

Application Number	19/0512/FUL	Agenda Item	
Date Received	17th April 2019	Officer	Mr Aaron Coe
Target Date	17th July 2019		
Ward	Market		
Site	Grafton Centre, Fitzroy Street		
Proposal	Redevelopment of existing bus turning head and redundant service area to provide new hotel and ancillary restaurant (Use Class C1), new public realm (urban park) and landscape improvements together with associated highway works to East Road providing new bus stops, pedestrian and cycle routes.		
Applicant	c/o Agent		

0.0 Addendum

- 0.1 At 5th November 2019 Planning Committee, Members resolved to defer the application due to concerns with the following matters; design and scale of the hotel, the drop off arrangements and parking facilities for disabled guests, the need for further clarifications on the proposed East Road works in respect of public safety, residential amenity of the occupants on the other side of East Road, more details on the need for an additional hotel within this location and the proposed arrangements for cycle parking and car parking provision. Since the application was deferred, the applicant has provided additional information in order to address the concerns raised by Members.

Design and Scale of the hotel

- 0.2 Since the 5th November planning committee, discussions and meetings have taken place between the developer team and officers. However, the applicants have not proposed any alterations to the design and scale of the hotel. Officers acknowledge that the proposal exceeds the height allocated for this site within the Grafton SPD by 2.9 metres (24 metres allocated height, 26.9 metres proposed height). However, the Grafton SPD does allow flexibility at paragraph 4.4.14 which

states 'Subject to more detailed assessment of views and townscape impact, there may be an opportunity for taller buildings on East Road...Any taller elements will need to be of exceptional design quality with a carefully articulated and varying roof line'.

- 0.3 The townscape and visual impact assessment has been submitted to support the application and has demonstrated that the building would not be visible from key sensitive view points in the surrounding areas and is only predominantly visible from transport corridors and only partially visible above the top of nearby existing developments. Therefore, the results of this exercise has highlighted that a marginally taller building is acceptable in this location. In respect of the design of the additional height (2.9metres over SPD height), this relates to the upper part of the 7th floor and the plant enclosure on the roof. The applicants have undertaken an extensive design review process at both pre application stage and during the assessment of the formal application. This has involved engagement with the design and conservation panel at two meetings which has resulted in an appropriate design and scale being achieved and following the revisions of the original submission the panel concluded that the 'massing seems to work much better and presents a coherent form to East Road'. A key focus throughout the design review process has been on achieving an appropriate design for the additional element that exceeds the height provided in the SPD. This process has involved negotiations over the design and materials used, the outcome of this has achieved a gold 'crown' like feature with proportions that relate well to both East Road and Urban Park. Overall, given that the scale and design of the proposed scheme has achieved support of both the City Council Urban Design team, Landscape officers and the Design and Conservation panel, it is an officers opinion that the applicant has followed all of the necessary steps which has resulted in an acceptable design and scale being achieved.
- 0.4 It is considered that the design and scale of the hotel is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 60.

Car parking and drop off facilities for disabled guests

- 0.5 The applicant has submitted additional information in respect of facilities for disabled visitors. The submitted accessible parking plan illustrates the pedestrian route and distance, both from the Blue Badge Parking within the Grafton East Car Park (132m) and the disabled drop off layby off Crispin Place (56m) to the hotel entrance. The additional information also highlights that the route from the car park runs through the shopping centre where accessible access is provided to the entrance/exit of the Grafton Centre. Seating is now also proposed on route from the multi-storey carpark as identified on the updated Accessible Parking Plan. Seating is already provided around the perimeter of the raised beds next to the colonnade within the public realm which provides additional resting points servicing the level access routes from the disabled drop off point and Grafton East Car Park.
- 0.6 It is considered that following the addition of further seating/ resting points the proposals are now acceptable as the proposed resting points are provided at no more than 50 metre intervals on the route to and from the car park and the drop off point. It is an officer's opinion that the details of the design of the proposed seating can be secured under condition 35 in order to ensure the proposed types of seating within the resting points meet the needs of disabled guests. This has been agreed with by the City Council Access officer.
- 0.7 The proposal is considered to be compliant with Cambridge Local Plan (2018) policies 56 and 57.

Further clarifications on the proposed East Road works

- 0.8 The applicant has submitted a clearer plan to show the proposed improvements to East Road including the designated Pedestrian and Cycle Routes. This plan provides additional clarity on the improvements and interaction of each user group. The plan demonstrates that the East Road improvement works deliver a number of significant enhancements for user groups (pedestrians, cyclists and bus users) over the existing position. The applicant has agreed to fund the entirety of the East Road works. The proposed works have been stringently reviewed by County Council Highway development management officers, the County transport assessment team and safety audit officers.

It must be noted that the proposals have passed the stage 1 safety audit test. Given the in-depth analysis that has taken place by specialist transport/highway officers it is an officers opinion that members should be assured that the proposals will deliver significant benefits for all users and the wider City. As detailed in the officers committee report the finer design of the highway works are proposed to be secured through the S106 agreement in collaboration with the County Council and Greater Cambridge Partnership (GCP).

- 0.9 Members also raised the issue of inadequate tree planting along the eastern side of East Road. In response to this, the applicants have submitted an indicative Tree Planting Scheme Plan which illustrates the indicative location for further tree planting on land outside of the applicant's control (within the public highway). This plan demonstrates there is adequate space for potential future tree planting. The applicant has agreed to an additional financial contribution of £50,000 for the delivery of more trees along East Road. This will be secured through a suitably worded clause within the S106 Agreement. The precise delivery, location and types of trees would be subject to further details which will be established as part of the S278 Agreement.

The need for an additional hotel within this location

- 0.10 The Grafton Area Masterplan and SPD identify this specific site as a location for a hotel. Policy 77 relates to the development of visitor accommodation. This states that proposals for visitor accommodation will be supported in a number of identified locations as well as on large windfall sites within the city centre. The Grafton SPD states that this area is currently 'let down by poor edges and un-welcoming spaces which create a negative perception and hinder movement', it is considered the development of the hotel in this location will transform this particular space and improve the vitality of the Grafton Centre. Moreover, the SPD states the 'need to improve public realm', this proposal provides a carefully designed public realm space which will be utilised by all members of society. It is considered the proposal meets these requirements set out in the Grafton SPD.
- 0.11 The site lies within a primary shopping area (PSA) in the city centre meaning that policies 10 and 11 are relevant. The

proposed hotel use is considered acceptable on all floors within a PSA.

- 0.12 The Planning Policy Officer has confirmed that the scheme complies with policies 77 and 10 of the Local Plan. Given that this site is allocated for a hotel use within the Grafton Area SPD, it is an officer's opinion that the addition of a hotel in this location is in line with this requirement. Moreover, a hotel in this location will provide an important diversification for the Grafton Centre area which will broaden its appeal to include more leisure-based uses. It must be acknowledged that the addition of this hotel will help increase footfall and the vibrancy of the Grafton area. On this basis, it is considered that the proposed development is in accordance with policies 10, 11 and 77 of the Cambridge Local Plan 2018.

Cycle parking and car parking arrangements

- 0.13 Members raised concerns with the accessibility of cycle parking for hotel guests. The applicants have proposed amendments to the originally proposed cycle parking arrangements. The 26 cycle parking spaces proposed to be located within the public realm adjacent to the Vue cinema are now proposed to be secure, covered and allocated for the use of hotel guests. The details of the design of this cycle storage facility in terms of appearance and materials will be secured through the addition of a new condition.
- 0.14 Members also raised concerns with the accessibility of cycle parking along Wellington Street. It is noted by officers that the proposed location of the additional cycle parking along Wellington Street is not in the most accessible location for hotel guests. However, it is an officer's opinion that the proposed overall uplift in cycle parking spaces by 32 spaces along with the revised proposal including a dedicated secure and covered facility for guests outweighs the inconvenience of the location of some of the proposed additional cycle parking spaces.
- 0.15 The original committee report presented 5th November detailed a condition (No. 42) to ensure guests were permitted to retain bicycles within their hotel room. Given that the additional cycle parking numbers meet policy requirements of Cambridge Local Plan (2018 appendix L) and the amendments to the scheme now provide a dedicated secure cycle parking facility for guests,

it is an officers opinion that condition 42 is unreasonable and should no longer be imposed. This will instead be replaced with an informative which advises the applicant to advertise the opportunity for guests to bring cycles into hotel rooms within their welcome pack.

- 0.16 In relation to the car parking arrangements no dedicated car parking is proposed for visitors or staff of the hotel. Hotel guests will be able to make use of car parking at the Grafton East Car Park which has 876 spaces and is open 24 hours a day, 7 days a week. The hotel is located in a sustainable location and is within the controlled parking zone so it is considered that the lack of car parking is acceptable. Officers acknowledge that should permission be granted then discussions will take place at a corporate level in respect of the potential for designated spaces within the Grafton East Car Park to be allocated specifically to the hotel. It is considered that these details can be secured via Condition 43 which requires a travel plan to be submitted for approval and this will also include details of how guests will be discouraged from travelling to the hotel by car.
- 0.17 Overall, it is considered the proposals are in accordance with Cambridge Local Plan (2018) policy 82.

