area Action Plan (AAP). The AAP will be a statutory development plan, with equivalent status to a Local Plan.
- 1.4 The site lies within Flood Zone 1 and within two designations by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals plan 2012, including the Cambridge Waste Water Treatment Works and Transport Safeguarding Zone.
- 1.5 The site lies within Milton Parish and the administrative boundary of South Cambridgeshire District Council.

2.0 THE PROPOSAL

- 2.1 This is a Section 73 planning application for a Minor Material Amendment (MMA) to vary two conditions (Condition 30 – EV charging plan, and Condition 38 - approved plans) and remove one condition (Condition 36 – Wayfinding signage) associated with planning permission S/4478/17/FL for the Cambridge North Office Scheme (erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, a cycle storage pavilion, associated landscaping, access and a 125 space car park).

- 2.2 The original planning application to which this scheme relates was determined by Members at the March 2018 meeting of the Joint Development Control Committee. The planning decision notice was dated 01 August 2018.

Legislative Context - Section 73 Applications

- 2.3 An application made under Section 73 of the Town and Country Planning Act 1990 enables the variation or removal of conditions associated with a planning permission. One of the uses of a Section 73 application is to seek a minor material amendment, where there is a relevant condition that can be varied.
- 2.4 There is no statutory definition of a 'minor material amendment'. Planning practice guidance advises that it is likely to include any amendment where '*its scale and/or nature results in a development which is not substantially different from the one which has been approved*'. The guidance also recommends that pre-application discussions are held to judge the appropriateness of this route in advance of an application being submitted.
- 2.5 Where an application under Section 73 is granted, the effect is the issue of a new planning permission, which sits alongside the original permission. The original planning permission remains intact and unamended.
- 2.6 The decision notice for the grant of planning permission under Section 73 repeats all relevant conditions from the original planning permission (unless they have already been discharged), other than the specific conditions to be removed and varied. In this instance, the Applicant is seeking to vary the approved plans condition (Condition 38). This is a common approach when a number of changes are made to a large scheme. In addition, it is proposed to vary condition 30 (EV charging plan) and remove condition 36 (wayfinding signage).

Pre-application dialogue

- 2.7 Pre application discussions regarding the proposed changes in respect of the Cambridge North Office scheme took place between council officers, the applicant and planning agent in November and December 2018. Planning officers took the informed view that the changes sought would constitute a minor material amendment to the office scheme approved under planning application S/4478/17/FL. This approach was confirmed by correspondence from the local planning authority dated 13 December 2018.
- 2.8 In accordance with the advice offered, a formal Section 73 application was submitted on 21 December 2018.

Proposed Changes

- 2.9 The application proposes the following changes to the approved planning permission reference S/4478/FL. These are sought under the proposed variation to Condition 30 (EV charging plan) and Condition 38 (approved plans) and the removal of Condition 36 (Wayfinding signage):

- Variation of Condition 30 (Requirement for EV Charging Plan) to provide clarity that the EV charging plan relates to the development of the permanent car park, as opposed to the office or temporary car park (*proposed additional wording in italics*):

No ~~development of the permanent car park shall take place until, with the exception of below ground works, on the development,~~ a comprehensive EV Charging Plan ~~should be~~ *has been* submitted to and approved in writing by the Local Planning Authority. The Plan should include the details of the number, location, installation and management of EV charging points, having regard to parking associated with various planning class uses and the provision of cabling infrastructure. Prior to ~~the use of the permanent car park, occupation of the development,~~ *the use of the permanent car park,* the evidence of the implemented charging points should be submitted to and approved in writing by the LPA'.

- Removal of Condition 36 (wayfinding signage).
- Variation of Condition 38 (Approved Plans) to reflect the following changes to the office building:
 1. Addition of basement level.
 2. Change of use of ground floor to office B1 (a) or A1/A3/A4.
 3. Changes to parking bays.
 4. Increase in size of roof-top plant space.
 5. Re-organisation of rain gardens.
 6. Addition of brick-slot linear slot drains parallel to the building on all four sides.
 7. Reconfiguration of cycle parking.
 8. Design changes to elevation of building, including the following:
 - i. Changes to level 06 including reduction in width of terrace around perimeter of office, offset by increase in terraced area at south end of building. Introduction of glass handrail around edge.
 - ii. Lowering of brick parapet and introduction of a glass handrail at level 06.
 - iii. Regularisation of window sizes.
 - iv. Replacement of doors to plant areas on north elevation with glazed openings.
 - v. Removal of hit and miss brickwork and replacement by solid brickwork and vertical window.
 - vi. Arrangement of feature brickwork around corner of building and edge to window strips on south east elevation.

- vii. Re-design of roof and canopy, including provision of parapet above canopy.
 - viii. Standardisation of curtain wall panel.
 - ix. Removal of fins on north elevation.
- Variation of informative on decision notice in relation to Below Ground Works (*proposed additional wording in italics*): 'Below ground works for the purpose of the above condition is defined as earth movement and site preparation *and any basements*'.
- 2.10 The changes proposed by this application are primarily in response to a design review process, following the selection of a building contractor. The design review also reflected updated fire safety requirements and the need to provide an additional firefighting shaft.
- 2.11 The application is accompanied by the following supporting information:
- Design and Access Statement Addendum
 - Townscape Views Analysis
 - Landscape Statement
 - Drainage technical note.
 - Ecology technical note.
 - Transport technical note.
 - Access Statement.

