

Application Number	11/0338/FUL	Agenda Item	
Date Received	28th April 2011	Officer	Mr Tony Collins
Target Date	28th July 2011		
Ward	Abbey		
Site	Intercell House 1 Coldhams Lane Cambridge Cambridgeshire CB1 3EP		
Proposal	Redevelopment of Intercell House as a 127 bed hotel with restaurant and bar, car park and works to the Public Realm/Highway following demolition of Intercell House.		
Applicant	Mr Piers Slater C/o Unex House 132-134 Hills Road Cambridge CB2 8PA		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The use proposed is in accordance with the allocation of the site in the Cambridge Local Plan (2006).</p> <p>The design of the building conforms to the guidance in the adopted Eastern Gate Development Framework SPD (2011), and protects the aspiration to create a tree-lined approach to the city on Newmarket Road.</p> <p>The County Council is satisfied that the hotel would not have an unacceptable impact on the transport network.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, which covers 0.22ha, is a very irregularly-shaped polygon on the south-east corner of the intersection of Newmarket Road and Coldham's Lane. Broadly, it comprises an L-shaped section, 40m x 30m, on the corner of the junction, and a wide strip, 15m wide and 60m long, with a right-angle turn in the centre, which connects the rear extremity of the corner site with the highway on Henley Way, to the south-east.
- 1.2 The surrounding area is largely in commercial and industrial uses; such uses surround the site to the south and east (HSS plant hire to the south, Sliderobes, Majestic Wine and Securicor to the east), and car sales occupy the north side of Newmarket Road opposite the site. Residential accommodation in Halfway House lies to the south-east, and a number of semi-detached houses further to the south-east on the corner of New Street. The site immediately to the west on the opposite side of Coldham's Lane (180-190 Newmarket Road, sometimes referred to as the eastern part of Eastern Gate) has been in commercial/light industrial use for some time, but is the subject of a recently-granted planning permission for a 219-bedroom hotel. There are some residential properties on the north side of Newmarket Road, but they are not immediately opposite the site.
- 1.3 The site makes up just under a quarter of the area of allocation 7.03 in the Cambridge Local Plan (2006). Site 7.03 is allocated for mixed uses including housing, employment B1(a), hotel, student accommodation, and Class A1 non-food retail. The application site also lies wholly within the Eastern Gate Development Brief, which is an adopted Supplementary Planning Document.
- 1.4 There are a number of small trees on the site, which are not subject to tree preservation orders.
- 1.5 The site is not within any conservation area, but the Riverside part of the City of Cambridge Conservation Area No.1 (Central) lies approximately 70m to the north. The site is outside the controlled parking zone (CPZ).

2.0 THE PROPOSAL

- 2.1 The application proposes a hotel of 121 bedrooms on six floors.
- 2.2 The footprint of the building would be broadly L-shaped: a long wing on the west side of the site would curve round the corner from Newmarket Road and run down the full 45m length of the Coldhams Lane frontage. To the rear of this block, a second wing would stretch eastward 30m into the interior of the site, with a short 15m transverse section at the eastern end. Ground level falls by approximately 3m from the Newmarket Road footway to the interior of the site, and the design would exploit this by creating a lower ground floor. Accessed from the rear of the site on Henley Way, this floor would be invisible from the main street frontages. It would contain refuse store, beer cellar plant rooms, laundry, WC's, and staff room beneath the western wing of the building. The central part of this storey would be open to the east side, and would accommodate five car parking spaces and a 16-space cycle store designed primarily for staff. To the east, the space beneath the east-west rear wing, and a small courtyard to the north of it would accommodate nine further car parking spaces, two motorcycle spaces, a further 16 cycle parking spaces, and space for delivery vehicles and refuse collection. The south-east strip of the site, stretching south to Henley Way, would provide access from the street to the central courtyard for cars, cycles and delivery vehicles, and would also contain 20 further car parking spaces in two rows.
- 2.3 On the street frontage, the ground floor would be extensively glazed, between a series of 600mm wide brickwork columns. A lobby and reception area would fill the curving space on the street corner, with lifts and stairwell behind. A restaurant and serving area would fill the whole of the Coldhams Lane frontage, with a kitchen and stores behind, and three bedrooms facing out over the courtyard. A 17m-long taxi drop-off bay would be created on Coldham's Lane
- 2.4 The bedroom layouts of the first, second, and third floors would conform to the same general template. The Coldhams Lane wing would have bedrooms on both sides of a corridor, with three rooms at the north end facing Newmarket Road, and those on the east side of the corridor facing east over the servicing and car parking courtyard. The east-west wing would also have a double-sided corridor with rooms facing north and

south. At the eastern end of this wing rooms would be arranged to face east over the long car parking strip, leaving the north-facing wall adjacent to the 212 Newmarket Road site free from windows. The fourth floor would be limited to the Coldhams Lane wing only, and, following comment from the Joint Urban Design Team, has been amended by being drawn back from the south elevation of the wing by 4m to create a step down towards the HSS Plant Hire site to the south. The southern part of this storey (which would be the uppermost floor of that part of the building) would be set back by 800mm from the Coldham's Lane frontage, and faced in grey cladding panels, rather than the buff brick used for the main elevation.

- 2.5 The fifth floor would be limited to just five rooms at the northern end of the main wing, adjacent to the street corner, measuring 16m east-west, and 15m north-south. Like the southern part of the fourth floor, this would be set back from the frontage by 800mm, and the parapets of both the third and fourth floors at the southern end (13m and 14.5m above street level respectively) would sweep up from a point 20m from the north end of the frontage to become the parapets of the fourth and fifth floors respectively (at 15.8m and 18.2m above street level. The lift overrun, set 9m back from the Colhams Lane elevation, and 7m back from the Newmarket Road frontage, would rise a further metre above the parapet height.
- 2.6 Roofs would all be flat. That over the southern part of the fourth floor would accommodate an array of solar hot water panels.
- 2.7 Windows on all the bedroom floors would be regular 2.3m x 1.2m openings, with vertical emphasis, arranged in consistent vertical lines, and recessed from the elevation. Varying arrangements of brickwork and cladding panels alongside the windows would create an irregular pattern within the overall framework.
- 2.8 The application proposes planting three London Plane trees on the Newmarket Road frontage, at the edge of the area to become public highway. The original proposal to insert four American Sweetgum trees on the Coldhams Lane frontage has now been dropped, because there is insufficient space between the highway and the building for trees to flourish. The application now proposes landscape planters on this frontage.

2.9 The application is accompanied by the following supporting information:

1. Design Statement
2. Planning Statement
3. Hotel Needs assessment
4. Landscape Strategy
5. Acoustic Report
6. Air Quality Assessment
7. Transport Assessment
8. Travel Plan
9. Energy Strategy Report
10. Sustainability Statement
11. Ground Contamination Report
12. Sunlight and Daylight Report
13. Public Art Delivery Plan
14. Applicant's response to Council's Eastern Gate Visioning Document

3.0 SITE HISTORY

Application	Proposal	Outcome
87/0804/FP	Use of building for any purpose within class B1	Approved with conditions

4.0 PUBLICITY

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

5.0 POLICY

- 5.1 See Appendix 1 for full details of Central Government Guidance, East of England Plan 2008 policies, Cambridgeshire and Peterborough Structure Plan 2003 policies, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
East of England Plan 2008	SS1 E6 T2 T9 T14 ENV6 ENV7 ENG1 WM6 CSR1 CSR2 CSR4
Cambridgeshire and Peterborough Structure Plan 2003	P6/1 P9/8 P9/9
Cambridge Local Plan 2006	3/1 3/4 3/6 3/7 3/10 3/11 3/12 3/13 3/15 4/4 4/11 4/13 4/14 4/15 6/3 8/2 8/6 8/8 8/9 8/10 8/16 10/1

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

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95 Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction Waste Management Design Guide Planning Obligation Strategy Public Art Eastern Gate

<p>Material Considerations</p>	<p><u>Central Government:</u></p> <p>Letter from Secretary of State for Communities and Local Government (27 May 2010)</p> <p>Written Ministerial Statement: Planning for Growth (23 March 2011)</p>
	<p><u>Citywide:</u></p> <p>Biodiversity Checklist</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan</p> <p>Open Space and Recreation Strategy</p> <p>Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)</p> <p>Cambridge Walking and Cycling Strategy</p> <p>Cambridgeshire Design Guide For Streets and Public Realm</p> <p>Air Quality in Cambridge – Developers Guide</p> <p>Cambridge Shopfront Design Guide</p> <p>Cambridge Hotel Futures (2012)</p>
	<p><u>Area Guidelines:</u></p> <p>Eastern Corridor Area Transport Plan</p> <p>Suburbs and Approaches Study:</p> <p>Newmarket Road</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Engineering)

- 6.1 Dimensions required for parking spaces, Henley Way access, footways and taxi drop-off. Conditions sought to control unbound material, vehicle crossing layout, overhanging structures, surface water drainage, completion of accesses and manoeuvring space. Informatives requested.

Cambridgeshire County Council (Transport)

Updated and final advice (11.06.2012)

- 6.2 County Council has applied the standard process for assessing the transport impacts of development.
- 6.3 Building has existing permission for office use. . Weekday traffic generation from the proposal would be lower than from the existing use.
- 6.4 Saturday traffic generation from the existing use would, however, be virtually nil, so predicted Saturday figures have been assessed in comparison with this. Saturday peak hour is taken as 1500-1600. Existing vehicle movement total at this time is 7337, based on 2009 count and checked against 2011 count. 2018 forecast figure including growth, using Department for Transport Tempro forecast would be 7739. Forecast vehicle movements in this hour from the proposed hotel are 16. Forecast vehicle movements from the proposed hotel added to the approved hotel and proposed residential development immediately to the west are 56. This is an 0.72% increase on the predicted 2018 total of 7739.
- 6.5 Using a worst-case scenario for the distribution of these movements on the various 'arms' of the junction, the forecast increase for Coldhams Lane only would be 4%.
- 6.6 Iterative runs of the PARAMICS system traffic model provided no evidence to contradict the above predictions.
- 6.7 The highway authority does not consider that the proposal will have any significant impact on the highway network. Subject to the securing of ECATP contribution, dedication of land for

transport improvements on Newmarket Road, funding for additional highway works, and a Travel Plan, the highway authority has no objection.

- 6.8 The full text of this advice is attached to the agenda as Appendix A.

Planning Policy Manager

(Comments made at the time of the application)

- 6.9 Application is supported by Policy 6/3 with regard to improving the quantity of short stay accommodation in the adopted 2006 Local Plan. The site is also allocated for a range of uses including hotel accommodation in the adopted 2006 Local Plan.

Head of Environmental Services

- 6.10 Noise, ventilation, fume extraction, vibration and dust: conditions required.
- 6.11 Air Quality: Modelling indicates a predicted changes in nitrogen dioxide and particulate matter of up to 0.1 micrograms per cubic metre, at each of the 5 receptor points selected. This is contrary to Policy 4/14 of Cambridge Local Plan which states that development within or adjacent to an Air Quality Management Area will only be permitted if it would have no adverse effect upon air quality within the AQMA.
- 6.12 The impact could be mitigated by securing a strong travel plan, improved building insulation above current building regulation standards to reduce emissions further, financial contributions via S106 agreement towards traffic management measures/public transport improvements/incentives for walking and cycling.
- 6.13 Ground contamination – conclusions (after assessing submitted Preliminary Contamination Assessment report by MLM Environmental). Previous investigations undertaken in the surrounding areas have demonstrated considerable issues of ground gas generation and migration from the former infilled pits. MLM report does not consider in depth the potential problem of ground gas ingress within the buildings or the implications to any design proposals.

