

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 17 April 2019

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

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

0.0 INTRODUCTION

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

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

- 0.7 The principle of a hotel was established through the outline planning permission (13/1402/S73). This allowed for a 130 bedroom hotel, with 111 car parking spaces, up to 7,000 sq m. The proposed development is submitted as a separate full planning application, rather than under reserved matters pursuant to the original outline, because the current proposals exceed the room and floor space specified under 13/1402/S73. The outline application also did not include the 180 apart-hotel rooms now proposed. Notwithstanding, the application has been assessed against the outline parameter plans and Design Code, together with the Development Plan.
- 0.8 This proposal has been discussed with officers as part of comprehensive pre-application work on Phase 1, as well as presentations to the Cambridgeshire Quality Panel, Disability Panel, the JDCC (two presentations) and the North West Community Forum.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is a rectangular shaped plot situated within the local centre on the western side of Eddington Avenue, bound by Turing Way to the north. The entire 0.73ha site falls within Cambridge City Council jurisdiction. In the context of the masterplan, the scheme forms a development parcel within the local centre character area, as defined in the Design Code.
- 1.2 The site itself is currently flat and featureless, with construction hoardings at the boundaries as the site awaits development.
- 1.3 To the north of Lot H and Turing Way, are the recently constructed Veteran Oak Apartments, a part of Lot M1/M2 residential development (Hill Residential). Adjacent to the north west is the Veteran Oak, set within landscaped open space.
- 1.4 To the east of the site is Eddington Avenue, the principal access into Eddington from Huntingdon Road. On its eastern side are 19 visitor car parking spaces in front of the primary school and the Storeys Field Community Centre.
- 1.5 To the south of Lot H is the ridgeway cycleway, which is car free public realm known as Eddington Place, where the cycle route bisects the local centre. Further public realm connects into market square and the key worker housing blocks of Lot 1 in the local centre.
- 1.6 To the west is Ryle Yard, a courtyard serving the rear of the key worker housing block Lot 8. It contains the cycle store of Lot 8, its private amenity space and 13 visitor car parking spaces servicing the wider local centre.
- 1.7 The site is not located within a Conservation Area, although it will be seen from the Conduit Head Road Conservation Area. No protected trees are

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

2.0 THE PROPOSAL

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

Table 1: Schedule of hotel accommodation

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

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

Proposed opening hours

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

Proposed staffing levels

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

Proposed delivery times

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

Materials

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

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

Courtyard

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

Access

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

Proposed mini bus service

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

Car parking

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

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

Cycle Parking

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

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

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

Amended Plans/Additional Information

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

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

3.0 SITE HISTORY

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

4.0 PUBLICITY

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

5.0 POLICY

5.1 Relevant Development Plan policies:

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	Policy 4: The Cambridge Green Belt Policy 8: Setting of the City Policy 14: Areas of major change and opportunity areas – general principles Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use. Policy 31: Integrated water management and the water cycle Policy 33: Contaminated Land Policy 34: Light Pollution Control Policy 37: Cambridge Airport Public Safety Zone and Safeguarding Zones Policy 57: Designing new buildings Policy 59: Designing Landscape and the Public Realm Policy 67: Protection of Open Space Policy 69: Protection of sites of Local Nature Conservation Importance Policy 70: Protection of Priority Species and Habitats Policy 71: Trees Policy 72: Development and change of use in district, local and neighbourhood centres Policy 77: Development and expansion of visitor accommodation Policy 80: Supporting sustainable access to development Policy 81: Mitigating the transport impact of development Policy 82: Parking management Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

PLAN	POLICY NUMBER
North West Cambridge Area Action Plan 2009	<p>NW1 Vision</p> <p>NW2 Development Principles</p> <p>NW4 Site and Setting</p> <p>NW6 Affordable Housing</p> <p>NW7 Balanced and Sustainable Communities</p> <p>NW9 Employment Uses in the Local Centre</p> <p>NW10 Mix of Uses</p> <p>NW11 Sustainable Travel</p> <p>NW16 Public Transport Provision</p> <p>NW17 Cycling Provision</p> <p>NW18 Walking Provision</p> <p>NW19 Parking Standards</p> <p>NW21 A Local Centre</p> <p>NW24 Climate Change and Sustainable Design and Construction</p> <p>NW25 Surface Water Drainage</p> <p>NW26 Foul Drainage and Sewage Disposal</p> <p>NW28 Construction Process</p> <p>NW30 Phasing and Need</p>