Amendments to Scheme

- 2.12 During the course of the application, amendments were received by covering letter dated 04 March 2019 in response to specific comments and queries raised by the Urban Design Officer during the consultation period. These relate to the detailed design of the scheme, including rain garden arrangement, feature brickwork and roof canopy.
- 2.13 On 18 March 2019 the agent withdrew the original request to vary planning condition 27 (Development of Car Park).
- 2.14 On 02 March 2019 the agent withdrew the original request to remove Condition 35 (Cycle Route). In addition, a revised ground floor layout plan was submitted, with updated cycle parking layout with respect to non-standard bikes. This was in response to a third party representation received on behalf of CamCycle.

3.0 SITE HISTORY

Reference	Reference	Outcome
S/4478/17/FL	Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, a cycle storage pavilion, associated landscaping, access and a 125 space car park.	Approved August 2018.
S/2403/17/FL	Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, associated landscaping and public realm improvements and a 125 space car park.	Refused.

4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes

5.0 POLICY

Relevant Central Government Guidance

National Planning Policy Framework (NPPF) (2019)

- 5.1 The NPPF sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision for sustainable development which should be interpreted and applied locally to meet local aspirations.

Development Plan Policies

Relevant Development Plan Policies

5.2

PLAN	POLICY NUMBER
South Cambridgeshire Local Plan 2018	S/1 Vision
	S/2 Objectives of Local Plan
	S/3 Presumption in Favour of Sustainable Development

	<p>SS/4 Cambridge Northern Fringe East and Cambridge North railway station</p> <p>CC/1 Mitigation and Adaptation to Climate Change</p> <p>CC/3 Renewable and Low Carbon Energy in New Developments</p> <p>CC/4 Sustainable Design and Construction</p> <p>CC/8 Sustainable Drainage Systems</p> <p>CC/9 Managing Flood Risk</p> <p>HQ/1 Design Principles</p> <p>HQ/2 Public Art and New Development</p> <p>NH/2 Protecting and Enhancing Landscape Character</p> <p>NH/4 Biodiversity</p> <p>NH/14 Heritage Assets</p> <p>E/9 Promotion of Clusters</p> <p>SC/10 Lighting Proposals</p> <p>SC/11 Noise Pollution</p> <p>SC/12 Contaminated Land</p> <p>SC/13 Air Quality</p> <p>SC/15 Odour and Other Fugitive Emissions</p> <p>T1/1 Chesterton Rail Station and Interchange</p> <p>T1/2 Planning for Sustainable Travel</p> <p>T1/3 Parking Provision</p> <p>T1/8 Infrastructure and New Developments</p>
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Relevant Supplementary Planning Documents

5.3

Supplementary Planning Guidance	<p>District Design Guide (March 2010)</p> <p>Biodiversity (January 2009)</p> <p>Landscape in New Developments (March 2010)</p> <p>Public Art (January 2009)</p>
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	<p>Open Space in New Developments (January 2009)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
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Other Material Considerations

North East Cambridge Area Action Plan

- 5.4 The principle of development in the North East Cambridge area is established in the recently adopted Cambridge and South Cambridgeshire Local Plans 2018. Work has commenced on the preparation of a joint Area Action Plan (AAP) to guide development and regeneration across the area.
- 5.5 The Issues and Options stage of the AAP is at an early part of the plan making process. A new vision and objectives for the site have been drawn up, and consultation on the Issues and Options 2019 consultation document took place between 11 February and 25 March 2019.

Technical Note on Interpretation of 'Odour Impact Assessment for Cambridge Water Recycling Centre' (March 2019)

- 5.6 The technical note sets out how officers intend to interpret the results of the Odour Impact assessment for Cambridge Water Recycling Centre (October 2018), undertaken for the Councils by Odournet, in consideration of planning applications for development in the vicinity of Cambridge Water Recycling Centre (CWRC).

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objections.

Cambridgeshire County Council (Transportation Assessment Team)

- 6.2 Comments. No objection.
Cambridgeshire County Council (Archaeological Officer)

- 6.3 No objection.

Cambridgeshire County Council as Lead Local Flood Authority)

- 6.4 No objection.

**South Cambridgeshire District Council Environmental Health Officer
(Planning Specialist)**

6.5 No objection.

**South Cambridgeshire District Council Scientific Officer (Contaminated
Land)**

6.6 No objection.

South Cambridgeshire District Council Ecological Officer

6.7 No objection.

South Cambridgeshire District Council Sustainable Drainage Engineer

6.8 There are no flood risk or drainage issues associated with this application.

Greater Cambridge Shared Planning Service Landscape Architect

6.9 No objections.

Greater Cambridge Shared Planning Service Sustainability Officer

6.10 The proposals are acceptable from a sustainable design and construction perspective.

Cambridge City Council Access Officer

6.11 No objection. Comments. Following discussion and review of the access statement, content with the design of the office complex. Double doors will need to be powered or be asymmetrical with one leaf being at least 900mm and having an opening force of less than 20N.