- 6.14 Permission should not be granted without a comprehensive ground gas monitoring programme (a minimum of six to nine ground gas monitoring visits). Depending on the outcome of the ground gas monitoring the current basement proposals might not be acceptable.
- 6.15 Conditions also required on waste storage and collection.

Senior Sustainability Officer

- 6.16 On the whole, the application's approach to sustainable design and construction is encouraging. Welcome the proposals for the development to undergo a BREEAM Bespoke Assessment, with the aim of achieving a rating of 'Very Good'. Encourage the applicant to consider other means of ensuring that the building can adapt to a changing climate, including landscaping and biodiversity. Not confident cycle parking is adequate
- 6.17 Noise impact assessment for the air source heat pumps will, however, be required, and will need to be considered by colleagues in the Environmental Health team. Subject to the submission of noise impact information to the satisfaction of officers, and given that the combined use of solar hot water panels and air source heat pumps will bring about a 12% reduction in emissions, I would be willing to support the proposed approach to meeting the requirements of Policy 8/16.

Joint Urban Design Team

First advice (23.06.2011)

- 6.18 Scale and Massing: Proposed building height accords with Draft Eastern Gate SPD which indicates that the site has the potential for a 'localised increase in height' with a maximum height of 5.5 storeys. CGIs and models within the D&A Statement reveal that the proposal does not unduly impact upon the surrounding context.
- 6.19 However, concern expressed that proposal fails to provide an appropriate scale transition from the application building to the adjacent 3-4 storeys proposed for the HSS Hire store to the south in the Draft Eastern Gate SPD. JUDT consider that a consistent 4th floor set back of 2m, which corresponds with the

angle of the southern building façade of the 'primary block' would help resolve this transition of scale between the two sites.

6.20 Ground Floor Activity: Location of the reception, bar and restaurant wrap round the northern and western facades of the building which animate the frontage, create visual permeability and surveillance and signify this corner. Strongly supported (key development principle within the Draft Eastern Gate SPD). Ground floor glazing on the restaurant should be extended further along the southern face of the building to improve surveillance of proposed future pedestrian route to the south.

6.21 Concerns expressed about layout of car park, cycle parking area, servicing arrangements and quality of this space to the rear of the building.

6.22 Tree planting proposals supported, but doubts expressed over whether requirements of landscape team and highway authority will be met.

6.23 Reservations about brick choice, colour of cladding panels and other materials, and positioning of solar panels.

6.24 **Conclusion**: Consider the proposed development meets the aspirations and objectives set out within the draft Eastern Gate Development Framework SPD. The proposed building conforms to the maximum heights outlined within the Built Form, Scale and Massing Strategy of 5.5 storeys, whilst the localised increase in height at the corner of Newmarket Road and Coldham's Lane emphasises this important gateway to the Petersfield residential area. Supported subject to the resolution of the following issues.

- Greater set-back required at south end on the 4th floor.
- Details of the boundary treatments and access control.
- Gate to screen the service/refuse area.
- Rearrange the disabled parking spaces cycle parking.
- Demonstrate that there is adequate room for proposed trees to grow;
- Revisit materials
- Clarify the detail of the solar thermal panels.

Further advice following amendments (10th December 2011)

- 6.25 Revised ground floor plans and supporting letter indicate trees along the Newmarket Road will be located 1.5m inside of the site boundary and 4.5m from the building line. Revised setback of the proposal and inclusion of trees is welcomed. Provision of three trees may be difficult to achieve. Landscape team will comment.
- 6.26 Replacement of American Sweetgum trees located on Coldham's Lane frontage by four raised concrete planters. Original tree planting was welcome addition to Coldham's Lane, but is not indicated in the adopted Eastern Gate Development Framework. Constrained nature of the site leaves few opportunities to green this façade and the proposed planters could help to achieve some degree of softening. Support this proposed change.
- 6.27 4th floor set back by 5 metres from the main southern façade. Consider that this setback and adjustment to the eaves profile improves the scale transition between the application site and that to the south and reduces the overall bulk of the building. Support this proposed change.
- 6.28 Changes to car park and cycle parking layout. Support the proposed changes.
- 6.29 Applicant confirms that whilst tight, the servicing area provided is adequate for a 14m articulated lorry. No further concerns with the proposed servicing area.
- 6.30 Boundary treatments and access system still require conditions.
- 6.31 Amendments to brick type and other changes to colours of materials welcomed.
- 6.32 **Conclusion:** JUDT consider that the revised application drawings and supporting letter addresses the concerns raised in earlier advice. The applicant still needs to provide further details of the following:
- Clarify the location and setback of trees on the Newmarket Road frontage;
 - Indicate the design of the proposed vehicle barrier and details of how vehicular access will be controlled (although this could be conditioned); and

- Confirm that mid-grey will be used for all window metal work, louvre panels and plant housing to match the proposed mid-grey cladding.

Public Art Coordinator

- 6.33 Support the principles for the public art commission within the submitted PADP. However, concerned that the result will be more akin to marketing for the Hotel, if the briefs are too prescriptive and are not grounded in the immediate location of the development. This is not to say that elements of the wider city cannot be incorporated but caution needs to be applied. Recommend that the lead artist is retained to develop and deliver these integrated artworks as part of the team. Not convinced the project will be delivered with quality if they are not.
- 6.34 Further information for both elements of the project should be submitted prior to commencement of the development, with verification of the 1% budget.

Historic Environment Manager

- 6.35 Very conventional commercial architecture, which will rely on use of good materials. Conditions required to control this, and details including entrance and coping. Given the precedent, the proposal may be considered of acceptable height and bulk.

Principal Landscape Officer

Initial advice (06.06.2011)

- 6.36 Proposed setback of the building line is insufficient to achieve the aspiration to 'green' Newmarket Road with trees.
- 6.37 Plane trees need to be planted 1.5m from the back of the footway and 6m from the building line. spacing of the trees along Newmarket Road is considered to be too close. The trees should be planted 9-10m apart to allow them to mature properly. therefore only space for two Planes along this boundary.
- 6.38 The landscape strategy also proposes American Sweetgum trees on the Coldham's Lane frontage. This species does not

do particularly well in Cambridge. We would therefore suggest *Liriodendron tulipifera* as an alternative. However to enable trees to establish along this boundary, the building must be setback 6m from the centre of the tree. It should also be recognised that these trees will shade and block views out of bedrooms.

- 6.39 Some concerns about landscaping in the car park area. Would have welcomed consideration of roof gardens. Signage should be indicated in landscaping proposals.

Further advice (26.10.2011)

- 6.40 Amendments do seek to meet aspirations of Eastern Gate Development Framework to 'green' Newmarket Road, but distance of 4.5m from building to trees on Newmarket Road is still insufficient. Not satisfied with replacement of street trees on Coldhams Lane by planters. Planting plan not realistic. Parking bays need to be broken up with more planting.

Third advice following further modifications (14.12.2011)

- 6.41 Courtyard redesign is acceptable. New position of trees must be a matter for Highways to comment on. Landscape team's preference remains that they should be at least 1.5m from highway edge.

Environment Agency

- 6.42 No objection, in principle, subject to conditions governing ground contamination, pollution control, and surface and foul water drainage.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.43 No objection subject to conditions governing access control, car park lighting and CCTV.

Cambridgeshire County Council (Archaeology)

- 6.44 Records indicate that the site lies in an area of high archaeological potential, to the immediate south east of the medieval monastic precinct of Barnwell Priory in what would

have then been a rural settlement outside the curtilage of the town. Such establishments were frequently supported by small associated settlements, though the location of such settlement is not presently known from this part of Newmarket Road since so little modern development has occurred that would have enabled archaeological examination. However, pottery from pre-Roman occupation was recovered in garden plots of Edwardian residential streets on the south side of Newmarket Road in early C20. Nature of this archaeological evidence not fully accessible or fully understood. Thought that remains from this period will be found within the current applications bounds.

- 6.45 Condition required to secure programme of archaeological investigation.

Design and Conservation Panel

(Meeting of 15th December 2010)

- 6.46 **Conclusion:** Panel welcome the proposals as being broadly in line with proposals for the city's Eastern Gate but see that this is a difficult site on which to develop a hotel: it is on a difficult junction; it is irregular in shape; it is divided between a number of plots whose freeholds become available at different dates; and it is also subject to a number of constraints set out in the Visioning Document. The Panel recognise the potential of the proposals but expressed doubts about the viability of a high quality development at this location during the current economic climate. Given the design team's strategy, the scheme's success will be heavily dependent on the quality of the detailed design and its execution and on achieving the quality of animation of the street frontage that the Visioning Document seeks to encourage. The Panel hopes that the architects will continue to treat the scheme as a key part of the city's 'Eastern Gate', bearing in mind the design and landscaping of the Travelodge opposite, and will ensure that the hotel makes the contribution to the local street-scene/townscape that the Joint Urban Design Team wishes to promote.
- 6.47 The proposals set out in the Visioning Document is still in the process of being resolved and the input from the County Highways Authority will be crucial to their finalisation as an SPD. Only when the County's proposals for the area are known, will the Panel be in a position to judge the viability of key

elements of the proposals such as the drop-off point or the streetscape arrangements.

6.48 VERDICT – AMBER (unanimous)

(Meeting of 8th June 2011)

6.49 **Conclusion:** Panel welcomes the way in which the concerns it expressed last time have been addressed: the design of the corner has been re-examined and the palette of materials has been simplified. However, this remains a difficult site for a hotel with the outcome of the County Highways modelling work as yet unknown. The Panel believe the design of the rear courtyard needs to be revised. As proposed, it will be dim, gloomy and inescapably ‘budget’ in appearance. A reduction in the number of rooms overlooking the courtyard and the use of even more planting, perhaps a ‘green wall’, might not only improve the view from these rooms but would minimise the impact of future developments on neighbouring sites. The City Council’s Visioning Document allows for a development of this corner with a building even taller than the Travelodge proposed for the opposite side of Coldham’s Lane. The Panel feels however that a smaller-scale hotel designed with particular attention to the detailing, would result in a more successful scheme though it recognises that a hotel with fewer rooms is unlikely to meet the aspirations of the client.

6.50 Verdict – AMBER (unanimous)

6.51 The full relevant section of the minutes of the June 2011 panel meeting are attached to this report as Appendix B

Disability Consultative Panel

(Meeting of 2nd February 2011)

6.52 Proposal for outdoor seating on Coldham’s Lane frontage seen as ambitious, due to the poor air quality and traffic noise. Entrance requires lighting and fully automated doors. Panel were concerned by the likely corridor width of less than 1.5 meters. Fire/smoke doors would need to be as a-symmetric as possible and left open at all times. Fusible links would make them easier to use in an emergency. Rooms should be fitted with a special alert system for hearing impaired evacuation,

linked to standard smoke detectors.