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

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

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

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

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Application as amended

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

Application as submitted

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

Changes in Travel Demand

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

Accident Analysis

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

Waste, Servicing and Deliveries

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

Development Parking Provision

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

Mitigation

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

Environmental Health

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

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

Construction impacts

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

Operational Noise

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

Air Quality

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

Refuse and Recycling

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

Planning Policy Team

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

Urban Design and Conservation Team

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

Senior Sustainability Officer (Design and Construction)

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

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

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

Access Officer

6.20 See Disability Panel comments.

Head of Streets and Open Spaces (Landscape Team)

Application as amended

6.21 Support, additional sections are acceptable.

Application as submitted

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

Cambridgeshire County Council (Flood and Water Management)

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

Head of Streets and Open Spaces (Sustainable Drainage Officer)

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

Head of Streets and Open Spaces (Nature Conservation Officer)

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

Cambridgeshire Constabulary (Architectural Liaison Officer)

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

Environment Agency

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

Natural England

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

Anglian Water

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

Used water network

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

Surface Water Disposal

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

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

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

Fundamental Issues to be Addressed

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

Suggested amendments

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

Suggested Improvements

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

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

Disability Consultative Panel (Meeting of 27 November 2018)

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

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

Conclusion

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

Cambridge international Airport

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

Ministry of Defence Safeguarding – Cambridge Airport

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

Developer Contributions Monitoring Unit

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

7.0 REPRESENTATIONS

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

2 Ryle Yard
4 Ryle Yard
25 Eddington Avenue

7.2 The representations can be summarised as follows:

Consultation

- There should have been more consultation events.

Traffic and servicing

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

Air Quality

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

Noise

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

Camcycle

7.3 Object, under policy 82 of the Local Plan.

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

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

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

8.0 ASSESSMENT

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

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

Principle of Development

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

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

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

Cambridge Hotel Futures

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

Needs assessment

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

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

Occupation restrictions – apart-hotel

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

Parameter Plans and Strategic Conditions

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

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

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

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

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

Design and layout

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

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

Frontage lengths

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

North elevation

- 8.32 Quality Panel raised some concerns with appearance of the building from the north west corner. They considered this unrelieved frontage would benefit from articulation or greater height by creating a feature from the roof top plant enclosure. The revised plans which form the application submission integrate some further articulation and fenestration into the north east corner which in the view of officers address the points made by Quality Panel. It was not considered desirable to create further height through positioning of the plant enclosure because of the visual impact from longer range views. Overall the character of the north east frontage reflects the domestic use of neighbouring Lot 8 through the integration of balconies. As such the development is considered to create a positive response to context in accordance with Cambridge Local Plan policy 57 and NWCAAP policy NW2: development principles.
- 8.33 The proposed north elevation is recessed at the ground floor to include a planted threshold along the length of the street. This provides new public realm, whilst screening some of the back of house areas to this elevation.

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

Ryle yard

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

Scale and mass

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

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

External Spaces and Landscape

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

Daylight and shadow

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

Fire Strategy

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

Impact on heritage assets

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

Designing out crime

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

Cambridgeshire Quality Panel

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

Table 2: Quality Panel Issues and officer responses

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

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

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

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

Transport

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

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

Trip Generation

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

User Profiles

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

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

Travel Plan

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

Car Parking

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

Table 3: Summary of Car Parking

Provision	Spaces
Staff parking	22
Guest parking	53
Blue Badge	7

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

- 8.63 The proposed 75 car parking spaces represents a reduction of 36 spaces compared with the consented outline permission. The proposed amount of car parking is however fully in accordance with the latest Car Parking Standards contained within the 2018 Cambridge Local Plan, which have more ambitious standards for sustainable travel.
- 8.64 Officers recognise the potential for overspill into Madingley Road Park and Ride. The Park and Ride is located within 500m of the site. It has existing car parking provision for 930 spaces and offers up to 72 hours, of which is free of charge for under 18 hours. There is a £10 charge per night for a maximum of three nights.
- 8.65 Notwithstanding the proximity of the Park and Ride, given the emphasis on active travel to the development, the Parking Demand Strategy is considered sufficiently robust to manage car journeys to the site. This includes:
- Provision of a hotel mini bus
 - Provision of a site Travel Plan
 - Site integration with existing transport initiatives in Cambridge (see S106 and mitigation sections below)
 - Car Club scheme
 - Staff induction packs
 - Real time travel information