6.12 The two wheelchair accessible shower rooms are not well designed. The transfer space of the side of the toilet is right in front of the door. A better layout is to have shower and toilet on the same wall and the transfer space between them. This also frees up space and this can be used for a baby changing facility.

Cambridgeshire Constabulary Crime Prevention Design Team

6.13 No objections or other comments.

Highways England

6.14 No objection

Environment Agency

6.15 No objection in principle to the proposal.

Natural England

6.16 No comment to make.

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

Milton Parish Council

7.1 Has no recommendation.

CamCycle

Application as amended

7.2 The responses are sufficient to remove our objection.

Application as originally submitted

7.3 Objects to the application on the following grounds:

- i. Removal of Condition 35 of application S/4478/FL which requires full details of the proposed cycle route to the north of the building.
- ii. Proposed large cycle parking spaces leave inadequate width for each space (0.8m instead of recommended minimum of 1.0m)
- iii. Details of the proposed traveller should be required by planning condition.

8.0 ASSESSMENT

8.1 The principle of the proposed development has already been established under application S/4478/17/FL which was approved in August 2018. Under Section 73 of the Town and Country Planning Act (as amended), only the planning conditions which are the subject of this application can be considered.

8.2 The following issues are considered relevant to the consideration of this Minor Material Amendment application:

1. Design and layout
2. Accessibility

3. Highways Issues
4. Renewable Energy/Sustainability
5. Flooding/Drainage
6. Ecology

Design and Visual Appearance

- 8.3 This application proposes changes to the layout and design of the building. The introduction of ground floor retail uses along the two primary elevations will introduce active frontages and a gateway elevation. This is considered to be more desirable in design terms.
- 8.4 The elevational changes include the provision of a usable terrace area to level 06 to the south, lowering of the brick parapet at terrace level, and introduction of glass balustrade to allow more light into the office space; reordering of windows to a standardised grid, to feature brickwork, roof and canopy design development and curtain wall panel standardisation.
- 8.5 The Council's Urban Design Officer provided extensive advice at pre-application stage, and during the course of the proposals. Additional information was provided in response to design comments received during the course of the application relating to the design and finish of the proposed roof canopy. The changes have all been confirmed as acceptable from a design perspective. Planning conditions will control the detailed design by requiring details of sample panels and external materials (Conditions 2 and 3).
- 8.6 Officers are satisfied that the proposals maintain the high quality design of the original scheme, and will enhance the character of the local area. Consideration has also been given to the visual impact of the proposals in long distance views, with reference to the updated townscape and view analysis document which accompanied this application. Officers are satisfied that the changes will not have a significant visual impact in long distance views.
- 8.7 On the basis of the above evaluation, the proposal is considered to be in accordance with Development Plan Policies with regard to Design and Visual Appearance.

Accessibility

- 8.8 The application is accompanied by an Access Statement which sets out how the scheme accords with Local Plan policies relating to accessibility. The scheme maintains three blue badge parking spaces to the north-west, adjacent the building. These are to be moved slightly when compared to the original scheme, and will have level pavement access to the office entrances and retail units.
- 8.9 The reconfigured ground floor maintains access to the lifts through both the ground floor office and the entrance lobby. The agent has confirmed that the wheelchair accessible door next to the revolving door of the entrance lobby

will be power assisted. Wheel chair compliant lifts and disabled facilities will be accessible from all levels, including the basement.

- 8.10 The City Council's Disability Officer has reviewed the application, and raised no objection to the proposed changes. Concerns have, however, been raised regarding the layout of the two wheelchair accessible shower rooms. Officers note that the size and layout of these facilities are the same as for the scheme as originally approved, and that the internal layout of these facilities will be the subject of separate legislation under Building Regulations.
- 8.11 It would not be reasonable to require changes to the internal layouts of the accessible shower rooms through this planning application, given that internal layouts are covered by separate legislation. The Agent has confirmed that the internal layout of the building has been taken from Part M, and will be fully compliant with Building Regulations.

Highways Issues

Trip Generation

- 8.12 The proposed changes will increase the amount of floor area of the office accommodation by approximately 392 square metres (to 10,514 square metres), and decrease the retail area by 183 square metres to 623 square metres. These changes result in a small increase in the amount of trips to and from the site during peak hours.
- 8.13 The application proposals have been reviewed by the County Transportation Assessment Officer, who raises no objection on the grounds of additional trip generation.
- 8.14 The development is considered to provide sufficient transport mitigation to address its own impacts, including those from the small increase in trip generation arising from the proposed changes. The original planning permission S/4478/17/FL secured a package of highways mitigation through a Section 106 agreement. This included financial contributions towards footway links, wayfinding signage and cycle improvements. A clause within the S106 agreement allows the existing permission to apply to subsequent permissions made under Section 73 of the Town and Country Planning Act.

Relocation of Loading bay

- 8.15 The application proposes the relocation of the loading bay on the western elevation, and 3 disabled bays on the northern elevation. No objection is raised on these changes in highways terms.