- 6.53 Staircases would need a continuous handrail on both sides. Lifts need a secondary power source for fire evacuation, as well as a mirror, handrail and hearing loop for the emergency telephone. Panel expressed concern regarding automated reception.
- 6.54 Standard bathrooms need handrails. Accessible WCs would be among the details the Panel would like to see. Charging points and secure parking for electric scooters required within the hotel building. Reception and bar areas should be fitted with hearing loops.
- 6.55 Panel requested that once a detailed plan was developed, including the layout of a standard 'Premier Inn' room, this would be brought back to the Panel for further scrutiny.
- 6.56 Conclusion: There is a shortage of accessible hotel accommodation in Cambridge. Panel would be very keen to see these proposals in greater detail, with more disabled access features incorporated into the design. Dialogue between City Council officers and the Highways Authority needs to take place in terms of managing pedestrian, traffic and cycle movement in this area.

(Meeting of 1st June 2011)

- 6.57 Shower provision and sliding doors in bathrooms welcomed. Employee changing rooms next to the cycle bays welcomed. Additional disabled parking bays welcomed. Panel welcome the architects' aspiration to fund improvements to the nearby crossing but accept that any upgrading would be subject to approval by the County Council.
- 6.58 Conclusion: Panel appreciate the response to their earlier comments and those of the Access officer. The scheme is much improved, with a greater consideration given to the needs of the disabled.

Cambridge City Council Access Officer (10th May 2011)

- 6.59 Should be 8 not 7 accessible rooms. 2-4 of the ground floor bedrooms should be fully Part M compliant disabled rooms.

Disabled rooms should have showers. Accessible rooms are not near lifts, but ironically near stairs. The route from lift to accessible room is long and through sets of doors. No mention of colour contrast, tactile information, fire precautions for hearing impaired

6.60 Should be a further 4 marked disabled car parking spaces.

6.61 Planning obligation should be sought to improve pedestrian crossings and footways in locality for disabled access.

6.62 In conclusion, considers the proposal:

- does not meet Local Plan aim of making the city open to all citizens and visitors,
- may not meet Building Regulations
- falls woefully short of the current quality standard of B38300 2009,
- could be vulnerable under Equalities Act legislation.

6.63 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 Representations have been received from:

- The occupiers of 1/1A Silverwood Close
- Agents acting on behalf of Dernford Estates, the freeholders of 212 Newmarket Road, which lies immediately to the east of the site.
- The three local residents' associations (PACT, RARA and BRUNK)

7.2 The representations can be summarised as follows:

- dull, monolithic design
- insufficient room for tree planting on both street frontages
- insufficiently welcoming entrance
- need for hotel not proven
- noise
- compromises the possibilities for future development on neighbouring sites

- unacceptable traffic impact; respondents reject the County Council advice on this issue for the following reasons:
 - less-than-sustainable location will result in many visitors arriving by car
 - conflicting results of modelling indicate that small changes in assumptions have major impacts on results in these predictions; residents do not accept that the 'flat-growth' model is a reasonable assumption, especially not on Saturdays
 - strategic view on traffic growth in the area is required

7.3 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, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Public Art
4. Renewable energy and sustainability
5. Disabled access
6. Residential amenity
7. Environmental Health issues
8. Refuse arrangements
9. Highway safety
10. Traffic
11. Car and cycle parking
12. Trees
13. Third party representations
14. Planning Obligation Strategy

Principle of Development

8.2 The application site forms part of the allocation 7.03 on the proposals map of the Cambridge Local Plan (2006). That allocation is for a range of uses, including hotel use. The application site is also a sustainable location, close to bus routes and within 400m of the boundary of the city centre as

defined in the Local Plan. In this context, I consider hotel use to be appropriate. In my view, the allocation is a consideration of considerable weight, and that weight is not significantly diminished by the recent increase in hotel provision in and around the city. The advice of the Planning Policy Manager confirms this.

8.3 This context is also recognized in the Cambridge Hotel Futures report considered by Development Plan Scrutiny Committee on 17th April and 12th June 2012. Given the allocation in the 2006 Local Plan, the report includes the potential additional budget hotel bedrooms proposed in the present application in its modelling of future hotel bedroom supply in the city to 2031.

8.4 The Cambridge Hotel Futures report include a number of findings which are of relevance to the present application.

- There is a severe lack of available and affordable hotel development sites and conversion opportunities in the city centre. The report recommends that future policy be as enabling and supportive as possible towards city centre development conversion and upgrading.
- The survey undertaken for the report comparing Cambridge with a number of similar cities showed that Cambridge has a similar level of budget hotel provision to Chester, more budget hotels than Bath and Oxford, and significantly lower budget hotel provision than Norwich and York.
- The report's medium-growth scenario predicts a need for 460 additional budget rooms by 2031. The high-growth scenario predicts a need for 594 additional rooms. The Travelodge developments at Orchard Park and Newmarket Road, and the present application (none of which is included in the scenario baseline) would together provide 477 additional bedrooms.
- The report predicts that the two budget hotels proposed on Newmarket Road (Travelodge and the current application) may open well ahead of market growth, increasing the existing downward pressure on lower-grade hotels and guest houses. The report suggests that better-located and better-quality small hotels and guest houses, and those with a loyal customer base may be less affected, but poorer-quality, less

well-run and less well located establishments may exit the market.

- 8.5 In my view, the shortage of potential city centre sites for hotel development supports the view that hotel development on an edge-of-centre site such as this should be encouraged. Although the report suggests that if future growth in the city does not exceed the medium-level scenario modelled, then little further budget provision beyond this application will be needed to meet demand up to 2031, I do not consider that this is a reason to refuse the present application.
- 8.6 I do not consider that any of the report's findings provide a justification for overriding the allocation in the Cambridge Local Plan (2006). The Draft National Planning Framework makes it clear that unnecessary obstacles should not be placed in the way of development, and this broad principle adds further weight to my view that the issue of need is not a reason to refuse this application.
- 8.7 Representations have suggested that the development would be contrary to policy 3/6 of the Cambridge Local Plan (2006) which seeks to ensure co-ordinated development over wider sites. Representatives of the freeholders of the neighbouring site at 212 Newmarket Road object to the proposal on the basis that it would compromise appropriate development at 212. The objection expresses particular anxiety about the transverse wing of the proposed hotel, at the rear of the site, asserting that because of the height and the position of windows in this wing, severe limits would be placed on what could be erected on the frontage, and at the eastern end of the 212 site. The representation discounts the sketch masterplan for the wider site included at page 20 of the Design and Access Statement, believing it to be insufficiently detailed to provide any security for the 212 owners.
- 8.8 I acknowledge the genuine concern expressed in this representation. I also acknowledge that 212 Newmarket Road would be a difficult site to develop in the future, but in my view this is more a function of its irregular shape, lack of rear access, and shallow depth than of the development proposed here.
- 8.9 The complicated land tenure position on these sites, in which some adjoining leases stretch almost a quarter of a century into

the future makes it very likely that existing forms and uses will remain in place on adjoining sites for some time. I accept that policy 3/6 should prevent any development which does not give due consideration to safeguarding future development on adjacent sites, but I do not consider that the present proposal has failed in this respect. The proposed building has been kept free from windows on boundaries with adjacent sites, and is pulled back from the eastern boundary. The proposal also allows for the possibility of vehicular access to other sites fronting Newmarket Road from the eastern end of the application site.

- 8.10 I agree that the courtyard shown in sketch form on the 212 site in the masterplan would be of limited size, and would not enjoy a high level of sunlight or openness. It has been accepted elsewhere, however, that outdoor amenity space of limited dimensions and restricted sunlight can be considered appropriate in central locations, and in my view, this could be accepted here. I do agree that the location of the rooms on the north elevation of the transverse wing, which at the eastern end is only 8m from the common boundary with 212, would make it very difficult to place windows of habitable rooms in residential accommodation along the south side of the western part of the 212 site. This is a very limited restriction on development, however, because other configurations and uses are possible. Given the uncertainty about future development taking place, I do not consider this is a sufficient reason to refuse the application.
- 8.11 In my opinion, the principle of the development is acceptable and in accordance with policies 3/6 and 6/3 of the Cambridge Local Plan (2006) and with government guidance in the National Planning Policy Framework

Context of site, design and external spaces

- 8.12 The Eastern Gate Development Framework SPD provides a detailed background of urban design principles and aspirations against which to assess the proposal. I refer to the key relevant aspects of the SPD guidance below.
- 8.13 Massing (SPD Section 3.4): The SPD urges a range of heights, and recommends a maximum of 5+1 storeys for the application site, indicating that there is the potential for a localised increase

in height at the corner adjacent to the junction. The design submitted conforms exactly to this guidance, proposing a building which varies in height from four to six storeys, employing a modest set-back of the uppermost storey, and a 'swept-up' parapet to bring the height up to a localised area of six storeys at the corner. In my view this is a successful approach, which addresses the aspirations of the SPD in an appropriate manner.

- 8.14 Achieving a human scale and environment (SPD paragraph 3.4.17): The SPD urges a number of methods to foster this aim, including the creation of well-defined entrances, the maximising of windows for natural surveillance, and the avoidance of blind facades. The proposal has a well-defined entrance at the corner, achieves a large number of windows overlooking the street, and avoids blind frontages except on the east-facing elevation adjacent to Newmarket Road, where in my view such a frontage is essential to keep open the possibility for development on the adjacent site. I acknowledge that hotel room windows provide a lower level of surveillance than residential accommodation, but the hotel ground floor would provide a significant degree of surveillance. In my view the proposal is successful in meeting this aspiration of the SPD.
- 8.15 Increasing the active character of the street frontage (SPD paragraphs 3.3.12 – 3.3.14): As I have indicated above, it is my view that the proposal responds well to this aspiration.
- 8.16 Reflecting the strong vertical rhythm characteristic of Newmarket Road (SPD paragraph 3.4.19): In my view the proportions of windows and their arrangement, in which a consistent pattern of strong vertical lines is maintained on both frontages, is successful in achieving this aim.
- 8.17 Meeting the challenge of accommodating the typical building forms of uses such as hotels and student accommodation within the grain of the area (SPD paragraph 3.3.11): The proposal does use the double-sided corridor configuration which gives rise to the SPD's anxiety on this issue. However, a number of features of the building mitigate the impact of the floorplan, including the set-back upper floor, the varied height, the curved corner, and the slanted gable and unorthodox layout forced on the building by its tightly-constrained site. I do not consider it reasonable to expect a hotel development to eschew the

double-sided corridor, and in this instance, I am of the view that the building's particular features would avoid its being read as obtrusive or alien in the townscape.

- 8.18 Car parking (SPD paragraph 3.15): The SPD urges that car parking provision be arranged in a way so as not to detract from the quality of the external environment, and that access to it should be as unobtrusive as possible. In my view, the lower ground floor parking solution and entrance off Henley Way are an entirely appropriate response to this part of the SPD's guidance.
- 8.19 Provision of land for highway improvement (SPD paragraph 3.2.5): The provision of this strip of land is integral to the proposal.
- 8.20 Aspiration that Newmarket Road become a tree-lined approach to the city (SPD paragraph 3.3.5): This paragraph of the SPD states: 'It is an aspiration of this strategy that these principal routes become a tree lined approach into the city. Further east of the study area, mature London Planes occupy the median strip of Newmarket Road and it is felt an opportunity exists to extend this area of 'green' character westward.'
- 8.21 The application proposes the insertion of three London Plane trees on the Newmarket Road frontage. The creation of the necessary space for these trees to flourish is one of the most problematic constraints on this site, because it limits the developable area. In my view, this issue has been resolved, and the requirements of both the City's Principal Landscape Officer and the highway authority with respect to plane trees on Newmarket Road are satisfied by the details submitted. The SPD is not specific about whether median or lateral planting of trees is the better option. I am satisfied that the lateral planting proposed in this application represents an acceptable and practical means of establishing the green character sought for this part of Newmarket Road in the SPD.
- 8.22 The substitution of planters for sweetgum trees on the Coldhams Lane frontage is supported by the Joint Urban Design Team, and in my view, it is a realistic and acceptable step; it is not reasonable, on this tightly constrained corner site, to expect a development to support large-scale tree planting on both frontages.