Residential amenity

- 0.18 Members raised concerns in relation to the potential impact of the scheme on the residential amenity in respect of the potential for overlooking from the hotel and the impact on the outlook of adjacent properties. The nearest residential properties are to the south and west of the site on Staffordshire Street. These are four storey buildings which are set back and down from street level. Currently there is a 33 metre separation between the existing Grafton building and the nearest residential properties on the other side of East Road. In respect of overlooking impacts, it is considered that given that the proposed scheme maintains a 30 metre separation and is stepped back from the road frontage on its upper levels, officers do not consider there to be a negative impact on the residential amenity of adjacent properties in this regard.
- 0.19 In relation to the outlook of adjacent properties, it is acknowledged that the development of this hotel will result in an alteration to the outlook of the nearest residential dwellings from

certain viewpoints, however, the nearest dwellings are orientated to face west and south rather than directly at the proposed building. In terms of outlook the properties that will be most impacted by the development are those within Wheaton House along Staffordshire Street. These properties look northwards towards the application site, however, given that the Grafton Centre is already within their outlook and the separation between the properties and the proposed hotel would remain at approximately 45 metres at the nearest point from these properties. It is considered that this separation is sufficient and ensures that all of these properties retain a good level of outlook.

0.20 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and it is considered that the proposal is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

0.21 **Amended condition wording (No.35)**

No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts, **design of seating/benches** and structures (eg.furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any

trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

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

0.22 **Removal of condition (No. 42)**

Guest shall be permitted to store their bicycle in their hotel room in perpetuity unless alternative details of secure guest cycle parking are submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure adequate secure cycle parking for hotel guests (Cambridge Local Plan 2018 policy 82)

0.23 **Additional condition**

Prior to the opening of the hotel the detailed design of the proposed cycle store shall be submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity. (Cambridge Local Plan 2018 policies 35 and 57).

0.24 **Additional informative**

The applicant shall ensure that the guests are informed via the 'Welcome Pack' that they are permitted to store their bicycle within their hotel room.

Appendix 1: November 2019 Planning Committee Report

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none">- The principle of the hotel use is considered acceptable- The design, scale and massing is considered to be acceptable- The Highway Authority has no objection to the development- The proposal will deliver significant public realm and other improvements to East Road
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site lies on the northern side of East Road and forms part of the Grafton shopping centre. The site comprises the existing bus turning head and redundant service yard which served the former BHS unit. The site lies adjacent to the Vue cinema and is the eastern end of the shopping centre. This is a predominantly commercial area and the site lies within a Primary Shopping Area. The site lies within the Grafton Area of Major Change. The Grafton Area SPD identifies a possible future hotel use of the site.
- 1.2 To the south and west of the site is predominantly residential development. The nearest residential properties are four storeys in scale but set back and down from the street. To the east of the site is the Cambridge Working Men's Club and further north east along the road is the Crown Court building.
- 1.3 The site lies outside of the Conservation Area but views of the site are possible from the Mill Road, Riverside and Kite Conservation Area. The site lies in an Air Quality Management Area.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for the redevelopment of existing bus turning head and redundant service area to provide new hotel and ancillary restaurant (Use Class C1), new public realm (urban park) and landscape improvements together with associated highway works to East Road providing new bus stops, pedestrian and cycle routes.
- 2.2 The application has been amended as part of the consultation process in response to comments from the Urban Design, Landscape and Tree Officers. The changes include pushing the team room back into the building, amendments to the treatment of the top floors of the building, retention of all street trees on East Road, provision of secure staff cycle parking for the hotel, provision of folding doors to the hotel restaurant and amendments to the landscaping of the urban park.
- 2.3 The proposed hotel would be 8 storeys with an additional volume to accommodate plant and lift overrun. The top floor would be set back 3m from the East Road and urban park elevations. The building would be finished in brick with the 8th floor and plant enclosure clad in gold coloured standing seam. The ground floor would accommodate a lobby and restaurant. The restaurant is proposed to have folding doors and the ground floor would all be set back under a colonnade. The entrance to the hotel would sit on the corner between East Road and the Urban Park. The upper floors would provide 153 bedrooms of hotel accommodation which can be accessed by lift.
- 2.4 The Urban Park is an area of public realm with seating, a raised lawn, tree planting and water feature. The restaurant on the ground floor can spill out onto this space and the park will lead to a currently underused entrance to the shopping centre.
- 2.5 The application does not propose any dedicated car parking for guests or staff. People will be encouraged to travel to the site using sustainable transport links. Those who come by care can park in the Grafton East Car Park. Any guests who require blue badge parking can avail of spaces here also. 2 secure Sheffield Stands have been provided within the service corridor for staff.

- 2.6 The application also proposes a series of works to improve East Road. The proposed changes to East Road are in line with aspirations of the Grafton Area SPD. The changes include on-road bus stops on both northbound and southbound, a pedestrian crossing, segregated off-road cycle lane on both sides of the road and removal of the central reservation.

3.0 SITE HISTORY

- 3.1 The site has an extensive planning history. The relevant history is set out in the below table.

Reference	Description	Outcome
16/1357/FUL	Planning Application for the Change of Use and Sub-Division of the Existing BHS (First Floor) Unit (Class A1) to Provide Five Restaurant Units (Class A3) with Associated Works.	Permitted
17/0676/FUL	Change of use, extension and associated works to the existing second floor storage area (839 sq.m) located above the former BHS unit to create a new health and fitness gym facility (Use Class D2).	Permitted
18/0918/FUL	Removal of canopy over service yard.	Permitted

4.0 PUBLICITY

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

5.0 POLICY

- 5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.
- 5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 5
		10 11 12 14 27
		28 31 32 33 34 35 36 37
		55 56 57 59 60 61 64 70 71
		77
		80 81 82 85

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

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p>
Supplementary Planning Documents	Grafton Area of Major Change - Masterplan and Guidance
<p>Previous Supplementary Planning Documents</p> <p>(These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)</p>	<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> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>

Material Considerations	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Arboricultural Strategy (2004)</p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
	<p><u>Area Guidelines</u></p> <p>Kite Area Conservation Area Appraisal (2014)</p> <p>Mill Road Area Conservation Area Appraisal (2011)</p> <p>Riverside and Stourbridge Common Conservation Area Appraisal (2012)</p>

6.0 CONSULTATIONS

- 6.1 Pre-application consultation was carried out by the developer team and a pre—application briefing was provided on 25 January 2019.

Cambridgeshire County Council (Highways Development Management)

- 6.2 A response will be provided by the Major Developments Team.

Cambridgeshire County Council (Transport Assessment Team)

- 6.3 No objection: The Transport Assessment (TA) included a manual assessment of a Linsig model of the proposal in order to understand the capacity impacts to East road as a result of the additional crossing. The modelling has been considered by the County Council's Modelling and Signal Teams and further evidence was requested. The additional information was provided in a technical note. The modelling confirms the proposal would not result in significant impacts to the transport network. The changes to bus, pedestrian, cycling and public realm have been discussed with the Greater Cambridge Partnership (GCP) who have raised no objection. A Road Safety Audit has been completed and agreed with the TA team and County Council Highways team. This has been confirmed as acceptable by the Safety Audit team. The developer will deliver at their own expense the proposed highways, pedestrian, cycle, bus and public realm works on East Rad to the County Council's satisfaction. the developer's financial contribution shall be set to at least £500,000. It is recognised that in delivering the works the developer will exceed this figure. It is the intention of the Local Authority to take further contributions towards this scheme from other developments in the area, only where there is a reasonable case to do so, in alignment with the Supplementary Planning Document and NPPF. An appropriate legal mechanism shall be established to pay back upfront developer costs over £500k. A travel plan is recommended to be conditioned.

Environmental Health

First comment

- 6.4 Objection: An Air Quality Statement (AQS) should be provided as the site is within an Air Quality Management Area.

Second comment

- 6.5 No objection: The Air Quality Report identifies an increase in concentrations of nitrogen dioxide when the development is operational. This is not considered to be a reason for refusal. However, it may be appropriate for the applicant to agree a contribution towards the provision of one or two EV charging points within the existing Grafton Centre car park to mitigate against increase car trips to the site as a result of the development. The six standard contaminated land conditions are recommended. Conditions are recommended to control construction hours, collections/deliveries during construction, construction noise, vibration and piling, and dust. Conditions are recommended requiring details of plant noise insulation, fume extraction, noise insulation to guest bedrooms, restrictions to deliveries/collections once operational, artificial lighting details and the use of low emission appliances. Informatives are requested relating to plant noise and dust.

Refuse and Recycling

- 6.6 No objection: The information provided is sufficient at this stage. A waste management plan should be condition.