Cycle Parking

- 8.16 The application proposes the reconfiguration of the cycle parking facilities. During the course of the application, comments received on behalf of

CamCycle were taken into consideration, and improved arrangements were made to accommodate large bikes.

- 8.17 Cycle facilities provided have been based on City Council requirements adopted by South Cambridge, as previously agreed with officers. The scheme provides 363 cycle storage spaces, which is an increase in the 325 provided under the scheme, to accommodate the additional requirements of the B1 office space.
- 8.18 It is proposed that 298 of the 363 cycle storage spaces will be provided in the basement, of which 178 are on stackers (25% on the upper tier of stacking units to ensure accessibility). The rest are to be located on the ground floor and outside around the building. Changing rooms have been accommodated in the basement, with an improvement in facilities when compared to the previous scheme.
- 8.19 During the course of the application, changes were made to the proposed cycle parking on the ground floor, following a representation received on behalf of CamCycle. The amended scheme allows a greater width to be provided for each cycle parking space, and provides secure parking for 10 non-standard bikes (such as cargo bikes and tricycles) to be parked and stored securely on the ground floor. The acceptability of the revised scheme has been confirmed by CamCycle. Details of cycle parking provision, including the traveller and ramp, can be secured by Condition 34
- 8.20 The County Highways Engineer and transport assessment team have considered the proposals and raised no objection to the proposed cycle parking strategy.

EV Charging Plan

- 8.21 The application seeks the variation of Condition 30 (Requirement for EV Charging Plan) to provide clarity that the EV charging plan relates to the development of the permanent car park, as opposed to the office or temporary car park. No objection is raised to this change of wording by the County Highway Authority. The local planning authority has accepted this wording for the same condition imposed on the adjoining hotel scheme (S/2372/17/FL).

Wayfinding Signage

- 8.22 The application seeks the deletion of the original planning condition which relates to wayfinding signage (condition 36 of S/4478/17/FL). This condition is not considered necessary, given that wayfinding signage is covered in the accompanying Section 106 planning agreement. Both the County Council as highway authority and local planning authority raise no objection to the removal of this condition.
- 8.23 On the basis of the above evaluation, the proposals are considered acceptable from a highways perspective and in accordance with Local Plan policies.

Sustainability

- 8.24 The amendments include an increase in size of the rooftop plant space and corresponding reduction in green/brown roof. This has resulted in some changes to the configuration of the proposed photovoltaic panels, but this is not considered to be significant. Condition wording is in place to secure the implementation of renewable energy and the requirement for BREEAM 'excellent' to be achieved for the scheme.
- 8.25 The proposals have been reviewed by the Council's Sustainability Officer, who has confirmed the amendments are acceptable from a sustainable design and construction perspective.
- 8.26 On this basis of the above evaluation, the proposals are considered acceptable with regard to sustainability.

Ecology

- 8.27 The proposed amendment to include the size of the rooftop plant space would lead to a reduction in the biodiverse green/brown roof planting approved under the original planning application. The Ecology Technical Note which forms part of this application has been reviewed by the Council's Ecologist, who has confirmed the acceptability of this change. In reaching this decision, it is acknowledged that the proposal will meet the BREEAM requirements for mitigating ecological impacts.
- 8.28 On this basis, officers consider the proposals to be acceptable with regard to ecology.

Flooding/Drainage

- 8.29 The application includes details of the additional drainage attenuation measures necessary to offset the changes. The drainage technical note confirms that additional attenuation will be provided to cater for the additional impermeable area. The County Council as Lead Local Flood Authority, and District Drainage Officer have confirmed the acceptability of this approach.
- 8.30 On this basis, officers are satisfied that the proposals are acceptable with regard to drainage and flood risk.

Other Issues

Odour

- 8.31 The application has been considered against the Technical Note on Interpretation of 'Odour Impact Assessment for Cambridge Water Recycling Centre' (March 2019). The application falls within the 3 to <5 odour contour identified in this document. The site has an extant permission, and the current application proposes no new uses. Whilst there will be an increase in

commercial/retail floor space, these changes are not considered significant in planning terms.

- 8.32 Odour was considered as part of the original application, and an Odour Assessment submitted. This document concludes that '*the predicted odour concentrations meet the most stringent criterion applied for assessment of site suitability for residential use and suggests a low potential for adverse odour impacts*'. Conditions were recommended which require the submission of details of mechanical ventilation and odour filtration system: these will be replicated on the decision notice for this planning application, should approval be forthcoming.
- 8.33 On the basis of the above, it is not considered necessary for a further odour assessment to be undertaken in respect of the current planning application. This approach has been endorsed by District and City Environmental Health Officers.

9.0 CONCLUSION

- 9.1 The development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development. On the basis of this evaluation, the application is considered to accord with the Development Plan and is recommended for approval.

10.0 RECOMMENDATION

APPROVE planning permission, subject to the following conditions:

Time

1. The development hereby permitted shall be begun before 01 August 2021.

(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon).