Use of car parking

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

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

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

Taxi (and coach) drop off

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

Mitigation

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

Cycle Parking

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

Table 4: Summary of cycle parking

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

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

Residential Amenity

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

Impact on amenity of neighbouring occupiers

Construction impacts

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

Operational noise

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

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

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

Use of the roof top terrace

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

Use of the restaurant

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

Noise from external plant

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

Artificial lighting

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

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

Amenity for future occupiers of the site

Noise impacts from the courtyard

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

Contaminated land

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

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

Air Quality

Ryle Yard

- 8.101 The proposed 75 vehicle car parking and servicing requirements will attract additional trips to the Ryle Yard area when compared with the current situation adjacent to an empty site. However, given the extant outline consent, the approved 130 bedroom hotel with 111 car parking spaces, there will be less vehicles expected than originally approved. Therefore there will be less air pollution and noise disturbance than the levels which were approved in the outline consent. In addition, up to 20% of car parking spaces will have e-charging with the infrastructure for 80% which will reduce air quality impacts through emissions.
- 8.102 The TA indicates that the development would generate daily 5 two-way service vehicle trips. However, background levels of air pollution are low in this part of Cambridge and there will be insufficient traffic to increase levels of air pollution to those that might approach the National Air Quality Objectives for pollutants. Further, the residential properties that face or back onto Ryle Yard are either set back from the traffic or on the first floor and above. The impact on these properties is likely to be negligible.
- 8.103 We do not have any air quality monitoring stations on the North West Cambridge site because background levels of air pollution are low and there is insufficient traffic on the site to increase levels of air pollution to those that might approach the National Air Quality Objectives. There will be a very small increase in air pollution in Ryle Yard as the number of vehicle movements in the servicing area increases by around 250 per day. This level of localised traffic increase would not normally attract an Air Quality Assessment outside the Air Quality Management Area and is not considered to create a significant impact.

Wider Eddington site

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

Carbon reduction and sustainable design

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

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

Renewables

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

Integrated water management and flood risk

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

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

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

Ecology

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

Inclusive access

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

Refuse Arrangements

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

Public Art

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

Third Party Representations

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

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

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

Planning Obligations (s106 Agreement)

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

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

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

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

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

Transport Infrastructure

- 8.126 County Council officers have confirmed that mitigation measures are needed to address the demands imposed on the transport network as a result of the development. This primarily relates to increased demand on cycle infrastructure. Officers at the County Council have assessed the transport information submitted by the applicants and have reached the view that the proposed measures are appropriate in the context of the extant permission and on the basis of the impact of this development over and above the current situation:

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

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

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

- 8.129 Officers agree that contributions towards these projects meet the requirements of the CIL regulations. Subject to the completion of a S106 planning obligation to secure this infrastructure provision, officers are satisfied

that the proposal accords with Cambridge Local Plan (2018) policy 85 and the Planning Obligation Strategy 2010.

Planning Obligations Conclusion

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

9.0 CONCLUSION

- 9.1 The NPPF 2019 sets out a presumption in favour of sustainable development, with proposals that accord with the Development Plan to be approved without delay. The proposed development will provide a high quality building for Eddington which accords with the outline permission and the principles set out in the Design Code.
- 9.2 The development scheme would have some limited dis-benefits. These include construction related impacts and some limited amenity impacts for existing residents at Lot 8, all of which can, in the view of officers, be adequately mitigated through the suite of conditions proposed.
- 9.3 Significant economic benefits locally will result from the proposed development. Employment across a range of disciplines and jobs created through the construction itself.
- 9.4 Socially, the proposed hotel and apart-hotel will represent a significant step in the development of Eddington. This is through the design of the building, its permeability, community focus and range of amenities available to residents and visitors.
- 9.5 Environmentally, there are significant improvements to the ecological value of the site compared with the existing condition, with a public landscaped courtyard accessible to the community.
- 9.6 The design of the building is high quality, responsive to its context and setting and is supported by a Travel Demand Management Strategy which is appropriate for the development. APPROVAL is recommended.

10.0 RECOMMENDATION

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

Approved Drawings

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

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

Drainage (pre commencement)

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

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

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Temporary storage facilities if the development is to be phased;
- g) A timetable for implementation if the development is to be phased;
- h) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- i) Full details of the maintenance/adoption of the surface water drainage system;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development.