- 8.23 Biodiversity (SPD paragraph 3.3.6): In my view an appropriate condition can ensure that the final landscaping solution on the site promotes biodiversity to an acceptable level.
- 8.24 It is my view that in all these key areas the response of the design proposed here to the guidance and aspirations of the SPD is satisfactory.
- 8.25 The Joint Urban Design Team (JUDT) originally raised a number of concerns about the design. Those relating to the distance of the building from the Newmarket Road, the profile of the southern facade, and the car park and servicing layout have been resolved by amendments to the original design. The applicants have also altered the palette of materials proposed, substituting grey cladding panels on the uppermost floor and adjacent to windows for the original white panels, and an acceptable buff brick for the originally proposed bland grey sample. The JUDT considers these changes acceptable, and I share this view. Conditions relating to materials remain necessary, although the applicants have now altered the colour of window frames to grey. Conditions are also necessary, as suggested by the JUDT to control boundary treatments and the access from Henley Way.
- 8.26 Concerns raised by Design and Conservation Panel when the proposal was brought before them for the second time in June 2011 about materials, trees and the layout for car parking and servicing have been addressed by subsequent amendments. Panel remained concerned about the tightness of space on the site, and the consequent gloominess of the rear courtyard, and suggested that a smaller hotel might be more appropriate on the site. I note this advice, but I remain firmly of the view that the scale parameters suggested in the Eastern Gate SPD are appropriate. Given the constraints of the site, and the fact that hotel use is indicated in the site allocation, I do not consider that it would be reasonable to require a design for budget hotel use to create a quality of outlook from all rooms higher than is proposed here.
- 8.27 Residents have suggested that the design of the entrance is insufficiently welcoming. The Joint Urban Design Team are content with the design of the entrance, believing that it meets the aspirations of the Eastern Gate Development Framework for

a more active street frontage. I concur with this view; I do not feel it is realistic, or even appropriate, to expect that a budget hotel on this very constrained site should have a more prominent entrance.

8.28 In my view, the design proposed has responded well to the challenge of inserting a hotel building into such a constrained site. The scale, massing, elevation detail, floorplan configuration, materials and landscaping all respect the aspirations of the Eastern Gate Development Framework SPD and the concerns raised by the city's urban design and landscape teams. I consider that the proposed building would be a positive addition to the townscape and contribute to raising the quality of the environment in the Eastern Gate area.

8.29 In my opinion the proposal is successful in design terms, and compliant in this respect with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12, the guidance and aspirations of the Eastern Gate Development Framework SPD (2011), and government guidance on design in the national Planning Policy Framework.

Public Art

8.30 A Public Art Delivery Plan was submitted with the application. The Public Art Co-ordinator is content with the broad principles of the plan, but raises concerns that without vigilance, the scheme which emerges may stray too close to, or even across, the borderline between public art and marketing. The retention of an artist in the team implementing the scheme is considered to be essential. Submission of further details of both the commissioning and implementation elements of the scheme is essential, as is verification of the budget.

8.31 In my opinion, subject to the submission of the necessary additional information as the project progresses, and retention of the selected artist within the project team (matters which can be safeguarded through the Section 106 agreement), the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010

Renewable energy and sustainability

- 8.32 The sustainability officer welcomes the proposal for the development to undergo a BREEAM Bespoke Assessment, with the aim of achieving a rating of 'Very Good'. Many elements of the Sustainability Strategy are also welcomed, including the travel plan, the use of sustainably-sourced building materials, the use of rainwater harvesting to serve non potable water requirements and methods to reduce excessive solar gain.
- 8.33 In terms of energy generation, the application proposes to save 4.2% of carbon production through use of solar hot water panels on the roof and 7.8% of carbon production through air source heat pumps. The sustainability officer recognizes that the range of energy technologies which could be deployed on this site is limited, and supports this approach subject to a condition to control any noise from the heat pumps. I concur with this view.
- 8.34 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Disabled access

- 8.35 The access officer raised concerns about number of accessible rooms, distance of accessible rooms from lifts, showers in accessible rooms, number of disabled car parking spaces number of accessible rooms on the ground floor. He also raised concerns about interior details such as colour contrast, tactile information and fire precautions for hearing impaired, and suggested planning obligation contributions should be sought to improve pedestrian crossings and footways in locality for disabled access.
- 8.36 Subsequent amendments by the applicants addressed the concerns raised about location of rooms, shower provision, routes to the lifts, and the number of disabled car parking spaces. Since the overall number of rooms has now been reduced, seven accessible rooms does comply with local plan policy which requires 6% of rooms to be accessible. Details of internal arrangement are not subject to planning control, but I recommend an informative to encourage the applicants to

address these points. The highway authority will bear in mind the needs of disabled highway users in agreeing the details of planning obligations required.

- 8.37 Disability Panel's satisfaction with the amendments made in response to the Access Officer's comments of 10th May 2011 is reflected in their positive verdict on the application at the meeting of 1st June. I share this view; in my opinion the proposal is compliant, in respect of access for all users, with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

- 8.38 The only residential accommodation on which the proposed hotel is likely to have any direct impact in terms of privacy, sunlight, outlook, light spillage or noise is the Halfway House building on the opposite side of Coldhams Lane. At its nearest, this building is 28m from the frontage of the hotel, which would lie to the north-east. I do not consider that at this distance it would have any detrimental impact on the amenity of the occupiers of Halfway House. I note that the occupiers of 1 Silverwood Close are concerned about these issues, but that house is even further from the hotel, and I do not consider the impact here would be significant.
- 8.39 In my opinion the proposal adequately respects the residential amenity of its neighbours and I consider that it is compliant in this respect with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Environmental Health issues

Noise, vibration, dust and odours

- 8.40 The Head of Environmental Services notes a significant issue with traffic noise, and recommends a condition to ensure adequate noise insulation against this hazard, along with further conditions to control other matters under this heading.

Air Quality

- 8.41 The Principal Scientific Officer notes that the proposal would result in a small deterioration in air quality, in an area already suffering from poor air quality, and therefore recommends

refusal of the application on this ground. I note this advice, but I also note the guidance given by the Planning Inspector in June 2010 on the appeal on the residential proposal slightly further west along Newmarket Road (09/0382/FUL), which was refused on air quality grounds in very similar circumstances. The Inspector stated:

Although I agree with the Council's approach that even a very modest adverse impact on air quality is important because of the cumulative effect when taken together with developments, I am also mindful that a refusal under Policy 4/14's total prohibition of any adverse effect on air quality within the AQMA has to be justified in terms of the more flexible advice in PPS23: 'Planning and Pollution Control', including securing mitigation measures to allow development to proceed rather than be sterilised ... I therefore consider it unlikely that a dismissal of the appeal on this ground alone would have been justified.

8.42 In my view, since significant planning obligation contributions towards transport improvements and a robust travel plan (highlighted by the Principal Scientific Officer as key ways in which negative air quality impact could be ameliorated) will be required in respect of this development in any case, the inspector's decision quoted above provides strong support for my view that air quality impact should not be a reason to refuse this application. I recognize that there is a cumulative impact where a number of developments each worsens the air quality situation by a small amount, but in my view, the Inspector's decision referred to was made in the context where further development was expected in the area. Even in the context of an area of cumulative development, I do not consider that the air quality impact of the proposal is a reason to refuse the application, especially where mitigating impacts will be secured through a Section 106 agreement.

Ground contamination

8.43 The initial view of the Principal Scientific Officer (PSO) was that the site-specific conceptual model submitted with the application was inadequate failing properly to consider issues related to the earlier remediation of the petrol station on the site, the potential migration of hydrocarbons to the site before the petrol station clean-up, or the full possible implications for this

sensitive use of the concentrations of ground gases, including carbon dioxide and methane from the infilled pits on and around this site. He recommended refusal of the application on environmental health grounds unless further ground gas monitoring were completed.

- 8.44 Additional ground gas monitoring has now been completed, and on the basis of the findings from that work, the PSO is now satisfied that no unacceptable concentrations of carbon dioxide or methane are present and that the ground gas monitoring issue is resolved. In the light of the results of this monitoring, the PSO is of the view that environmental health issues on the site can be addressed by conditions, and I accept that advice.
- 8.45 Subject to conditions, I am of the view that issues relating to air quality, ground contamination, and other sources of pollution and harm to environmental health on the site have been satisfactorily resolved, and that in this respect, the application is in accordance with policies 3/1, 4/13 and 4/14 of the Cambridge Local Plan (2006).

Refuse Arrangements

- 8.46 The Waste Strategy Manager raises a number of issues about the scale of waste storage required, and the management of its collection. She recommends a condition to control these issues, a view with which I concur. Subject to such a condition, the proposal is, in my opinion, compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.47 The highway authority raises no issues regarding highway safety, and in my opinion the proposal is compliant in this respect with Cambridge Local Plan (2006) policy 8/2.

Traffic

- 8.48 The advice of the County Council is that on weekdays, the proposed hotel would generate a lower level of vehicle movements than the existing office use on the site. The hotel use could not therefore be regarded as having a detrimental impact on the transport network on these days. The position on Saturdays is different, however, as the office use would be

expected to generate no vehicle movements at all at weekends. The County Council has therefore examined the predicted traffic generation of the hotel on Saturdays, and particularly during the peak time of 1500-1600hrs. Their advice is that during this hour, the hotel would be expected to generate 16 vehicle movements. Combined with the 31 movements in that hour expected to be generated by the approved hotel development on the opposite corner, at 180-190 Newmarket Road, and the 9 movements from the proposed residential development at 9-15 Harvest Way, this would give a total of 56. This would represent an increase of 0.72% on the 7739 movements in the hour expected on the network in 2018. If the worst-case (and unlikely) assumption is made that all the 56 movements would use Coldham's Lane, this would be a 4% increase on the total using that road in the hour in 2018. These increases are less than the variation which would be expected between one Saturday and another, and are not considered by the County Council to be significant.

- 8.49 The conclusions of this basic analysis of additional vehicle movements are sufficiently unequivocal as to render more detailed analysis unnecessary. However, in order to provide a technical check, the County Council has engaged consultants who have carried out a modelling exercise using the PARAMICS system, which displays real-time images of predicted traffic flows, as well as providing detailed predictions on travel times over sections of the highway network. The results which emerge from this iterative modelling do not provide any evidence that the proposed hotel on this site, even when taken in conjunction with the residential development proposed on the nearby site at 9-15 Harvest Way and the hotel already approved at 180-190 Newmarket Road, would have any material impact on the transport network, when compared to the 2018 projection without these three developments.
- 8.50 Independent consultants, WSP, were engaged by the City Council to review County Council advice on this application following the concerns which arose over assumptions made in earlier advice.
- 8.51 Having considered the advice of the County Council, WSP are satisfied that this advice is sound in all the following respects:

- It identifies the correct periods of time in the week to assess significant transport impact
- It has a realistic understanding of present traffic conditions
- It is based on up-to-date data
- It uses an analysis which properly reflects actual conditions
- It gives proper consideration to existing use on the site
- It includes committed developments in the base figures
- It rests on appropriate predicted traffic generation estimates
- It avoids sole reliance on modelling
- It considers the implications of the advice given
- It reaches a sensible conclusion

8.53 WSP question whether the application of the DfT standard traffic growth percentage is realistic in the Cambridge context, but do not believe this issue is of any relevance to considering the impact of the development. (This view is shared by the County Council, who have provided 2018 traffic level figures both with and without the addition of a growth percentage.)