Prior to commencement of brickwork – sample panels

2. Before starting any brickwork, sample panels of a minimum size of 1 metre by 1 metre of the general brickwork, feature brickwork and hit and miss brickwork to be used shall be erected on site to establish the detail of mortar colour, detail of bonding, coursing, colour and type of jointing to be submitted and approved in writing with the Local Planning Authority. The quality of finish and materials incorporated in any approved sample panel(s), shall not be demolished prior to completion of development, shall be maintained throughout the development. Development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

No development above ground floor slab level – details of external materials

3. No development above ground floor slab level shall take place until full details of the external materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

No development above ground floor slab level – details of roof top plant

4. No development above ground floor slab level shall take place until full details of rooftop plant, at a scale of not less than 1:20 together with product information, have been submitted to and approved in writing by the Local Planning Authority. This may include the submission of samples of mesh/louver types and the colour(s) of the components. The development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Prior to installation of lighting – detailed artificial lighting scheme

5. Prior to the installation of any lighting, a detailed artificial lighting scheme and significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as external street, floodlighting, security and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of the equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward light ratio requirements. The artificial lighting scheme strategies must be sensitively designed for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP). Post-

installation artificial lighting check within one month of the installation of the approved artificial lighting scheme, the scheme shall be inspected / assessed by a suitably qualified lighting engineer / consultant, in liaison with the Local Planning Authority and a post installation completion report confirming compliance with the approved scheme shall be submitted to and approved in writing by the Local Planning Authority. The inspection shall include the measurement of lighting levels at neighbouring residential receptors to demonstrate compliance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011. Any defects or non-compliance identified shall be rectified within one month of the inspection or following approval by the LPA. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.

(Reason- To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – boundary treatments and amenity landscaping

6. Prior to the commencement of the development hereby approved, with the exception of below ground works, the following shall be submitted and agreed in writing by the Local Planning Authority.

-Details of boundary treatments to the temporary car park and the space between Milton Avenue and the temporary car park.

-A scheme for amenity landscaping between the temporary car park and Milton Avenue.

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

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – hard and soft landscape works

7. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of both hard and soft landscape works, including the green and brown roofs, all tree pits including any planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock. The details of the green and brown roofs shall

include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the adopted South Cambridgeshire Local Plan 2018).

Hard and soft landscape works in accordance with approved details

8. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – BRE issued Design Stage Certificate

9. The approved building shall be constructed to meet the approved overall BREEAM 'excellent' rating. Prior to commencement of development, or within 6 months of commencement, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Prior to or within 6 months of occupation – BREEAM assessment certificate

10. Prior to the occupation, or within 6 months of occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the approved BREEAM 'excellent' rating has been met. In the event that 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 unless otherwise agreed in writing by the Local Planning Authority.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Prior to first occupation – renewable and low carbon energy technologies

11. The approved renewable and low carbon energy technologies shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO_x/Nm³

Compression ignition engine: less than 400 mgNO_x/Nm³

Gas turbine: less than 50 mgNO_x/Nm³

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the Distribution Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

(Reason- In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution in accordance with Policy CC/3 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – bird and bat nest boxes.

12. Prior to the commencement of the development hereby approved a scheme for the provision of bird and bat nest boxes shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be occupied until the nest boxes have been provided in accordance with the approved scheme.

(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies S/3, HQ/1 and NH/4 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – landscape and ecological management plan

13. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a fifteen-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures (to be rolled out over a 15 year period with at least 5 monitoring events).

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies HQ/1, DP/3 and NH/4 of the adopted South Cambridgeshire Local Plan 2018).

Use of machinery

14. The use of power operated machinery (or other specified machinery) during the construction phase shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing by the Local Planning Authority in accordance with any agreed noise restrictions.

(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018).

Collection and deliveries

15. Collection from and deliveries to any non-residential premises including the office, any retail, food or commercial uses shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays.

(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – noise assessment scheme

16. Prior to the commencement of the development hereby approved, with the exception of below ground works, a noise assessment shall be completed and a scheme be submitted for the insulation of the building(s) and/or associated plant / equipment including any renewable energy provision sources such as any air source heat pump or wind turbine or other attenuation measures as necessary, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018).

Prior to occupation – details of extraction/filtration equipment

17. Prior to the occupation of the premises by a use which requires the installation of extraction or filtration equipment or systems for the purpose of extraction, filtration and/or abatement of fumes and or odours, details of the extraction or filtration equipment and systems shall be submitted to and approved in writing by the Local Planning Authority. The approved system / scheme shall be installed before the said use or undertaking is commenced and shall be maintained and operated thereafter in accordance with manufacturer specification to ensure its continued satisfactory operation.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy SC/12 of the adopted South Cambridgeshire Local Plan 2018).

Prior to development above ground floor slab level – details of mechanical ventilation and odour filtration system

18. No development above ground floor slab level shall take place until details of the mechanical ventilation and odour filtration system for the purpose of extraction and filtration odours associated with the wastewater treatment works, have been submitted to and approved in writing by the Local Planning Authority. The details shall include location of air intake and outlet points, specifications and drawings (including location plans) for the odour control technology to be installed, and an Odour Management Plan for the building, which should incorporate full details of the maintenance and repair requirements for the odour control system. The extraction/filtration and odour control scheme shall be installed in accordance with the approved scheme before the use hereby permitted is commenced and shall thereafter be retained as such.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy SC/13 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – contamination and remediation

19. No development approved by this permission shall be commenced until:

- a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.
- b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.
- c) The works specified in the remediation method statement have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.
- d) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this contamination should be agreed in writing by the Local Planning Authority.