Urban Design and Conservation Team

Conservation Team

- 6.7 There are no material conservation issues.

Urban Design Team – first comment

Objection:

- 6.8 Scale and massing: The Grafton Centre SPD suggests that a building of 5-6 storeys would be appropriate for the site and this assumes a floor to floor distance of 3m for residential uses and 4m for commercial uses. The proposed building is 8 storeys with an additional volume containing a roof plant installation. The hotel uses residential floor to floor distances at first floor and above, however the total height of the hotel is 26.8m, which is still taller than a 6 storey building with a 4m floor to floor distance (24m in total). I consider the height to be acceptable subject to the redesign of the 7th floor pavilion and the additional roof plant enclosure. The hotel building's height and location make it a significant focal point when viewed from Mill Road and Gonville Place. The rooftop pavilion is a particularly

prominent feature of the building and I consider the design quality of this element to cause harm through its visual impact. At Design and Conservation (D&C) Panel (August 2018), the panel noted that the rooftop pavilion needed the most development: *'The design team are encouraged to explore how the building fabric could be made to work harder in terms of thermal performance, while ensuring that the building has an elegant crown.'* Since D&C Panel, the extent of glazing has been reduced and the plant enclosure appears to have increased in volume. This is in part due to the choice of dark grey standing seam cladding and lack of glazing, which gives this volume the appearance of a plant enclosure rather than accommodation. The plant is enclosed in a box on top rather than being integrated into the overall design. The sections also do not show a parapet and I am concerned that guardrails will be needed for maintenance.

- 6.9 Objection – Edges to East Road: Pedestrian movement on East Road appears to be compromised by the layout of the hotel building and highway infrastructure, A plan of the wider area is needed to understand the pedestrian routes in context of the GCP proposal for East Road. The layout and frontage of the hotel building along East Road impedes pedestrian movement where the team room projects forcing pedestrians into the cycleway or across to the floating bus stop. The team room projection also creates a corner under the colonnade which is poorly overlooked. A loading bay interrupts the footpath on the northern side of Crispin Place and may be confusing to pedestrians.
- 6.10 Objection – Elevations: A more detailed section though one of the bays is needed to understand how the fenestration sit in relation to each other. This should include parapet details, windows, canted brickwork, aluminium panels and trim, brick piers, treatment of soffit to the colonnade and integration of signage and lighting. Bins and trolleys will use the colonnade along East Road as a service route and there are concerns that these will knock and damage the brick piers; suggest protective metal angles are integrated into the design.
- 6.11 Objection- Urban Park: The public realm proposals divide the urban park space to create a thoroughfare to the shopping centre rather than a sociable place to sit. The raised grassed feature creates an area between the cinema and urban park

where there is no clear defined use and this space should be enlivened. The planters at the base of the hotel colonnade create a strong visual barrier; there should be a greater level of inter-visibility between the hotel and urban park.

- 6.12 Objection – Legibility of entrances: The entrance to the hotel is visually obscure when approached from East Road from the south. The hotel would benefit from the entrance being moved to an elevation facing the urban park. The entrance to the escalator access to the Grafton Centre is obscured by the colonnade. This should be more clearly marked to aid wayfinding.

Urban Design Team - *Second comment*
No objection

- 6.13 Scale and Massing: Further testing of the rooftop pavilion has been carried out. The dark grey zinc cladding, which was considered too dominant, has been replaced with gold coloured standing seam cladding. This is considered to sit more harmoniously with the proposed brick colour and celebrates the pavilion as a 'crown' like feature. Standing seam is considered appropriate as its proportions relate to the proportion of fenestration treatment to the East Road and Urban Park elevations. Consideration has been given to the screening of roof plant and lift overrun. Folding balustrades will be incorporated, which will only be visible from the street when in use.
- 6.14 Movement: The layout of the building has been revised and the team room pulled back into the building. This allows a clear service route for those transporting goods/refuse from the service entrance to the loading bay. Further information has been provided to show the movement of cycles, pedestrians and motor vehicles in the wider area. In response previous concerns about the design of the junction at Crispin Place and East Road, which forced pedestrians walk across a loading bay, the loading area at the northern side of Crispin Place has been revised to provide a continuous footpath through to Burleigh Place to the North and a crossing point has been incorporated at the junction of Crispin Place and East Road.
- 6.15 Urban Park and legibility: The planters at the base of the colonnade, which were considered to form a visual barrier

between the hotel and urban park, have been reduced. Sliding doors have been incorporated into the south-west access between the restaurant and the urban park. The drawings have been revised to show different surface treatment within the urban park to mark entrances and improve legibility.

- 6.16 Cycle parking: 2 staff cycle stands are shown in a secure location within the service yard.
- 6.17 Conditions are recommended to cover material samples, glass types, a sample panel, rooftop plant and signage.

Senior Sustainability Officer (Design and Construction)

- 6.18 No objection: Conditions are recommended relating to the design and post construction stages of BREEAM and energy strategy implementation.

Planning Policy

- 6.19 No objection: The proposed hotel and ancillary restaurant (C1 Use Class) is supported by both Policy 10 and Policy 77 of the Cambridge Local Plan 2018 as well as the adopted Grafton Area of Major Change SPD. As with other parts of the city centre that have been allowed to adapt (Lion Yard) and potentially Park Street car park, it is important that the Grafton centre is also able to broaden its appeal to include more leisure based uses. The proposal will help the Grafton shopping centre adapt to a changing retail/leisure/economic environment by reducing its reliance on retail. The proposed hotel and ancillary restaurant will increase footfall in the area and thereby help support the area's vitality making it feel safer in the evenings. Most importantly, the proposal's proposed changes to East Road will improve access to the area and help attract long term investment in the Grafton Centre, as outlined in the Grafton Area of Major Change SPD.

Access Officer

- 6.20 Recommend that at least one blue badge parking space is provided and a drop off point. The Standard they quote compliance with has been superseded. Recommendations for internal layouts are recommended to be included as an informative.

Head of Streets and Open Spaces (Tree Team)

First comment

- 6.21 Objection: Disagree with results of the tree survey and the proposed loss of T3 and impact on T2, T4 and T5 if level changes. T3, T4 and T5 are early mature specimens which are retainable for in excess of 100 years. These trees are considered category A2 given their visual importance. Further information about levels is required. The new road layout is difficult to read but there appears to be opportunities for new tree planting on East Road; potentially with tree pits being part of the storm water attenuation system.

Second comment

- 6.22 No objection: There is a discrepancy between the landscape plan and site plan. New tree planting between the Plane trees is not suitable as the Planes will fill the space and suppress growth of other trees. Provided all three Planes and the Tree of Heaven are successfully retained there is no formal tree objection. Request consideration of greening of the pavement between the carriageway and cycleway. Concerns have been raised about the impact of buses on adjacent residents and additional greening could help screen bus stops.

Head of Streets and Open Spaces (Landscape Team)

Objection:

- 6.23 TVIA: The Townscape and Visual Impact Assessment (TVIA) identifies that the building will prove to be a significant focal end stop when viewed from the areas at the top of Mill Road and Gonville Place. Consider that the materiality, particularly of the top floor could be richer. The TVIA shows that the building will not be visible particularly from key vulnerable view points in the surrounding parks and commons and is predominantly viewable only from transport corridors and only just visible over the tops of nearby existing development.
- 6.24 Trees and Highways: The loss of the young Plane tree is unacceptable. Some trees appear to be plotted inaccurately. There is scope to relocate the crossing and retain the tree. More information of the highway works is needed to full assess the proposal. There are concerns that the loading bay which interrupts Crispin Place will create a confusing pedestrian

landscape. The scale of highway islands which separate cycle lanes from East Road seem excessive.

- 6.25 Plaza: The urban park feels disassociated from the hotel. The planting by the colonnade creates too strong a visual barrier. The hotel entrance could be relocated to align with the taxi drop off area. The cinema front is 'dead space' and the area in front of this should be activated. The raised lawn is a poor fit for the space and is likely to be poorly used. Tree planting relates poorly to the scale of the space and there is potential to accommodate larger trees. The water feature is likely to attract children and should be better associated with the hotel.
- 6.26 Cycle parking: Double stacked cycle parking is unacceptable. Covered and secure cycle parking for hotel staff. No more than 25% should be double stacked. Guest cycle parking is proposed to be accommodated in room but there are concerns about the lift size.
- 6.27 Refuse and service: Clarity is needed for service and refuse management arrangement. There is concerns that the movement of bin will damage the glass or colonnades of the hotel building.