8.54 WSP also question some technical aspects of the modelling approach adopted, but this does not alter their view that the basic conclusions, arrived at without the use of modelling, are correct.

8.55 I fully appreciate the concerns expressed by local residents about this issue. Confusion has been created by omissions in analyses carried out at earlier stages of the discussion about this part of the transport network and by the discovery that incorrect assumptions had underlain part of the advice given earlier by the highway authority. However, I am satisfied that the basic conclusions of the most recent advice from the County Council, which has been reviewed by independent consultants, is correct, and that, regardless of any shortcomings in the modelling techniques used as a technical check on the County's conclusions, the number of vehicle movements generated by the proposed development is likely to be so small when compared to overall traffic flows that neither its impact nor the cumulative impact of the three adjacent development sites taken together, would be significant.

8.56 I am aware that transport advice given at an earlier stage in the lengthy planning history of this part of Newmarket Road has suggested that new development should be permitted only if it produced 'nil detriment' on the highway network. Furthermore,

paragraph 8.7 of the Cambridge Local Plan (2006) states that in areas of the city where traffic congestion is particularly high, the council may seek a zero increase or reduction in traffic generation through any proposed redevelopment, although Policy 8/2 itself (to which paragraph 8.7 is supporting text) states only that developments will only be permitted if they do not have an 'unacceptable transport impact'.

8.57 I recognize that the junction of Coldhams Lane and Newmarket Road is at times a highly congested part of the highway network, and that this causes inconvenience and frustration to local residents, commuters, businesses in the area and visitors. I do not, however, accept the view that this fact makes it unacceptable to permit any development here which generates any vehicular traffic. I do not believe it is reasonable to suggest that the much-desired redevelopment of this site (or its two neighbours to the west) could take place without the generation of any vehicle movements, and I consider that the quest for a 'zero-traffic-generation' solution here is unrealistic. I do not consider my position to be in conflict with local plan policy, and in my view, the following factors must be taken into consideration when assessing the transport impact of this proposal:

- This is an allocated site in the local plan, and hotel use is one of those indicated as desirable (other uses in the allocation would be likely to generate higher levels of traffic).
- The existing building could at any time be refurbished and used as an office. The extent of car parking space on the site means that this use would generate considerable vehicle movements on weekdays. This existing use must be accepted as the base level, which means that the proposed use would almost certainly secure a reduction in traffic flows at all the weekday peak hours when compared to the potential flows from the existing use.
- The proposed development will be required to make contributions to transport improvements in the city, which will have a positive impact on the network.

8.58 The County Council's advice is that the proposal is likely to add a small number of vehicle movements to the predicted future flows in the local area. I share the highway authority's view that

this does not constitute an unacceptable transport impact. Subject to the conditions and planning obligations recommended by the highway authority, it is my view that the proposal is compliant in this respect with policies 8/2 and 8/3 of the Cambridge Local Plan (2006).

Car and Cycle Parking

- 8.59 The maximum car parking provision permitted by the Cambridge Local Plan (2006) for hotels outside the CPZ is two spaces for every three bedrooms, and one space for each resident member of staff. The application appears to indicate that no staff would be resident, and therefore the maximum level of on-site car parking permitted would be 80. The application proposes 39 spaces, seven of which would be for disabled users. This is in accordance with the Standards of the local plan. Local residents, the Planning Policy Manager, and the highway authority are all concerned that although the level of provision is in accordance with policy, and the proposed hotel is close to the city centre and served by bus routes, there is a risk that visitors using private cars will increase pressure on on-street car parking in neighbouring residential streets. I recognize that this is a genuine risk. A robust Travel Plan will provide a degree of protection against this problem, but I acknowledge that it would not be a complete answer. A more effective safeguard would be a residents' parking scheme for nearby streets at present not so designated. This would be effective in my view, because many hotel guests would wish to arrive before, and/or leave after, the normal time boundaries of residents' schemes, or to leave their cars in the area during the day. They would therefore be compelled to use other car parking solutions, such as nearby public car parks, if the hotel's provision were full. I therefore concur with the highway authority's view that a Section 106 agreement should incorporate developer contributions to cover surveys for and implementation of a residents
- 8.60 In my opinion, subject to completion of a planning obligation agreement to cover these costs, the proposal is compliant with Cambridge Local Plan (2006) policy 8/10.
- 8.61 The cycle parking standards of the Cambridge Local Plan (2006) require two cycle parking spaces for every ten bedrooms, and one space for every two full-time members of

staff. This would amount to 24 staff cycle parking spaces and 25 visitor cycle parking spaces, a total of 49. The application proposes 50 spaces, 32 of which would be in two rows of hoops in the rear service and car parking courtyard, and the remaining 18 on the Newmarket Road frontage. Reservations expressed by several parties about the layout of the rear courtyard have been resolved in my view; amended drawings show sufficient clearance to access the cycle racks in a convenient manner. I do not regard the arrangement as ideal; in my view it would be better to accommodate a higher proportion of cycles to the rear of the hotel. However, I do not consider this to be a reason for refusal, and in my opinion, subject to condition, the proposal is compliant with Cambridge Local Plan (2006) policy 8/10.

Trees

- 8.62 There are existing trees on the site, and the Principal Arboricultural Officer raised concerns that no information relating to the existing trees had been submitted with the application. The applicants have since submitted a tree survey, which indicates that none of the trees on site is of great quality. In my view, the trees on the site do not have significant amenity value, and their loss would more than be compensated for by the proposed planting on the Newmarket Road frontage.

Third Party Representations

- 8.63 I have addressed the issues relating to design in paragraphs 8.14 to 8.17 above, tree planting in paragraphs 8.20-8.22, need in paragraphs 8.3 to 8.6, the entrance in paragraphs 8.14, 8.15 and 8.27, neighbour amenity in paragraphs 8.38 and 8.39, the issues relating to coordinated development in paragraphs 8.7-8.10, and the issues relating to traffic in paragraphs 8.48-8.58.

Planning Obligations

- 8.64 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- (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.

8.65 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The Public Art Supplementary Planning Document 2010 addresses requirements in relation to public art. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

Transport

8.66 The Highway Authority has made an assessment of the proposal, and requires that contributions are agreed to the following aspects of infrastructure:

- ECATP (£141,865)
- A strip of land across the width of the site to be made available to the County Council(dimensions to be agreed between the developer and the county council) to enable highway improvements
- Funding of additional traffic management works
- Hotel transport management plan
- Survey work and implementation of residents-only parking if requested within three years of hotel occupation

8.67 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1, P9/8 and P9/9, Cambridge Local Plan (2006) policies 8/3 and 10/1 and the Planning Obligation Strategy 2010.

Public Art

8.68 The development is required to make provision for public art and officers have recommended as set out in paragraphs 8.24

and 8.25 above that in this case provision for public art should be made on site. This needs to be secured by the S106 planning obligation.

- 8.69 Subject to the completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and 9/8, Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Monitoring

- 8.70 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term, £300 per non-financial head of term. Contributions are therefore required on that basis.

Planning Obligations Conclusion

- 8.71 It is my 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 use proposed here is in accordance with the allocation of the site in the Cambridge Local Plan (2006). The design of the building conforms to the guidance in the adopted Eastern Gate Development Framework SPD (2011), and protects the aspiration to create a tree-lined approach to the city on Newmarket Road. The County Council is satisfied that the hotel would not have an unacceptable impact on the transport network. In my view, the proposal is appropriate for this prominent site, in terms of both use and design, and would cause no conflict with local or national policy.

10.0 RECOMMENDATION

APPROVE subject to the satisfactory completion of the s106 agreement by 30th September 2012 and subject to the following conditions:

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

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development shall commence until such time as details at a scale of 1:20 (including plans, elevations and sections of IN) have been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

3. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4 and 3/12)

4. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

5. No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

6. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

7. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

8. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

9. No occupation of the hotel hereby approved shall take place until a scheme for controlling access to the car park and service yard has been approved in writing by the local planning authority, and put in place on site.

Reason: To ensure convenient access to the site for all users, and to safeguard the security of users and their property. (Cambridge Local Plan 2006 policy 3/7)

10. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

11. Before the development/use hereby permitted is commenced, details of equipment for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 2006 policy 4/13)

12. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

13. Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.

- i) contractors access arrangements for vehicles, plant and personnel,

- ii) contractors site storage area/compound,

- iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,
- iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles.

Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties during the construction period. (Cambridge Local Plan 2006 policy 4/13)

- 14. No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2006 policy 4/9)

- 15. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: Due to the proximity of residential properties to this premises and that extensive refurbishment will be required, the above conditions are recommended to protect the amenity of these residential properties throughout the redevelopment in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006)

16. Prior to the commencement of the use hereby permitted, the on-site storage facilities for trade waste, including waste for recycling and the arrangements for the disposal of waste detailed on the approved plans shall be provided. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (East of England Plan 2008 policy ENV7 and in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006))

17. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development 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 that the appearance of the external surfaces is appropriate. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

Reasons for Approval

1. This development has been approved subject to conditions and the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England plan 2008: policies SS1, T1, T2, T9, T14, ENV7, ENG1 ;

Cambridgeshire and Peterborough Structure Plan 2003: policies P6/1, P9/8, P9/9;

Cambridge Local Plan (2006): policies 3/1, 3/4, 3/6, 3/7, 3/8, 3/12, 3/13, 4/4, 4/13, 4/14, 6/3, 8/1, 8/2, 8/3, 8/6, 8/8, 8/9, 8/10, 8/16 and 10/1;

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected on the City Council website at:

www.cambridge.gov.uk/planningpublicaccess

or by visiting the Customer Service Centre at Mandela House.

Advice of the highway authority (11th June 2012)

Redevelopment of Intercell House as a 121 bedroom hotel with restaurant and bar, car park and works to the public realm/highway - Local Highway Authority comments on Planning Application C/11/0338/FUL

1. Overview

Cambridgeshire County Council, as local highway authority, has no objection to the principle of this proposal. The reason for this view is that the increased number of vehicle movements in the peak hour as a result of the development (Saturday afternoon, 15:00 to 16:00) will be negligible and therefore will have no material impact on traffic flows in the vicinity.

Although a detailed traffic modelling exercise has been conducted as part of this work, this is not relied upon to reach this position and has been used only as a check on the validity of the conclusion. This shows that travel times and congestion will not materially be affected by this proposal (nor, indeed, the other two developments). The increases in traffic are small and lie within the daily, weekly, and seasonal variations currently experienced.

This note should be read in conjunction with the technical study undertaken for the County Council by Atkins, from which some of the detailed figures are obtained.