(Reason- To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies S/3 and HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Presence of contamination not previously identified

20. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policies S/3 and HQ/1 of the adopted South Cambridgeshire Local Plan 2018, the National Planning Policy Framework (NPPF) and Environment Agency Groundwater Protection: Principles and Practice (GP3)).

Prior to commencement of development – remediation strategy

21. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.
2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.
3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3) shall be submitted to and approved, in writing, by the Local Planning Authority. The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policies S/3 and HQ/1 of the adopted South Cambridgeshire Local Plan 2018, the National Planning Policy Framework and Environment Agency Groundwater Protection: Principles and Practice (GP3)).

Prior to commencement of development – surface water and foul water drainage

22 Prior to the commencement of any development, a scheme for the provision, implementation and maintenance of surface water and foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development.

(Reason - To ensure a satisfactory method of surface water and foul drainage, to prevent the increased risk of flooding and reduce the risk of pollution to water environment in accordance with Policies S/3 and CC/9 of the adopted South Cambridgeshire Local Plan 2018).

Prior to importation or reuse of materials – Materials Management Plan

23. Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- a) Include details of the volumes and types of material proposed to be imported or reused on site.
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include an inspection and sampling strategy for the testing of excavation formations;
- d) Include a stockpile validation strategy
- e) Include details of the chemical testing to be undertaken before placement of material onto the site.
- f) Include details of arisings processing
- g) Include a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in a) to g) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action; and, 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 document.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy S/3 of the adopted South Cambridgeshire Local Plan 2018, the National Planning Policy Framework (NPPF), and Environment Agency Groundwater Protection: Principles and Practice (GP3)).

Penetrative Piling Methods

24 Using penetrative piling methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy S.3 of the adopted South Cambridgeshire Local Plan 2018, the National Planning Policy Framework (NPPF), and Environment Agency Groundwater Protection: Principles and Practice (GP3)).

Prior to commencement of development – Waste Management and Minimisation Strategy

25. Unless otherwise agreed in writing by the local planning authority, a Waste Management & Minimisation Strategy (WMMS), including the completed RECAP Waste Management Design Guide Toolkit and supporting

reference material, addressing the management of municipal waste generation during the occupation stage of the development shall be submitted. No development shall take place until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

- i. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- ii. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- iii. Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles
- iv. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling
- v. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements
- vi. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority
- vii. A timetable for implementing all proposals
- viii. Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation, use or opening for business of any building that will be used for residential, commercial or employment purposes and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

(Reason - To ensure that waste is managed sustainably during the occupation of the development in accordance with Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan (2003).

Prior to commencement of development – Construction Environmental Management Plan

26. Prior to commencement of development (including any pre-construction, demolition or enabling works) pursuant to this outline permission, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The Construction Environmental Management Plan shall include:

- a. Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures
- b. Details of Haul Roads within the site
- c. A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the site and siting of the contractors compound during the construction phase to be agreed on phase basis
- d. Delivery times for construction purposes
- e. Dust management and wheel washing measures
- f. Noise and vibration impact assessment method, monitoring and recording statements in accordance with provisions of BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Parts 1 - Noise and 2 - Vibration
- g. Concrete crusher if required or alternative procedure
- h. Details of odour control systems including maintenance and manufacture specifications along with any service schedules that need to be adhered too
- i. Maximum noise and mitigation levels for construction equipment, plant and vehicles
- j. Site lighting
- k. Screening and hoarding details
- l. Access and protection arrangements around the site for pedestrians, cyclists and other road users
- m. Procedures for interference with public highways
- n. External safety and information signing notices
- o. Liaison, consultation and publicity arrangements, including dedicated points of contact
- p. Complaints procedures, including complaints response procedures
- q. Membership of the considerate contractors scheme

All development shall take place in accordance with the approved Construction Management Plan unless formally agreed in writing with the Local Planning Authority.

The CEMP shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Construction and demolition works shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless agreed in writing by the

local planning authority or in accordance with agreed emergency procedures for deviation.

Deliveries and collections for demolition and construction purposes shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.

(Reason – To protect the amenities of nearby residential properties in accordance with Policies SC/11, SC/13 and DP/6 of the adopted South Cambridgeshire Local Plan 2018).

Prior to development of car park – Car Parking Management Plan

27. No development of the permanent car park shall take place until a Car Parking Management Plan detailing the allocation of parking spaces and details for the future control and monitoring of parking for the office and retail scheme within the permanent car park has been submitted to and approved by the Local Planning Authority. The development shall be carried out thereafter in accordance with the approved details Car Parking Management Plan.

(Reason – To ensure that parking management of the site in the interests of highway safety in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Prior to expiration of 10 years of granting of planning permission – permanent car park for office scheme.