Second comment

- 6.28 No objection: The changes to the roof are positive. The retention of the existing Plane tree near the hotel entrance is supported. The plaza space is much improved; entrances are better defined and routes more legible. The location of trees near the hotel should perhaps relate more to movement patterns as this will pull them away from the building giving them more space to grow to a larger size.
- 6.29 The cinema frontage continues to be a non-space and should be activated. The raised lawn still feels like a poor fit for the space and a large tree could be accommodated here. The water feature should be integrated into a public art strategy. Cycle parking for hotel staff is now acceptable. The cycle parking for guests in hotels is not ideal as the lift is small and does not comply with the cycle parking SPD. The applicant has provided evidence of where this arrangement works in other hotels. Refuse and servicing will be managed by the hotel and is expected to occur at times to minimise conflict with the public.

Conditions are recommended requiring further details of hard and soft landscape, landscape maintenance and management and tree pits.

Cambridgeshire County Council (Lead Local Flood Authority)

First comment

- 6.30 Objection: The proposal does not accord with policies 31 and 32 of the Cambridge Local Plan.

Second comment

- 6.31 Objection: Request that permeable pavement is used. A CCTV survey of the existing surface water network is required.

Third comment

- 6.32 No objection: Based on further clarification from WSP the LLFA remove their objection. Further details of surface water drainage can be dealt with by condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

First comment

- 6.33 Objection: The proposals do not comply with policy 32 of the Cambridge Local Plan.

Second comment

- 6.34 No objection: The proposals have demonstrated that a suitable surface and foul water drainage provision for the site can be achieved. Further details are recommended to be provided through conditions relating to surface water drainage details, maintenance of suds and foul drainage.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.35 No objection: Conditions are recommended requiring bird boxes and details of green roofs.

Environment Agency

- 6.36 No objection: The application falls within Flood Risk Standing Advice.

Anglian Water

- 6.37 No objection: Informatives are requested. The surface water/flood risk assessment submitted is acceptable. Conditions are recommended regarding hard standing.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.38 No objection: Pleased to note the security details as part of the Design and Access Statement. No other issues, observations or recommendations.

National Grid

- 6.39 There are low or medium pressure (below 2 bar) gas pipes and associated equipment within the vicinity of the proposal.

Cambridge International Airport

- 6.40 No objection: Subject to the imposition of a condition requiring the submission of a bird hazard management plan and associated informative.

MOD Safeguarding

- 6.41 No objection: There are no Aerodrome Height Safeguarding Concerns. A condition is recommended requiring bird control of any birds occupying the roof who are considered to be a hazard to air traffic. A condition requiring a construction management strategy, in particular in reference to any cranes being used on site, is recommended.

Design and Conservation Panel (Meetings of 13 June & 8 August 2018)

- 6.42 The conclusions of the Panel meetings were as follows:

13 June: This is a great opportunity to enrich and enliven a hostile site, and the Panel are reassured by the design team's commitment to design quality as part of a broader reordering of East Road.

The elevations for the new hotel as currently proposed need further development. The scale of the 8 storey element is of particular concern in close-up and distant views. The Panel would like to see the design proposals taken significantly further as it feels that this has every opportunity to develop into a characterful and enjoyable scheme.

The Panel appreciates being shown this project at an early stage and will look forward to reviewing it again following further work. The Panel also hopes to have the opportunity to review the proposals for the neighbouring buildings as they come forward.

VERDICT – AMBER (unanimous)

8 August: The Panel are encouraged by how many of their comments from last time have been taken on board and responded to. As a result this scheme is greatly improved with appropriate well-proportioned elevations.

VERDICT – GREEN (unanimous) subject to some final design developments, as noted.

The relevant section of the minutes of the panel meetings are attached to this report as Appendix 1 & 2.

Disability Consultative Panel (Meeting of 25 June 2019)

- 6.43 Bus stop relocation. Although the Panel is given to understand that floating bus stops are approved of by the Highways team, there were still concerns regarding whether cyclists would in fact give way to pedestrians attempting to cross to the stop. The impact of floating stops on disabled residents is not yet well known.

Hotel layout. Siting accessible rooms near to the lift core and varying handedness is very useful, as is the generous sizing of the lifts. The Panel were glad to note that most rooms in the hotel are potentially adaptable and suggested that the scheme might consider committing to a larger percentage of accessible rooms, as they are likely to be popular.

Accessible bathrooms. The Panel was pleased to note that bathroom doors are sliding, and that the fixed seating and toilet were of an appropriate height to facilitate transfer from a

wheelchair. The Panel repeated the Access Officer's comment that locating the chair and toilet on the same wall, with enough space between to allow a wheelchair, would likely make transferring simpler. The Panel also noted that most disabled people that they are aware of prefer using a bath over a shower and would agree that a greater number of shower units rather than bath units in accessible rooms would be useful.

Additional Equipment. The Panel would like to see provision for a hoist within the hotel – if not a tracked hoist system, a room fitted to allow adaptation for one would be advisable. In the meantime, the hotel should have a portable hoist available for guest use, and beds that will allow approximately 6cm of clearance beneath them that allow a portable hoist to function. If the scheme does not intend to install 'monkey poles' in its accessible rooms, to allow disabled users to readily move themselves on the bed, the hotel should consider providing a portable version.

Parking and access management. The Panel were pleased to note that there would be a covered route between the car park and the hotel but had concerns regarding how access would be managed outside of regular hours for the Grafton Centre. Several Panel members have previously experienced issues leaving the Centre's cinema in the evening, as lifts have been powered down for security purposes. The Panel would want assurances that guests would not be stranded in the car park without a safe way to reach their room. Some disabled guests would also by necessity be bringing their own equipment and may have difficulty travelling any great distance. The Panel would ask that hotel management consider providing a valet parking service in these circumstances, as all parking is at a distance.

Emergency assistance. The Panel was glad to note that the scheme includes fire-fighting lifts, and a robust scheme for handling distress calls across the building and enabling 2-way communication. The Panel would advise also providing an audio coupler at the communication points.

Ease of booking. The Panel noted that although the hotel itself would be well suited to a variety of accessibility needs, Premier Inn's website currently does not communicate well what is available for disabled customers. It is not currently possible, for example, to specify the handedness of the room, that an adjoining room for a carer will be needed, or to discern whether the hotel has a portable hoist available. Making these facilities clear and bookable via the hotel website would benefit potential disabled customers greatly.

Conclusion: The Panel generally approved of the accessibility plans for the scheme but suggested that providing additional equipment and clearly communicating its availability would be of great help to some customers. The Panel would be interested in viewing the highways plan and the scheme again at a later date.

Developer Contributions Monitoring Unit

6.44 No S106 Financial Contributions are recommended to be sought.

6.45 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 in objection to the application:

- 34 Emery Street
- Flat 6, Hildestone House, Staffordshire Street x 2
- 30 Lyndewode Road
- 26 Petworth Street
- 9 Shenstone
- Camcycle x 3

7.2 The representations can be summarised as follows:

- Inadequate visualizations have been provided to support the application
- The impact on residential properties to the south of the site is underplayed

- The building will dominate and overlook neighbours to the south
- The scale of the building is out of character with other properties on East Road
- Planting should be provided to soften the development
- The scale will adversely impact on the public realm and longer views from the Conservation Area
- Guests are likely to park on surrounding residential streets given high costs to park in Grafton Centre; greater parking enforcement/residents parking will be required.
- A high fence with vegetation should be provided to protect the adjacent properties on East Road from noise and pollution
- Will generate traffic leading to congestion and air pollution
- The guest cycle parking is not secure and the lifts are small so would be a tight fit for many bikes
- There are 124 existing cycle spaces in this frontage. Only 56 are retained and the remainder are relocated to a car park some distance away which is not intuitive
- Pedestrian visibility splays are needed at the end of the cycleway at Norfolk Street
- There needs to be better visibility where pedestrians emerge from onto cycle lanes
- The bus shelter design needs to allow visibility for pedestrians crossing the cycleway as well as catering for those with disabilities
- Support the zebra crossing but would like to see more along the cycleways
- The proposal makes it difficult for cyclist to make a right turn onto St Matthew Street. Recommend that the crossing is upgraded to a toucan crossing and ensure the refuge is wide enough for a bike with a trailer.
- Nelson Close appears unresolved
- The slip road from the car park needs further work to slow cars to make sure they give way to pedestrians and cyclists.
- Cycle parking for guests in hotel rooms is particular to this operator
- Concerned about Norfolk Street junction in particular access to and from Burleigh St.
- Support new Toucan crossing but the design is confusing
- The pedestrian crossing of the cycleway near St Matthew Street needs further work
- Car park ramp is inappropriate for cycle parking
- What is the purpose of the unsecure two-tier stands as these are not appropriate for hotel guests or visitors.