2. Parameters for assessment of traffic impact

The generally recognised practice in assessing traffic impact of a development is first to identify the incremental increase in traffic movements as a result of development and then to model that impact should it be considered to be material. There is no set level of materiality, but generally above a 5% increase would be considered to be material and lower percentages could apply in heavily congested areas. Impact needs to be considered over different time periods as traffic patterns vary between different development types. It is also a generally accepted principle of traffic assessments that the existing permitted uses of land need to be taken into account and only increases in traffic over what those land uses could generate should be considered for the purpose of the impact assessment.

In summary, the process for assessing the impact of development is as follows:

- 1 – identify the amount of traffic on the road network surrounding the development immediately prior to the planning application being made. This could be through traffic counts of factoring up traffic counts made previously;
- 2 – factor this traffic up to a design year, normally 5 years hence;
- 3 - identify the traffic that will be generated by other committed but not built developments in the area. Add this traffic onto the road network;
- 4 – add the traffic likely to be generated by the proposed development. Compare this to the already consented uses on the site if there are established uses;
- 5 – identify if the percentage and numerical impact of that traffic can be deemed significant;
- 6 – if so, model the impacts and identify any mitigating transport measures that are needed;
- 7 – recommend on the acceptability of the development.

The work undertaken by the County Council accords with these parameters.

3. Existing Use of the Site

Intercell House has an existing office use that would, if reinstated, generate more traffic movements during the working week than a hotel use. Although in its current condition, reoccupation of the offices would appear unlikely, refurbishment and reoccupation could take place without further reference to the Planning Authority or need for a further Planning Permission.

Weekday traffic generation from the proposed hotel use of the site will be negligible in comparison with the permitted office use. Although there may be slightly different patterns of traffic distribution between a hotel use and an office use, this is not considered to change this conclusion. On this basis, the Council concludes that there is no reason to object to this planning application on the basis of weekday traffic generation.

During the weekend, a hotel on the site will, however, generate more traffic movements than the current office which it could be assumed would be closed at this time. The peak of traffic on the road network would be between the period 15.00 – 16.00 on a Saturday afternoon as identified by traffic counts in the vicinity of the site and the impact

of generated traffic from the hotel use in that time period has therefore been examined.

4. Base traffic and generated traffic from developments

The total number of trips on the surrounding road network between 15.00 and 16.00 on an average Saturday afternoon in the base year of 2011 (compiled from 2009 figures and checked with counts in 2011) is 7,337. This number is forecast to increase to 7,739 by 2018 based upon growth rates from the DfT Tempro growth forecasts.

The additional trips that would be generated by other committed developments in the area (the Travelodge and Eastern Gate residential development) over the same time period equate to 31 and 9 vehicle movements respectively meaning that the total increase in traffic from these developments is 40 vehicles in this time period.

The forecast increase in traffic as a result of the current planning application is 16 vehicles within this time period meaning that the total increase from the three committed and proposed developments in the area is 56. This equates to a 0.72% increase in traffic at the junction as a whole.

These figures are summarised in table 1.

At 0.72%, the County Council considers that the increase in trip numbers from this development is not material and is below the likely normal daily variation in traffic levels in this area. The extra 56 trips in the study hour represents fewer than one extra vehicle per minute, and the vehicles could be on any of the approaches in the studied network.

Looking at individual arms of the junction, the greatest impact will be felt on Coldhams Lane. Assuming each site is directly accessed from, and must use, Coldham's Lane (which is very much a worst case assumption and is not the case since the Travelodge and the residential site both access around the back off Harvest Way/New Street and hence a fair proportion of traffic will emerge onto East Road near the court building) then the percentage increase would be around 4%. Again, the County Council's view is that this does not represent a material increase.

On this basis, the local highway authority could not sustain a highways objection to the Intercell House hotel proposal. This is based on the very limited impact the development would have.

Table 1 - Base and forecast traffic from developments in the area

Scenario	Trips on Modelled Network (Sat pm 1500-1600)		
	Number of Trips	Cumulative increase over DM0	% increase over DM0
Total Trips in Base Year 2011	7,337		
Total trips in Design Year 2018 (DM0)	7,739		
Travelodge Development	31		
Residential Development	9		
Premier Inn Development	16		
All Developments	56		
Trips predicted in 2018: DM0 plus Travelodge	7,770	31	0.40%
Trips predicted in 2018: DM0 plus Travelodge plus Eastern Gateway Residential	7,779	40	0.52%
Trips predicted in 2018: DM0 plus Travelodge plus hotel on Intercell House site	7,786	47	0.61%
Trips predicted in 2018: DM0 plus all three developments	7,795	56	0.72%

5. The Paramics Study

To supplement this work, the Council has also commissioned Atkins to undertake modelling using a micro simulation package called Paramics. Paramics is widely used for studies of this type. Paramics is a network based traffic assignment model able to model the

performance of all junction types in considerable detail with an accurate geometric spatial representation of the road environment. It is the most intensive form of traffic modelling available for congested networks.

Although with the levels of traffic increase forecast, this is not strictly necessary, it has been undertaken as a technical check on the conclusions drawn based upon the numerical increase in traffic.

The base traffic numbers above were input, and the model analyses the effect of the traffic on the highway network by an iterative process designed to reach reliable output information about journey times and traffic delays. Some of the runs of the model will produce longer trip times, some shorter, but the model works out a reliable average figure by reiterating the process until reasonable convergence is reached.

The output of the study shows that growth in background traffic on the Newmarket Road corridor through to 2018 will have an effect on travel times, speeds and congestion that far outweighs the effect of any - or all - of the three developments.

The study confirms that the impact of the two committed developments at 2018 is negligible. The modelling also shows that, with all three sites developed, congestion is reduced slightly. This counter-intuitive result occurs because of the way in which the traffic from the development sites works to assist the operation of the Coldham's Lane/Newmarket Road junction in Saturday afternoon traffic conditions. This work was summarised in the technical report issued to the City Council.

Because this output is counter-intuitive, and in order to ensure that the study outputs are credible, a further assessment of the total vehicle hours recorded on the network within the assessment hour was undertaken subsequent to the issue of the Paramics report to the City Council. In examining the output of the model in this way, no clear evidence was found that any of the four development options considered (i.e., each of the three individually, and all three together) have any material effect when compared to the 2018 base network (DM0).

6. Recommendation

The local highway authority makes no objection to the proposal on the basis of impact on the local highway network and recommends that

any planning permission should be subject to a Section 106 agreement securing:

- a contribution of £141,865 contribution towards the Eastern Corridor Area Transport Plan
- dedication of frontage land and works on the land as indicated in the application
- funding for the additional traffic management works
- formulation, ongoing monitoring, and implementation of a hotel transport management plan.

Standard planning conditions relating to access, turning and parking, and lighting should be appended to any permission granted.

**Cambridge City Council
Design & Conservation Panel**

**Notes of the relevant item of the meeting Wednesday 8th June
2011**

Present:

Dr Nick Bullock	Chair
Terry Gilbert	RTPI (Vice Chair)
Russell Davies	RTPI
Tony Nix	RICS
David Grech	English Heritage
Martin Lindus	RIBA
Chris Davis	IHBC
Carolyn Gohler	Cambridge PPF
Jon Harris	Co-opted member
Ian Steen	Co-opted member

Officers:

Tony Collins	City Council
Matthew Paul	City Council
Jonathan Hurst	City Council
Charlotte Jackson	City Council

Observing:

Cllr Paul Saunders	City Council
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**2. Presentation – Intercell House, 1 Coldham’s Lane
(11/0338/FUL)**

The application to redevelop the site of the vacant Intercell House building on the corner of Coldham’s Lane and Newmarket Road, with a part five-storey, part six-storey hotel, with 127 bedrooms, a bar, restaurant and car park. The vehicle access would be from Henley Way. This was last seen by the Panel in December 2010 (verdict AMBER). Presentation by Jake Snell of Stock Woolstencroft Architecture & Urbanism.

The Panel’s comments are as follows:

- The Design and Materials of the Elevations. The Panel broadly welcomed the change in the approach to the design of the

elevations and thought that the choice of brick a more appropriate material for a budget hotel. Members of the Panel hoped that a more rugged, textured brick would be used in place of the samples presented at the meeting. There was extended discussion of the curvature of the façade, the ease with which this could be standard bricks and the way that the recessed panels flanking the windows would accommodate the sweep of the curve.

- The Attic floor. The Panel was concerned about the view of the hotel from New Street and felt that the set back of the attic floor from the brick façade needed further consideration. The Panel also thought that the use of a darker colour for the attic storey cladding would improve its appearance.
- Signage on the east elevation. Clear signage emphasising the entrance is needed, but this will need to be incorporated successfully into the façade, making the most of the materials of the elevations. The John Lewis store, Grand Arcade where signage has been incorporated into an art installation, was suggested as a successful alternative to the lights and usual signage associated with a budget hotel chain.
- Courtyard. The welcome increase in the width of the pavement along Coldham's Lane has been bought at the expense of reducing the size of the courtyard to the rear. The Panel recognise that a budget hotel chain will be committed to maximising the number of rooms, but recommends nevertheless a reduction in the number of rooms overlooking the courtyard on each floor from seven to four. A larger courtyard space, possibly softened with a green wall, might palliate the impact on these rooms of the future development of the neighbouring sites.
- Ground floor rooms. Because of problems of noise and air pollution, the Panel questioned whether rooms should be provided on the ground floor.
- Arrival. With the limited number of parking spaces and the difficulties for pedestrians of crossing the busy roads, arrival by taxi seems to be the best option.
- The turning space and parking. The Panel thought the provision for service vehicles was very tight.
- Cycle parking. This needs to be reconsidered. The current location in front of a window is inappropriate.
- Street trees. The Panel thought these were shown too close to the building and would be likely touch the windows of the second storey bedrooms. The Panel thought the building would need to be set back even further to accommodate trees of this size.