Building materials samples

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

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

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

Public Realm Materials

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

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

Construction Method Statement

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

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

- i. No construction work or demolition work shall be carried out or plant operated including the maintenance and checking of plant and machinery, other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.
- ii. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800

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

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

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

Non-Road Mobile Machinery Plant (NRMM) – Construction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Plant / Equipment Noise Assessment and Insulation Scheme

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

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

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

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

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

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

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

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

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

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

Servicing and Operational Management Plan / Scheme

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

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

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

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

- Access into the service yard should be unrestricted. However, if entry is restricted, vehicles should stop; switch off engines, radios and headlights, and contact hotel staff.

ii. Within the Service Yard:

- Vehicle radios will be switched off;
- Vehicle headlights will be switched off when stationary and vehicle lights will be used for vehicle manoeuvring only, to aid safe movement;
- The use of external alarms or speakers will be prohibited within the service yard;
- The internal alarm will be muffled to reduce potential for disturbance;
- Drivers will be advised to used signage within and outside the yard, reminding staff and drivers to be quiet at all times;
- Noise generation from vehicle manoeuvring into loadings to be kept to a minimum;
- Vehicle reversing 'audible warning' to be switched off, without compromising safety;
- Delivery drivers to be instructed to ensure that audible door alarms to the delivery vehicles are switched off prior to opening the cab doors or, alternatively, headlights are switched off to prevent the alarm from sounding when the vehicle is stationary and the doors are opened.
- At all times drivers will be advised to:
 - engage gears with minimal noise;
 - keep engine revs to a minimum;
 - apply brakes gently; and
 - close doors with minimal noise.

iii. Unloading/Re-loading -

- Drivers should ensure that engine and refrigeration units are switched off once vehicle the vehicle is stationary and in the unloading position;
- Drivers shall seek to:
 - lower loading plates into the correct position with minimal noise;
 - Staff to be instructed to ensure that any restraining or locking bars are not dropped onto the lorry floor when unloading.
 - use of forklifts and roll cage movements- avoid making contact with trailer walls, lift guardrails and other obstructions;
 - to minimise noise from the movement of roll cages on the vehicle tail lift and during unloading, the tail lift and hard surfaces on the delivery bay should be covered with resilient rubber matting by delivery staff prior to any unloading of the delivery taking place; and
 - keep conversation to a minimum.

iv. The return journey - from the service yard area

- All vehicle doors will be closed with minimal noise;
- Drivers should refrain from starting up vehicle refrigeration units (if required) until the vehicle is a reasonable distance from the store and neighbouring dwellings;

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

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

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

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

Car Parking, Taxi and Customer / Patron Vehicular Management Plan

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

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

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

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

Habitable Rooms – Noise Insulation Scheme

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

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

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

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

Ventilation Extraction, Filtration and Abatement Scheme – Odour Operational

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

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

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

Artificial Lighting – Operational

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

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

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

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

Unexpected Contamination

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

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

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

Materials Management Plan

17. Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall include:
 - a) details of the volumes and types of material proposed to be imported or reused on site
 - b) details of the proposed source(s) of the imported or reused material
 - c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
 - d) the results of the chemical testing which must show the material is suitable for use on the development
 - e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works shall be undertaken in accordance with the approved document.

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

Prior to the occupation – Revised Travel Plan

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

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

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

Earthworks

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

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

Landscape Irrigation

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

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

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

BREEAM Condition 1 – Design Stage Certification

21. Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (North West Cambridge Area Action Plan, Policy NW24).

BREEAM Condition 2 – Post Construction Certification

22. Prior to the occupation of the hotel, or within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (North West Cambridge Area Action Plan Policy NW24).

Electric Vehicle (EV) charging points

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

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

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

Energy Strategy Implementation

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

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

Reason: In the interests of reducing carbon dioxide emissions (North West Cambridge Area Action Plan, Policy NW24) and to protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) and Policy 36 of the Cambridge Local Plan 2018.

Public Art

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

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

Aparthotel, occupation restriction

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

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

Amplified Music / Voice Prohibited within External Areas

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

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

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

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

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

Rooftop Bar and Terrace Area - Hours of Use

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

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

Retail/Restaurant Café Uses - Hours of Use

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

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

Collections and deliveries

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

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

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

Refuse collection

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

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

Delivery restrictions

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

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

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

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

Taxi Drop Off

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

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

INFORMATIVE: Definition of superstructure

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

INFORMATIVE: Plant sound insulation

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

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

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

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

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

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

INFORMATIVE: Building ventilation fresh air intake louvres / points

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

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

INFORMATIVE: Housing Health & Safety Rating System

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

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

Further information may be found here:

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

INFORMATIVE: Health and Safety

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

INFORMATIVE: Food safety informative

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

INFORMATIVE: Licensing

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

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

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

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

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

INFORMATIVE: Remediation Works Informative – Contaminated Land

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

INFORMATIVE: Materials Chemical Testing Informative – Contaminated Land

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

Appeals

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

Contact details

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

John Evans | Principal Planner

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