- If applicant is agreeable for a condition requiring cycle parking to be allowed in hotel rooms in perpetuity, then less cycle parking for guests is required.
- Stands relocated to Nelson Street/Wellington Street are unlikely to be used as they are not convenient to the shopping centre.
- No of bedrooms unclear
- Many of the surrounding streets are not covered by residents parking
- Disabled car parking is unclear
- Pedestrian islands could be better designed by removing existing walls

7.4 The retailers of the following stores in the Grafton Centre have made a representation in support of the application:

Amelie	Millie's Cookies
Angle Beauty	Mobile Solutions
Bella Italia	New Look
Boots	Next
Carphone Warehouse	Officer's Club
Chi	Perfume Shop
Claire's	Quiz
Clarkes	River Island
Clintons	TH Baker
Collections	The Entertainer
Costa Coffee	Three
Debenhams	Trade Secret
Decathlon	Trespass
Deichmann	USC
Ernest Jones	Vision Express
Gifted	Vue Cinema
H&M	Yours
Hawkins Bazaar	
Krispy Kreme	
La Piazza	

7.5 Their representation can be summarised as follows:

- The proposal will attract new visitors to the Grafton which will improve the daytime and evening economy, supporting existing retail, restaurant and leisure offer
- Well-designed building and public realm improvements
- Will improve the appearance of one of the entrances to the shopping centre thus improving the perception of the centre

- Substantial highway improvements to East Road which improves access to the centre and the wider city
- Creation of new job opportunities

7.6 Councillor Thornburrow has commented on the application. She notes that further landscape and trees could be provided on East Road to mitigate against the moving of buses closer to residential properties on East Road and quotes the Grafton Area SPD which emphasises the importance of public realm and opportunities for tree planting on East Road.

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

8.0 ASSESSMENT

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

1. Principle of development
2. Context of site, design and external spaces and impact on heritage assets
3. Public Art
4. Carbon reduction and sustainable design
5. Water management and flood risk
6. Light pollution, noise, vibration, air quality, odour and dust
7. Inclusive access
8. Residential amenity
9. Refuse arrangements
10. Highway safety
11. Car and cycle parking
12. Third party representations
13. Planning Obligations (s106 Agreement)

Principle of Development

8.2 The Grafton Area Masterplan and SPD identify the site as a location for a hotel. Policy 77 relates to the development of visitor accommodation. This states that proposals for high quality visitor accommodation will be supported in a number of identified locations as well as on large windfall sites within the city centre. New visitor accommodation should be located on

the frontage of a main road or in a mixed-use areas within walking distance of bus route corridors.

- 8.3 The site lies within a primary shopping area in the city centre meaning that policies 10 and 11 are relevant. The proposed hotel use is considered acceptable on all floors within a PSA.
- 8.4 The Planning Policy Officer confirms the scheme's complies with policies 77 and 10 of the Local Plan. He notes the importance of diversification of the Grafton Centre to broaden its appeal to include more leisure-based uses. He stresses the importance of the proposal to help the Grafton adapt to the changing retail/leisure/economic market by reducing its reliance on retail. The hotel will help increase footfall and bring people into the area making the area feel safer in the evenings. He highlights the important role of the proposal in bringing forward changes to East Road which will improve access and help attract long term investment to the area in line with the Grafton Area SPD.

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

- 8.5 The Grafton SPD identifies the site as an opportunity site. The SPD suggests that building heights along this part of East Road should be 5 to 6 storeys. This assumes floor to floor heights of 4m. The SPD allows for taller buildings on East Road subject to more a detailed assessment of views and townscape impact and with any taller elements being of exceptional design with a carefully articulated and varying roof line. The overall height of the building, although greater than that set out in the SPD, being 25m at the 8th floor and 26.9m at the plant enclosure, is supported from a design perspective given the verified views analysis which shows that the building would not be visible particularly from key vulnerable view points in the surrounding parks and commons and is predominantly viewable only from transport corridors and only just visible over the tops of nearby existing development.
- 8.6 The Urban Design Officer expressed concerns about the treatment of the top of the building. This is key as the SPD highlights the importance of the treatment and articulation of roofs in managing scale and creating well-articulated buildings. The original proposal to treat this with dark grey zinc cladding

was considered to appear heavy and was considered to sit on top of the building rather than integrate into the design. The applicant has considered the Urban design Officer's comments and reviewed the treatment of the top floors of the building. An amended proposal for a gold standing seam to the top floors has been proposed. The Urban Design Officer considers this change to overcome her concerns. She notes that the gold top would sit more harmoniously with the proposed brickwork colour and that the standing seam material works well with the fenestration. Details of materials, glazing, roofing and signage zones are recommended to be required by condition.

8.7 Improvement to East Road are one of the key aspirations of the Grafton SPD. The application proposes to provide on street bus stops, create dedicated cycle lanes, provide an additional crossing on East Road and provide an urban park with landscaping, a water feature and areas to sit. Originally the applicant proposed to remove some of the existing trees on East Road to make way for the new crossing. This has been rethought and all of the existing trees on East road, which have the potential to grow further and live for in excess of 100 years, are proposed to be retained. Some new planting is also proposed adjacent to the hotel and along East Road. The Landscape Officer had a number of concerns about the initial design has withdrawn her overall objection to the amendment plans. She notes that the plaza is much improved with greater ability for spill out from the hotel onto the Urban Park. She suggests some minor amendments to the location of the planting beds near the hotel which can be picked up by the hard and soft landscape condition. She remains of the view that the raised lawn has the ability to accommodate a tree. I have asked that the applicant investigates this further and will provide an update on the amendment sheet. Details of further planting could be dealt with by condition. She remains concerned about the space adjacent to the cinema however I am satisfied that any additional works to help activate this space can be covered through the hard and soft landscape condition.

8.8 The Landscape and Urban Design Officer's raised concerns about pedestrian movements along East Road. The scheme as originally proposed was considered to create confusing pedestrian environment. The projecting team room blocked the footway forcing pedestrians into the cycle lane and obscuring the path for servicing. The loading bay on Crispin Place

interrupted the footway creating a confusing transition for pedestrians. The amended plans set the team room back within the footprint of the building. This creates a clear service route. The loading bay on Crispin Place has been amended to provide a continuous footpath from Burleigh place along East Road with a crossing point at the junction at Crispin Place. The entrances to buildings have been shown with different paving treatments to improve wayfinding and legibility.

- 8.9 The SPD emphasizes that new development on East Road needs to take an integrated approach to public realm. The revised plans are considered to provide an attractive Urban Park Space. Details of hard and soft landscape, tree pits and a landscape management plan are recommended to be required by condition.
- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 60.

Public Art

- 8.11 The water feature in the urban park is proposed to be the public art contribution for the project. This is out of step with the approach outlined in the Public Art SPD which requires taking an artist led approach. However the proposed water feature is considered integral to the success of the public realm proposals. In this instance, the provision of the water feature as public art is considered to be acceptable.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010

Ecology and Trees

- 8.13 The Ecology Officer is satisfied with the level of detail provided with the application given its highly urban context. Conditions are recommended requiring details of bird boxes and green roofs. The Tree Officer objected to the loss of existing trees on East Road as these are early mature specimen which have the potential to live in excess of 100 years. The applicant has revised the plans to relocate the Toucan crossing and retain all trees on East Road and the Tree Officer is satisfied that this overcomes her objection. I have recommended a tree protection condition to protect the retained trees during construction.

- 8.14 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 70 and 71.

Carbon reduction and sustainable design

- 8.15 The Principal Sustainability Officer has confirmed the proposal complies with policy 27 subject to conditions which I have recommended.
- 8.16 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 27 and the Sustainable Design and Construction SPD 2007.

Integrated water management and flood risk

- 8.17 Further information was provided during the process of the application in response to comments from the Sustainable Drainage Officer and the Lead Local Flood Authority. Both Officers have now removed their objections subject to a condition requiring further detailed design of the surface water drainage system.
- 8.18 In my opinion 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.

Light pollution, air quality, noise, vibration, odour and dust

- 8.19 The Environmental Health Officer is satisfied that the proposal would not harm the amenity of surrounding occupiers during construction subject to a number of conditions restricting hours of construction and collection/deliveries to the site, as well as requiring detail of construction noise, vibration and dust. The Environmental Health Officer has suggested that the developer could contribute towards additional EV charging points at the Grafton East Car Park to mitigate against any impacts to air quality resulting from the proposal. I am currently investigating whether this will be possible and will provide an update on the amendment sheet. Conditions are recommended requiring details of plant noise insulation and odour filtration to protect the amenity of nearby occupiers once the hotel is operational.

- 8.20 In my opinion, subject to the conditions I have recommended, the applicants have suitably addressed the issues of light pollution, air quality, noise, vibration, odour and dust, and the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35 and 36.