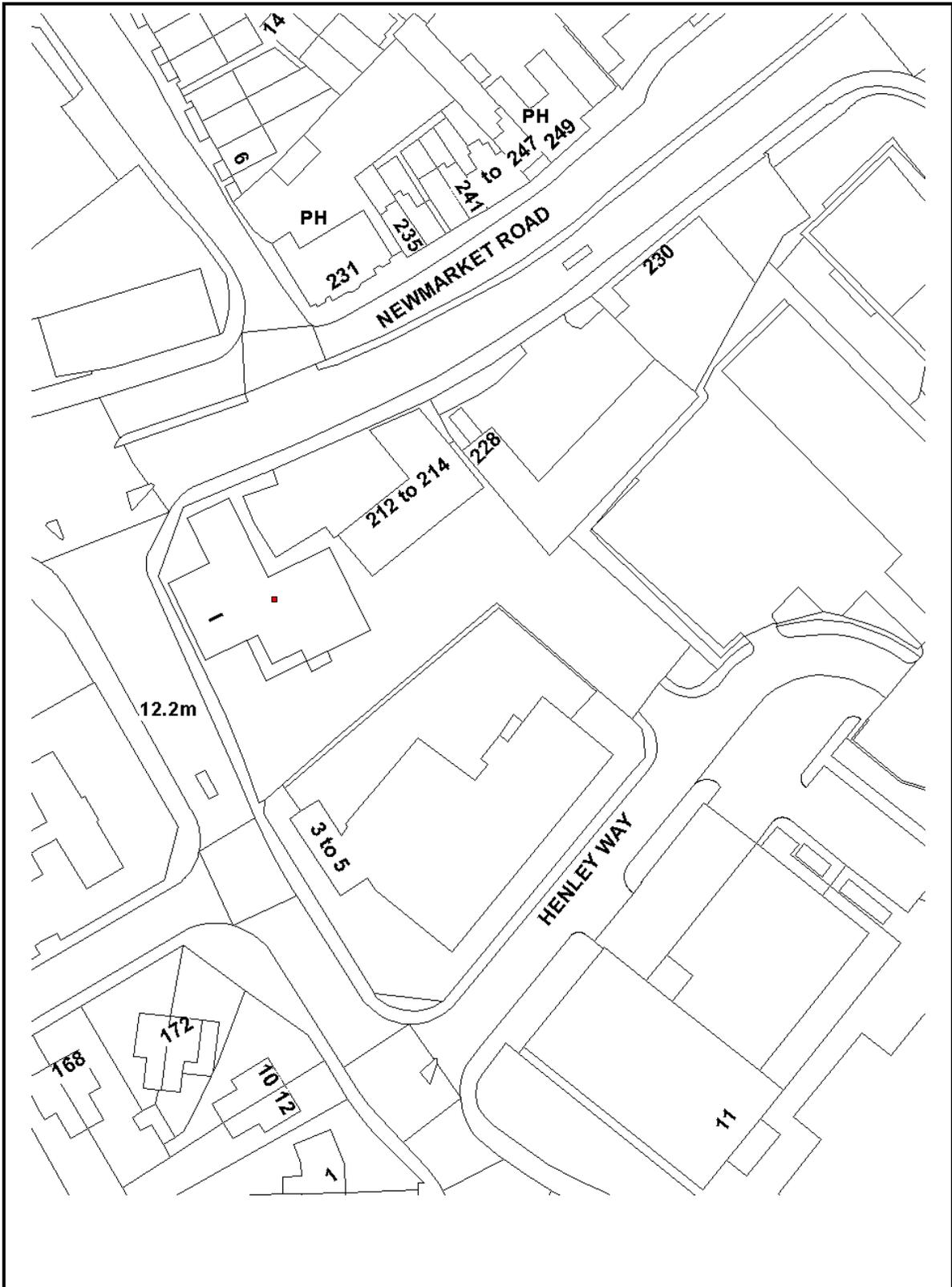
- Solar panels. It is proposed that these be mounted flat, rather than angled, and the Panel thought this would greatly reduce their performance.

Conclusion.

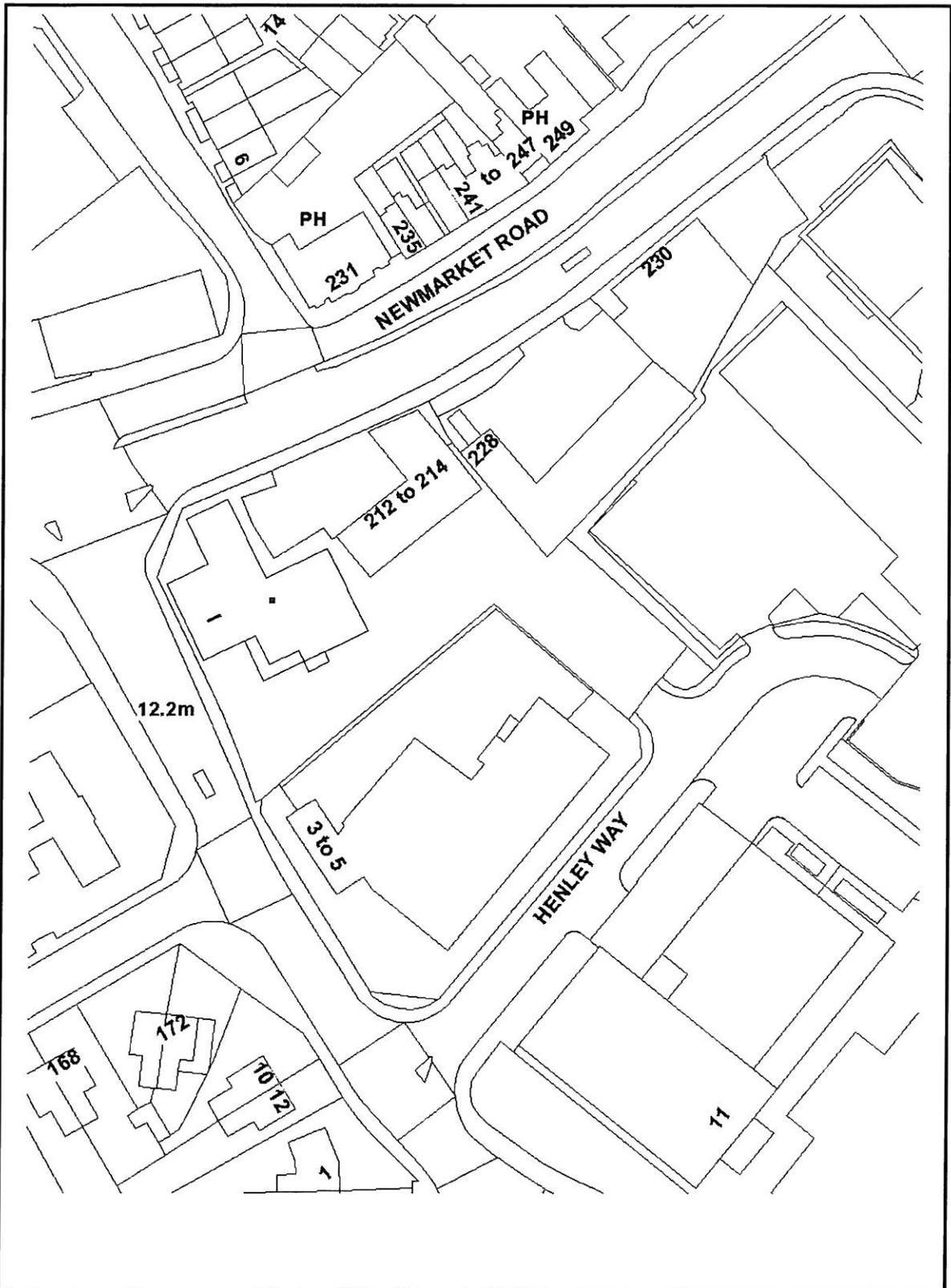
The Panel welcomes the way in which the concerns it expressed last time have been addressed: the design of the corner has been re-examined and the palette of materials has been simplified. However, this remains a difficult site for a hotel with the outcome of the County Highways modelling work as yet unknown. The Panel believe the design of the rear courtyard needs to be revised. As proposed, it will be dim, gloomy and inescapably 'budget' in appearance. A reduction in the number of rooms overlooking the courtyard and the use of even more planting, perhaps a 'green wall', might not only improve the view from these rooms but would minimise the impact of future developments on neighbouring sites.

The City Council's Visioning Document allows for a development of this corner with a building even taller than the Travelodge proposed for the opposite side of Coldham's Lane. The Panel feels however that a smaller-scale hotel designed with particular attention to the detailing, would result in a more successful scheme though it recognises that a hotel with fewer rooms is unlikely to meet the aspirations of the client.

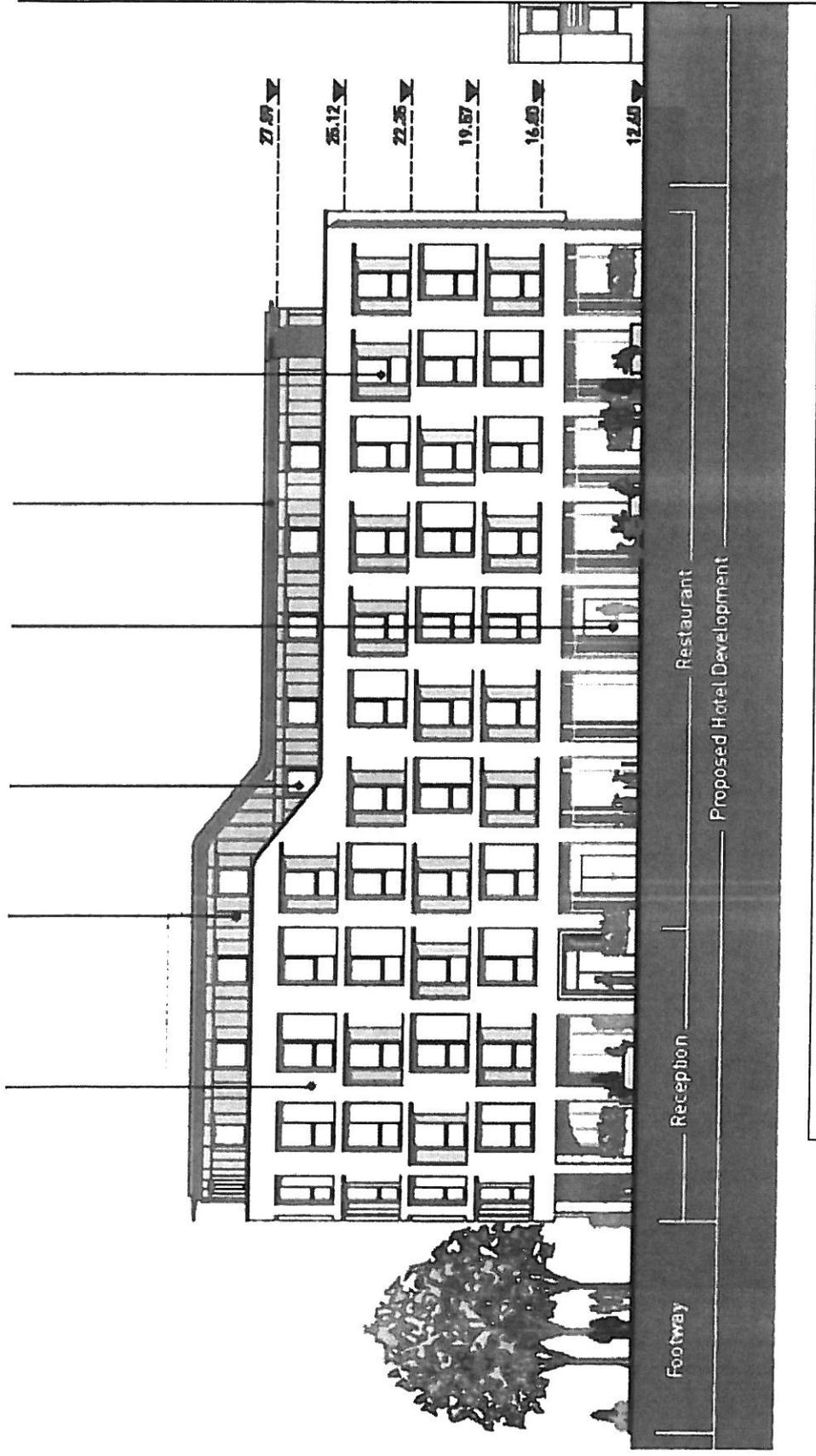
VERDICT – AMBER (unanimous)