Prior to 01 August 2028 – implementation of permanent car park

28. Prior to 01 August 2028, a permanent car park for the office scheme shall be implemented. Details of the permanent car park shall include the location, siting, number of spaces, materials and finish and shall be submitted to the Local Planning Authority for approval and implemented in accordance with the approved details.

(Reason – in the interests of highway safety in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Prior to occupation – fire hydrants

29. No occupation shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

(Reason - To ensure an adequate water supply is available for emergency use.)

Prior to development of permanent car park – EV charging plan

30.No development of the permanent car park shall take place until a comprehensive EV Charging Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan should include the details of the number, location, installation and management of EV charging points having regard to parking associated with various planning class uses and the provision of cabling infrastructure. Prior to the use of the permanent car park, the evidence of the implemented charging points should be submitted to and approved in writing by the LPA.

(Reason-In the interest of reducing carbon dioxide emissions, in accordance with Policies CC/2, CC/3 and CC/4 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – details of boilers

31. No development above ground floor slab level shall take place until details of the boilers shall be submitted to the local planning authority for approval. Prior to occupation of the development and following installation, emissions certificates shall be provided to the council to verify CHP and boiler emissions and the manufacturers NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved in writing by the Local Planning Authority.

(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions in accordance with Policy SC/13 of the adopted South Cambridgeshire Local Plan and the National Planning Policy Framework.

Prior to occupation – public art

32. Prior to occupation of the building, a scheme for the delivery of public art will be submitted to the Local Planning Authority for approval. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.

(Reason- In the interests of high quality design in accordance with Policy HQ/2 of the adopted South Cambridgeshire Local Plan 2018).

No tables and chairs within cycle and pedestrian route

33. There shall be no tables and chairs sited outside of the front of the office and retail units within the cycle and pedestrian route.

(Reason - To avoid obstruction of the pedestrian and cycle way and in the interests of highway safety and convenience in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018).

Prior to commencement of installation of cycle parking facilities – details of cycle parking provision

34. Notwithstanding the details shown on the approved plans, full details of cycle parking provision to be made for office and retail staff and visitors, including off-gauge bicycle parking spaces and full details of the traveller for ascent and corresponding ramp with gutter brush for descent (including details of the electrically powered assistance mechanism) shall be submitted to and approved by the Local Planning Authority prior to the commencement of the installation of any cycle parking facilities. The approved details shall be installed prior to the first occupation of the building and thereafter maintained as such.

(Reason - To ensure adequate provision of cycle facilities and in the interests of sustainable travel in accordance with Policy TI/1, TI/2, TI/3, S/3, TR/2 and HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Prior to commencement of development – details of proposed cycle route

35. No development above ground floor slab level shall take place until full details of the proposed cycle route to the north of the office including its alignment, surfacing materials and associated flush and dropped kerbs have been submitted to, and approved in writing by, the Local Planning Authority.

(Reason - In the interests of highway safety in accordance with Policy HQ/1 of adopted South Cambridgeshire Local Plan 2018).

Within six months of occupation – Travel Plan

36. Within six months of the occupation of the approved development, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

(Reason – In the interests of encouraging sustainable travel to and from the site in accordance with Policies TI/1 and TI/3 of the adopted South Cambridgeshire Local Plan 2018).

Development in accordance with approved plans

37.The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plans:

P01-01 Rev P04

P01-02 Rev P02

Diagrams:

P11-B1 Rev P03

P11-00 Rev P06

P11-01 Rev P03

P11-02 Rev P03

P11-06 Rev P03

P11-07 Rev P03

P25-00 Rev P04

P25-01 Rev P04

P25-02 Rev P04

P25-03 Rev P04

P26-00 Rev P03

P30-010 Rev P04

P30-011 Rev P04

Other Documents:

Design and Access Statement Addendum dated 21 December 2018

Townscape and View Analysis – Updated and Amended dated 7 December 2018

Landscape Statement Addendum dated December 2018

Drainage Technical Note dated 20.12.2018

Ecology Technical Note dated 20.12.2018

Transport Technical Note dated 18.12.2018

Access Statement dated 01.04.2019

(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.)

Informatives:

Section 73 approval

The original planning permission (S/4478/17/FL) and Section 106 agreement continues to subsist, as well as this new permission granted under Section 73 of the Town and Country Planning Act 1990.

Below Ground Works

Below ground works for the purpose of the above conditions is defined as earth movement and site preparation and any basements.

This is because below ground works will not prejudice the discharge of conditions worded as 'Prior to commencement of works on the development, with the exception of below ground works.'