Inclusive access

- 8.21 I recommend including the Access Officer's comments about the internal arrangements as an informative. It is not possible to condition that the developer provide dedicated blue badge spaces within the Grafton East carpark as this falls outside of the site edged red. The applicant has confirmed that disabled visitors will be able to use Blue Badge Spaces in the Grafton East Car Park where there are 48 disabled bays.
- 8.22 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.23 The nearest residential properties are to the south and west of the site on Staffordshire Street. These are four storey buildings which are set back and down from street level. Due to the orientation of the site, the proposed hotel building will not overshadow these properties. At the nearest point the residential buildings at Hilderston House are 30M from the site. The scale and mass of the building will result in some enclosure of outlook from the nearest residential dwellings. However, these dwellings are orientated to face west and south rather than directly at the building and in my view they would retain a good level of outlook. Councilor Thornburrow has raised concerns that there is not sufficient landscaping proposed to mitigate against the new on-street bus stops which will result in buses being closer to the dwelling on the southern side of East Road. Much of the highway works fall outside of the applicant's ownership. The proposed highway works will fundamentally change the nature of this part of the street from a car traffic dominated environment to a 'high street' environment with reduced vehicular carriageway and widened footways, cycleways and verges.

- 8.24 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Refuse Arrangements

- 8.25 Refuse will be collected from the new proposed service bay on Crispin Place. I have included the Waste Officer's comments as an informative. I recommend that details of servicing and waste management are conditioned.
- 8.26 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.27 The County Council Transport Assessment Team have been in discussion with the applicant about the proposed works since the pre-application stages. The applicant has provided additional information as part of the application in relation to the capacity of the road to accommodate the additional crossing. The information has been reviewed and agreed by the County Council's Modelling and Signal Teams. A Road Safety Audit has also been provided and has been considered acceptable by the Safety Audit team. Greater Cambridge Partnership have been consulted on the proposed works and they have no objection. The detailed design of the East Road works will be worked up further in conjunction with GCP and the County Council Transport and Highways Teams. The works to the highway are proposed to be secured through a S106 agreement. Delegated powers are requested to negotiate the details.
- 8.28 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.29 No dedicated car parking is proposed for visitors or staff of the hotel. Hotel guests will be able to make use of car parking at the Grafton East Car Park which has 876 spaces and is open 24 hours a day, 7 days a week. The hotel is located in a sustainable location and is within the controlled parking zone so I am satisfied that the lack of car parking is acceptable. The

travel plan which is recommended to be conditioned would include details of how guests will be discouraged from travelling to the hotel by car.

- 8.30 The end user is proposed to be Premier Inn. Premier Inn have a policy which allows guests to bring their bicycles into their hotel rooms. I recommend a condition requiring the hotel bedrooms to be used for guest cycle storage in perpetuity. I note that the lift is smaller than the requirement of the cycle parking SPD however the applicant has provided background of identical uses in other built hotels which function adequately. I am recommending a condition to ensure that guests are permitted to park their bicycle in their hotel room in perpetuity unless alternative secure cycle parking for guests is provided.
- 8.31 There are currently 124 cycle parking space on site. Some of these are being re-provided within the site and other are being provided on Wellington Street. 4 stands on Crispin Place are being retained with 6 additional stands provided. 22 Sheffield stands are being provided within the Urban park. 26 cycle parking spaces are being provided in a covered double stacker within the public realm; this is noted as being for guests of the hotel however as it is not secure I do not consider it suitable for dedicated overnight cycle parking for hotel guests but consider it will provide visitor cycle parking for the shopping centre and cinema. 38 Sheffield Stands are proposed to be provided at Wellington Street. Camcycle have raised concerns that this location is remote to the shopping centre however I consider that accommodating a significant number of additional stands in the Urban park will create clutter which will detract from the space. Wellington Street is in relatively close proximity to another entrance to the north of the shopping centre and in my view is considered an acceptable location to re-provide some of the displaced cycle parking spaces. The application displaces 124 cycle parking space but 156 are to be re-provided resulting in an uplift of 32 cycle parking spaces.
- 8.32 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.33 I will address any matters raised by the third party representations which have not been covered in the body of my report in the table below.

Representation	Response
Inadequate visualizations have been provided to support the application	I am satisfied with the CGIs and verified view provided to support the application.
The impact on residential properties to the south of the site is underplayed	I have assessed impact on residential amenity at paragraph 8.23
The building will dominate and overlook neighbours to the south	I have assessed impact on residential amenity at paragraph 8.23
The scale of the building is out of character with other properties on East Road	The scale of the building is considered acceptable. See paragraph ###
Planting should be provided to soften the development	Some planting is proposed in the Urban Park.
The scale will adversely impact on the public realm and longer views from the Conservation Area	The Conservation Officer has confirmed that there are no material conservation issues. The verified views confirm there will be minimal impact on long views from the surrounding conservation areas.
Guests are likely to park on surrounding residential streets given high costs to park in Grafton Centre; greater parking enforcement/residents parking will be required.	The lack of dedicated parking for the hotel is consider acceptable given the sustainable location of the site. Guests will be discouraged from brining cars from site as they will be made aware that there is no car parking available when boking. The travel plan include further details on how car travel to the site will be discouraged.
A high fence with vegetation	This is not considered

should be provided to protect the adjacent properties on East Road from noise and pollution	necessary to mitigate against the development.
Will generate traffic leading to congestion and air pollution	The proposed works to East Road will reduce carriageways and improve pedestrian and cycle infrastructure.
The guest cycle parking is not secure and the lifts are small so would be a tight fit for many bikes	See paragraphs 8.30 and 8.31
There are 124 existing cycle spaces in this frontage. Only 56 are retained and the remainder are relocated to a car park some distance away which is not intuitive	See paragraph 8.31
Pedestrian visibility splays are needed at the end of the cycleway at Norfolk Street	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
There needs to be better visibility where pedestrians emerge from onto cycle lanes	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The bus shelter design needs to allow visibility for pedestrians crossing the cycleway as well as catering for those with disabilities	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Support the zebra crossing but would like to see more along the cycleways	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The proposal makes it difficult for cyclist to make a right turn onto St Matthew Street. Recommend that the crossing is upgraded to a toucan crossing and ensure the refuge	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.

is wide enough for a bike with a trailer.	
Nelson Close appears unresolved	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The slip road from the car park needs further work to slow cars to make sure they give way to pedestrians and cyclists.	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Cycle parking for guests in hotel rooms is particular to this operator	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Concerned about Norfolk Street junction in particular access to and from Burleigh St.	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Support new Toucan crossing but the design is confusing	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The pedestrian crossing of the cycleway near St Matthew Street needs further work	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Car park ramp is inappropriate for cycle parking	The cycle parking is not proposed to be located on a car park ramp but in an area on Wellington Street.
What is the purpose of the unsecure two-tier stands as these are not appropriate for hotel guests or visitors.	These can be used as shopping centre visitor cycle spaces. See paragraph 8.31
If applicant is agreeable for a condition requiring cycle parking to be allowed in hotel	A condition is recommended to require guest's to be permitted to park their cycles

rooms in perpetuity, then less cycle parking for guests is required.	in their hotel room unless an alternative arrangement is agreed. See paragraph 8.30
Stands relocated to Nelson Street/Wellington Street are unlikely to be used as they are not convenient to the shopping centre.	See paragraph 8.31
No of bedrooms unclear	153 bedrooms are proposed
Many of the surrounding streets are not covered by residents parking	See paragraph 8.29
Disabled car parking is unclear	See paragraph 8.21
Pedestrian islands could be better designed by removing existing walls	Noted. This comment will be past to the highway authority

Planning Obligations (s106 Agreement)

8.34 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.

8.35 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

- 8.36 The County Council require the developer to provide the highway, pedestrian, cycle, bus and public realm works on east Road, in broad accordance with the agreed plans and to the County Council's satisfaction. The S106 agreement will require that a financial contribution of at least £500,000 is provided. The works proposed will exceed this figure. the appropriate legal mechanism will need to be established to pay back the upfront developer cost.
- 8.37 Subject to the prior completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2018) policies 81 and 85 and the Planning Obligation Strategy 2010. Delegated powers are sought to deal with the details of the S106 agreement.

Planning Obligations Conclusion

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

9.0 CONCLUSION

- 9.1 The proposed new hotel is considered to comply with policy 77. The height of the new building does break the SPD guidance but the townscape and visual analysis provided demonstrate that the increased height does not have any significant adverse impact on the street scene or on long views from the surrounding conservation areas.

10.0 RECOMMENDATION

APPROVE subject to: (i) the prior completion of an Agreement under s106 of the Town and Country Planning Act 1990 with the delegated authority to officers to negotiate secure and complete such an Agreement on the terms outlined in this Report and any others considered appropriate and necessary; and (2) the following conditions:

**Cambridge City Council
Design & Conservation Panel**

Notes of the meeting Wednesday 13th June 2018

Attendees:

Di Haigh	RIBA (Chair)
David Grech	Retired architect, formerly English Heritage
Mark Richards	RIBA
Russell Davies	RTPI
Robert Myers	Landscape Institute
Stacey Weiser	Cambridge PPF
Jon Harris	Architectural historian, draughtsman, co-opted member
Ian Steen	Retired architect, co-opted member

Officers:

Mairead O'Sullivan	City Council
Susan Smith	City Council

Observers

Eileen Paterson	City Council
Cllr Katie Thornburrow	City Council

Apologies – Tony Nix and Zoe Skelding.