11/0338/FUL
Intercell House 1 Coldhams Lane Cambridge

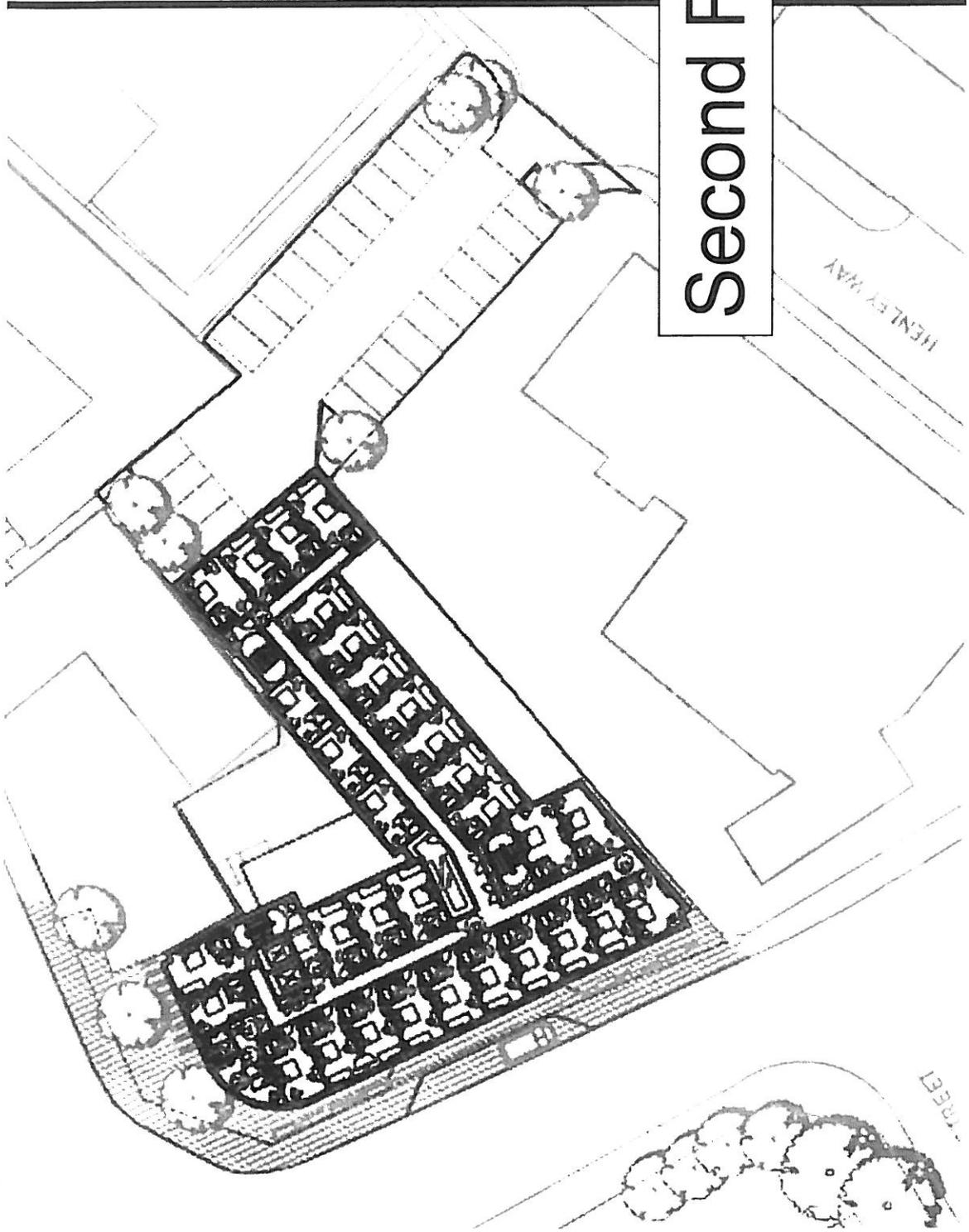


11/0338/FUL
Intercell House 1 Coldhams Lane Cambridge

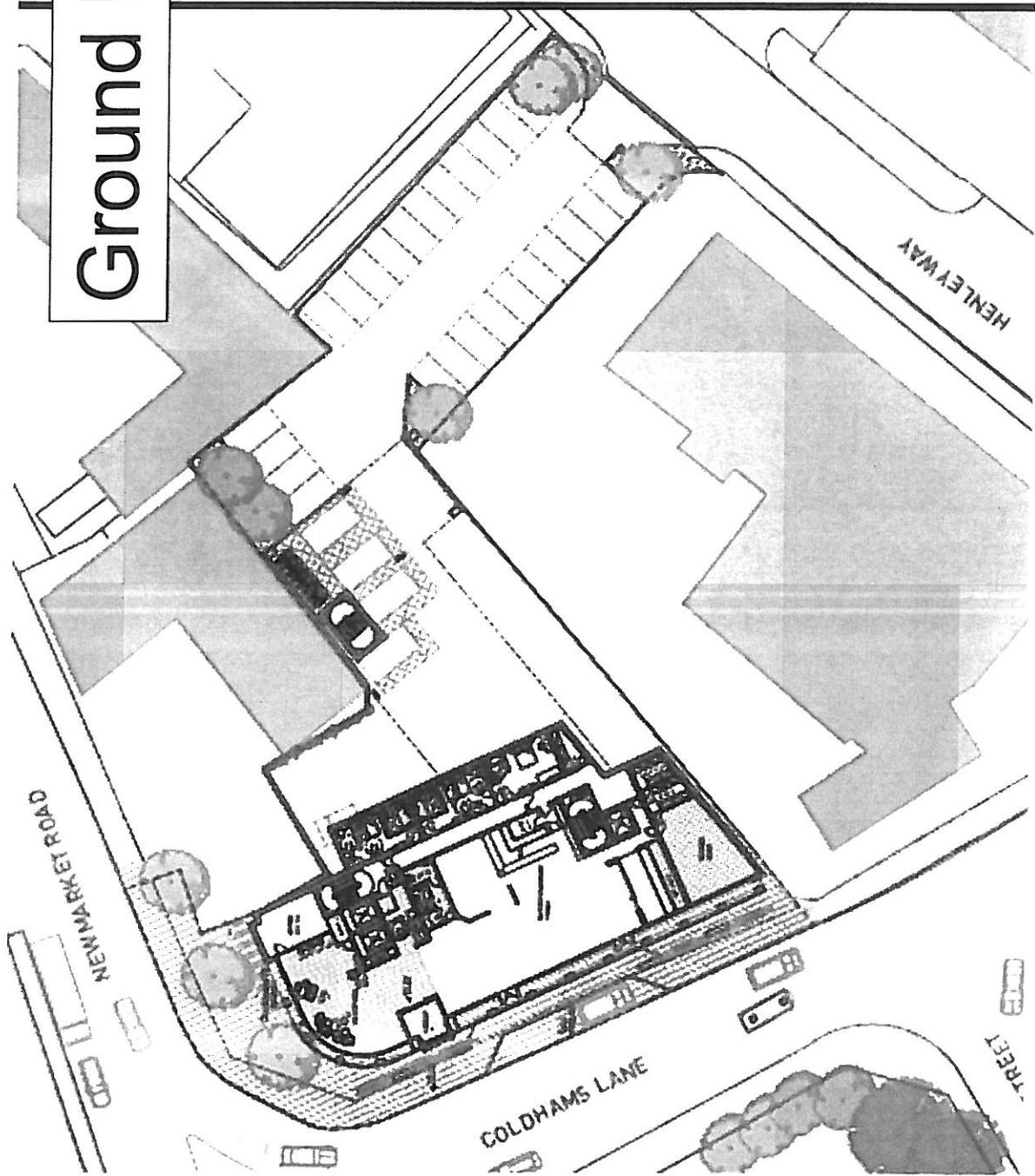


Coldhams Lane Elevation

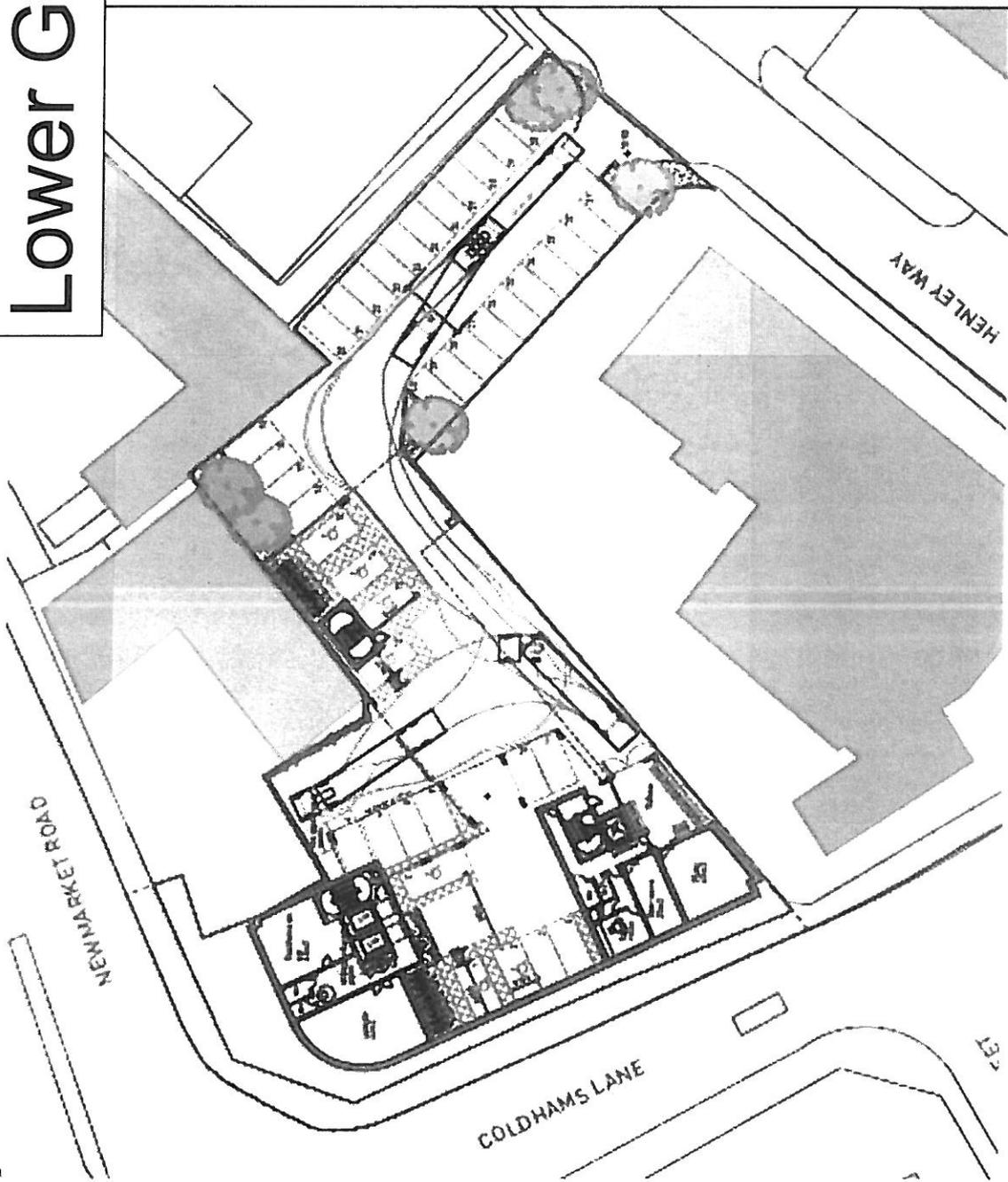
Second Floor



Ground Floor



Lower Ground Floor



North-South Section