Road Traffic Noise Insulation Scheme:

To satisfy the noise insulation scheme condition for the office building envelope and traffic noise, the developer must ensure that the floorspace within the office are acoustically protected by a noise insulation scheme, which complies with the internal noise levels set out within British Standard 8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice" derived from the World Health Organisation Guidelines for Community Noise: 2000. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation or passive attenuated free areas may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

General Noise Impact Informative:

Any noise / vibration assessment and or noise insulation scheme required should have due regard to current government / industry standards, best practice and guidance and South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise" downloadable from: <http://www.scambs.gov.uk/content/district-design-guide-spd>

Commercial Use Noise informative:

To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during

the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

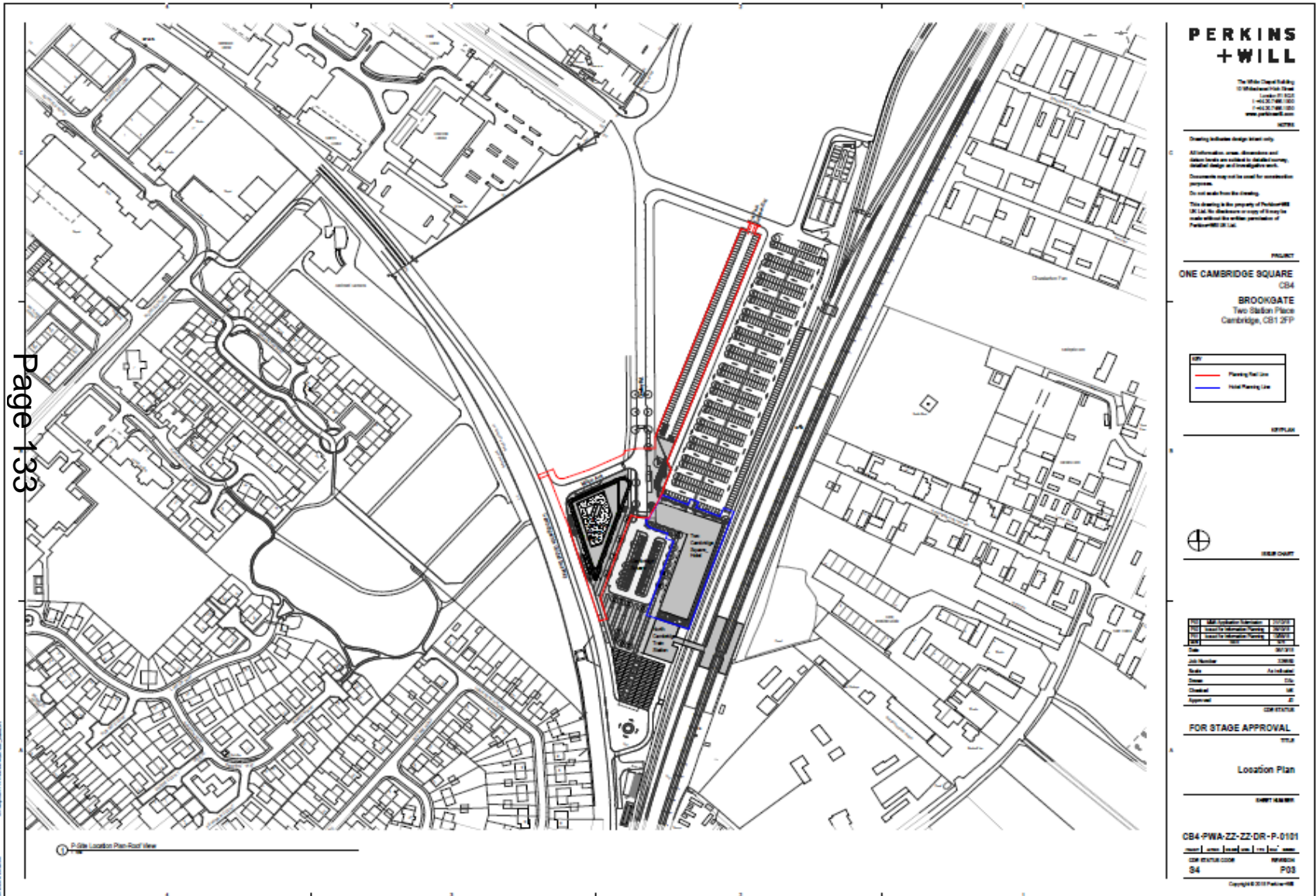
This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises. Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

General Informative:

The applicant should contact the Environmental Health and Licensing Team, South Cambridgeshire District Council, for advice concerning the proposed premises design/layout, Food and Occupational Safety/Welfare Regulations/requirements, Food Premises Registration and Licensing, Tel No: 01954 713111. Due regard should be given to the South Cambridgeshire District Council Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10- Environmental Health & associated appendices <http://www.scamb.gov.uk/content/district-design-guide-spd>

S/4824/18/VC – Location Plan



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PERKINS + WILL

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NOTES

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PROJECT

ONE CAMBRIDGE SQUARE
 CB4
BROOKGATE
 Two Station Place
 Cambridge, CB1 2PP

LINE	DESCRIPTION
Red	Planning Foot Line
Blue	Total Planning Line

LEGEND

USER CHART

North Arrow

NO.	DESCRIPTION	DATE
1	Issue for Stage Approval	12/01/2018
2	Issue for Stage Approval	12/01/2018
3	Issue for Stage Approval	12/01/2018
4	Issue for Stage Approval	12/01/2018
5	Issue for Stage Approval	12/01/2018
6	Issue for Stage Approval	12/01/2018
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FOR STAGE APPROVAL

Location Plan

DATE: 12/01/2018

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S/4824/18/VC – Site Plan