1. Presentation – Grafton Centre ‘Premier Inn’ Hotel proposals, East Road Cambridge.

The pre-application proposal to provide a new hotel and enhanced public realm. Throughout the design process, Wrenbridge (representing landowners Legal & General) have been an active participant in the Grafton Centre SPD workshops commissioned by the City Council, and this scheme is being brought forward partly in response to this emerging SPD's aspirations for the area.

Presentation by Ian Wilson and Mike Lampard of Corstorphine & Wright Architects accompanied by John McHale of Wrenbridge, Mark Harris of Barton Willmore and Jeremy Parker of Fira Landscape Architects.

Di Haigh as a former director of architects Allies & Morrison announced that she had considered the potential conflict of interest in relation to this scheme. Although A&M have been working on the SPD, they have no direct involvement in the

design of this project. She felt it was appropriate to acknowledge the association, but felt there was no conflict that would prevent her from chairing the meeting.

The Panel's comments were as follows:

o **Scale and massing.**

In principle, the Panel welcome the development of this site; not least as the enhancement of the public realm would address what is currently a hard, urban, heavily trafficked area generally regarded as unsuccessful. The constraints of the site are understood, and offer the opportunity to redefine the entrance to the Grafton Centre, upgrade East Road and create a better pedestrian environment. As various schemes come forward to redefine East Road, the Panel feel there needs to be a careful management of relative scales between the new and existing buildings, so that these various new elements help to create a coherent edge to the street.

o **Views down East Road to tower element.**

Views of the new building are of key importance both from within and beyond the Conservation Area. Particular concerns were raised regarding the visual impact of the 8 storey tower element that, in the Panel's view, appears overly dominant. Unlike at Parkside Place, this site is not a landmark or corner gateway to East Road, but helps to define the continuum of the street frontage. The Panel's comments on defining scale are reiterated here, as the impact on the streetscene of any future, potentially tall interventions in this area would significantly undermine efforts to humanise East Road.

o **Design of elevations.**

The Panel would like to see opportunities explored for a new and imaginative façade treatment, as befits this building in such a central Cambridge location. As the designers have considerable freedom of expression, it was felt this might be exploited on the south-facing facades to exploit the recesses and projecting elements and produce interesting shadowing.

o **Fenestration.**

While exploring all façade treatment options, the Panel would encourage in particular a more inventive approach to the rhythm of the fenestration. Rather than the very conventional and repetitive windows currently shown, fresh thinking could give them additional animation, which might also help to mitigate the impact of the scale of the building.

- o **Treatment at ground floor.**

The Panel applaud the intention to create activity on this south-facing ground floor frontage, but would like to see more successful engagement between the hotel restaurant and public realm. The colonnade – providing it is of a generous height and wide enough – could be a space for relaxation with tables and chairs accessible to passers-by as well as hotel guests. It was also felt that an imaginative food offer, perhaps achieved by letting to an independent restaurant, could be a significant improvement over that of a generic budget hotel food court.

- o **Staircore.**

The repositioning of the staircore to the rear would allow the hotel to have access to activity at roof level; possibly in the form of an additional restaurant that could exploit the views of the city from this impressive vantage point. Aspirations for activating the rooftops, along with the integration of roof level plant installations should be thoroughly explored; taking care also to manage views looking down.

- o **Renewables.**

The Panel applaud the intention of the scheme to adhere to standard performance parameters, but would stress that this was an opportunity to aspire for more in terms of the environmental performance of the building with the use of SuDs, lighting solutions etc.

- o **Public realm.**

The Panel were unclear as to the character of this square with its close proximity to a busy road. This is a south facing space that would have activity throughout the day and into the evenings. Creating clear routes and enjoyable social spaces for seating could all be approached more effectively than is currently demonstrated. Is there potential to exploit the edges of this space for greater public activity? Could the entrance to the Grafton Centre be redefined with better presence at the back of the square? The new bus stops, taxi drop off point and bike parking will also play a part in wayfinding and defining pedestrian circulation routes. The Panel look forward to better resolution of these issues of urban place making.

- o **Planting proposals.**

In this area of predominantly hard landscaping, there are plenty of opportunities to introduce more planting within the proposed courtyard. This could also tie in with the SuDs strategy for the site. Additional tree planting could create a pleasant green urban square

and improve the air quality, provide shade for south-facing areas in summer and increase biodiversity.

o **East Road as a boulevard.**

The Panel queried whether there was any scope to extend the proposal for a boulevard of street trees further along East Road as the short length and abrupt termination shown would diminish its positive impact. It was felt that the second line of trees could be more successful along the opposite pavement, where it would be appreciated as a screen for the housing area. Trees on the narrow central traffic island, as proposed, would be more vulnerable to damage from traffic.

Conclusion.

This is a great opportunity to enrich and enliven a hostile site, and the Panel are reassured by the design team's commitment to design quality as part of a broader reordering of East Road.

The elevations for the new hotel as currently proposed need further development. The scale of the 8 storey element is of particular concern in close-up and distant views. The Panel would like to see the design proposals taken significantly further as it feels that this has every opportunity to develop into a characterful and enjoyable scheme.

The Panel appreciates being shown this project at an early stage and will look forward to reviewing it again following further work. The Panel also hopes to have the opportunity to review the proposals for the neighbouring buildings as they come forward.

VERDICT – AMBER (unanimous)

2. Notes of the last meeting – Wednesday 14th March 2018

Notes agreed.

3. Any Other Business

The Chair introduced Cllr Thornburrow as a newly elected Councillor and member of the Planning Committee.

4. Date of next meeting – Wednesday 11th July 2018

Reminder

CABE 'traffic light' definitions:

GREEN: a good scheme, or one that is acceptable subject to minor improvements

AMBER: in need of ***significant*** improvements to make it acceptable, but not a matter of starting from scratch

RED: the scheme is fundamentally flawed and a fresh start is needed.

**Cambridge City Council
Design & Conservation Panel**

Notes of the meeting Wednesday 8th August 2018

Attendees:

Di Haigh	RIBA (Chair)
David Grech	Retired architect, formerly English Heritage
Zoe Skelding	RIBA
Jon Harris	Architectural historian, draughtsman, co-opted member

Officers:

Mairead O'Sullivan	City Council (item 1)
Susan Smith	City Council (item 1)
Sav Patel	City Council (item 2)
Dinah Foley-Norman	City Council (item 2)
Christian Brady	City Council
Eileen Paterson	City Council

Observers:

Cllr John Hipkin	City Council
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Apologies – Stacey Weiser, Russell Davies, Robert Myers and Tony Nix

1. Presentation - Grafton Centre 'Premier Inn' Hotel proposals, East Road Cambridge.

The revised pre-application proposal to provide a hotel and new public realm.

This is in response to the comments received following the last presentation in June (verdict AMBER – unanimous)

Presentation by Ian Wilson and Mike Lampard of Corstorphine & Wright Architects accompanied by John McHale and Jamie Garrett of Wrenbridge, with Ben Bothwick of Barton Willmore and Jeremy Parker of Fira Landscape Architects.

Revisions have included the removal of the tower and the inclusion of a 3m set-back roof element as well as a radical alteration of the interior layout. The restaurant now faces the street, with an extension to the width of the colonnade allowing greater access. The number of rooms remains unchanged.

The Panel's comments were as follows:

o **Scale and massing.**

The Panel were particularly pleased that the previous tower element has now been dropped. The new massing seems to work much better and presents a coherent form to East Road.

o **New elevation to East Road.**

The Panel welcome the clarity and robustness of the revised elevations, and appreciate the deeper recesses to the windows along with the greater depth of the ground floor colonnade.

Concerns were raised about the confused direction of the brick corner pier.

The designers are advised to work on the detailed articulation of the windows for a greater degree of expression. Caution is also advised regarding the aluminium trim along the brickwork, as this detailing would need to be carefully handled to avoid staining.

o **Top floor recessed glass pavilion.**

This is perhaps the element that now needs most thought to improve the design to achieve an exemplary pavilion that achieves a good environmental performance for its occupants. The design team are encouraged to explore how the building fabric could be made to work harder in terms of thermal performance, while ensuring that the building has an elegant crown. Particularly in light of the recent heat wave, the Panel would urge that the roof construction and the amount of glazing and solar shading is given careful consideration. This is obviously the most exposed element of the scheme and yet currently is dependent on air conditioning to make it liveable. The introduction of planted roof terraces might be one option to consider.

o **Materials – choice of brick.**

The Panel note that the choice of brick is yet to be determined, but would urge that this is given careful consideration and could involve a mix of brick types. Ensure that the pattern of the paving aligns properly with the brick piers.

o **Ground floor restaurant.**

The improvements to the restaurant area and the opportunity given for the bar to work more coherently with the outdoor courtyard space are very much welcomed. The designers are reminded that this is an opportunity for a non-standard, higher quality restaurant that with greater synergy with the cinema programme could lift the entire

scheme. The Panel are encouraged by the progress already made on this element.

o **Renewables.**

The Panel note that the scheme's renewables strategy is still at an early stage with clarity expected by outline submission stage in the autumn. The impact on more distant views should be considered when deciding on the form and extent of plant and PV at roof level.

o **Public realm in courtyard.**

The revisions made to more clearly define the nature of this courtyard space are welcomed. Aspects such as the paving patterns and the planting specification are still to be developed. This is seen in the context of the wider challenge to be faced by the City Council to define a more coherent strategy for street trees along East Road.

o **Landscaping and trees.**

The notion of East Road as a 'boulevard' may be beyond the scope of this project. However, it would be interesting to see whether, with the Development Framework used as a starting point, this scheme could become part of a more connected landscaping approach for the whole of East Road. That could also drive the choice of tree species to be planted on the street frontage here. Further consultation should be arranged on this possibility.

o **Signage strategy.**

As the signage was not included in the views provided in the presentation, the Panel expressed some concerns on the outcome of discussions with Premier Inn on this issue, as this would be key to how the building will be seen at night. Whether the lighting scheme would be reliant on the bedrooms or highlight the building framework is yet to be determined. The Panel would hope that a degree of subtlety and control would be applied.

o **Pedestrian access from East Road and taxi drop-off point.**

As a decision is still needed on bus movements, the pattern of pedestrian movements also remains unclear prior to the consultants' findings being published. The Panel note that taxi drop off arrangements will need to be formalised, but that this point will be located on the periphery of this scheme. The connection to the pedestrian crossing of East Road is also a key link.

Conclusion.

The Panel are encouraged by how many of their comments from last time have been taken on board and responded to. As a result this scheme is greatly improved with appropriate well-proportioned elevations.

VERDICT – GREEN (unanimous) subject to some final design developments, as noted.

Reminder

CABE 'traffic light' definitions

GREEN: a good scheme, or one that is acceptable subject to minor improvements

AMBER: in need of *significant* improvements to make it acceptable, but not a matter of starting from scratch

RED: the scheme is fundamentally flawed and a fresh start is needed.

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

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

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

3. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- (a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)

- General environmental setting.

- Site investigation strategy based on the information identified in the desk study.

- (b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the Local Planning Authority:

- (a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

- (b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

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

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the Local Planning Authority.

(a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

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

7. Material Management Plan:

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

a) Include details of the volumes and types of material proposed to be imported or reused on site

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

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

Reason: To 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.

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which 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 remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5.

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.

9. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

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

10. 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.

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

11. No development shall commence (including any pre-construction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. The development shall be carried out in accordance with the approved details only.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

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

12. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

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

13. Prior to the occupation of the development or the commencement of the use, a noise assessment detailing noise levels emanating from all plant, equipment and vents, relative to background levels, shall be submitted to, and approved in writing by, the Local Planning Authority.

If the assessment demonstrates that noise levels exceed the background level at the boundary of the premises, having regard to adjacent noise sensitive premises, a mitigation scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the Local Planning Authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

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

14. Prior to the first occupation/use of the development, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the Local Planning Authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such.

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

15. Prior to the commencement of above ground works, a noise insulation scheme detailing the acoustic noise insulation performance/specification of the external building envelope to reduce the level of noise experienced in the guest rooms (having regard to the building fabric, glazing, ventilation and internal plant related noise) shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. Thereafter, the approved scheme shall be retained as such.

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

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

Reason: To protect the amenity of nearby properties. (National Planning Policy Framework, Feb 2019 - paragraph 180 c) and Cambridge Local Plan 2018 - policies 34 and 59)

17. 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 the appropriate Environmental Zone 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: To protect the amenity of nearby properties. (National Planning Policy Framework, Feb 2019 - paragraph 180 c) and Cambridge Local Plan 2018 - policies 34 and 59)

18. Prior to the installation of any gas fired combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NO_x) combustion boilers, i.e., individual gas fired boilers that meet a dry NO_x emission rating of ≤540mg/kWh, to minimise emissions from the development that may impact on air quality, shall be submitted to and approved in writing by the Local Planning Authority.

If the proposals include any gas fired Combined Heat and Power (CHP) System, technical details and information demonstrating that system meets the following emissions standards for various engines types shall be submitted for approval in writing by the Local Planning Authority:

- Spark ignition engine: less than or equal to 150 mg NO_x/Nm³

- Compression ignition engine: less than 400 mg NO_x/Nm³
- Gas turbine: less than 50 mg NO_x/Nm³

The details shall include a manufacturers Nitrogen Oxides (NO_x) emission test certificate or other evidence to demonstrate that every boiler installed meets the emissions standards above.

The scheme details as approved shall be fully installed and operational before first occupation and shall be retained and maintained thereafter.

Reason: 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) paragraphs 170 and 181, policy 36 of the Cambridge Local Plan 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

19. Prior to the occupation of the development, hereby permitted, or the commencement of the use, a management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include provisions relating to travel advice; check-in time slots in order to stage the impact of the check-in/out process; site security; crime reduction and reporting measures; the management of deliveries; and the external display of contact information for on-site management and emergencies. The scheme shall be managed in accordance with the approved details thereafter.

Reason: In order to ensure the occupation of the site is well managed and does not give rise to significant amenity issues for nearby residents (Cambridge Local Plan 2018 policies 35 and 46).

20. Prior to the occupation of the development, hereby permitted, or the commencement of the use, the arrangements for the disposal of waste detailed on the approved plans shall be provided and information shall be provided on the management arrangements for the receptacles to facilitate their collection from a kerbside collection point. The approved arrangements shall be implemented prior to the occupation of the development or the commencement of the use and retained thereafter.

Reason - To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2018 policies 35, 36 and 57)

21. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:

1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage.
(Cambridge Local Plan 2018 policies 31 and 32)

22. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding (Cambridge Local Plan 2018 policy 32)

23. 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, with at least 4 credits for Wat01. 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 (Cambridge Local Plan 2018, policy 28)

24. Prior to the occupation of the building hereby permitted, 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 (Cambridge Local Plan 2018, policy 28).

25. The proposed on-site renewable and low carbon technologies set out in the Preliminary Energy Strategy Report (Jenks Associates Limited, March 2019) shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. Further information shall also be submitted and agreed in writing by the local planning authority in relation to the technical specification of the proposed gas fired Combined Heat and Power System (CHP), including emissions standards. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO_x/Nm³

Compression ignition engine: less than 400 mgNO_x/Nm³

Gas turbine: less than 50 mgNO_x/Nm³

The renewable and low carbon energy technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

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 (Cambridge Local Plan 2018, policy 28, and to protect human health in accordance with Cambridge Local Plan policy 36)

26. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by Local Planning Authority. The submitted plan shall include details of:
- monitoring of any standing water within the site temporary or permanent

- sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at www.aoa.org.uk/policy-campaigns/operations-safety/).
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available at www.aoa.org.uk/policy-campaigns/operations-safety/)
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved before any works commence and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the Redevelopment of parts of the Grafton Centre in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 policy 37)

27. Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).
The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems. (Cambridge Local Plan 2018 policy 37)

28. No development above ground level shall commence until a plan has been submitted to and approved in writing by the Local Planning Authority detailing the proposed specification, number and locations of internal and / or external bird and bat boxes on the new buildings. The bird and bat boxes shall be installed prior to the commencement of the proposed uses and subsequently maintained in accordance with the approved plans.

Reason: to provide ecological enhancements for protected species on the site (Cambridge Local Plan (2018) policy 70).

29. Prior to the commencement of above ground works, detail of biodiverse roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiverse roof(s) shall be;
- biodiversity based with extensive substrate base (depth 80-150mm); and
 - planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).

The biodiverse roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The biodiverse roof(s) shall be constructed in accordance with the approved details and shall be maintained as such thereafter.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018 policy 70)

30. No development shall take place above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions))

31. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

32. Before starting any brick or stonework, a sample panel of the facing materials to be used, which shall include details of the bonding, coursing and colour and type of jointing, shall be erected on site and agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved panel, which shall be maintained on site throughout the course of development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions))

33. No rooftop plant shall be constructed on the building hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018 policies 55 and 57)

34. Prior to the commencement of above ground works, full details of proposed signage zone 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, 57 and 64).

35. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

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

36. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than small privately owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall thereafter be managed in accordance with the approved details.

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

37. No development above ground level shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

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

38. Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

39. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager, the arboricultural consultant and LPA Tree Officer to discuss details of the approved AMS.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

40. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

41. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

42. Guest shall be permitted to store their bicycle in their hotel room in perpetuity unless alternative details of secure guest cycle parking are submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure adequate secure cycle parking for hotel guests (Cambridge Local Plan 2018 policy 82)

43. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

44. No development within Schedule 2 Part 4 Temporary Buildings and Uses, Class A: The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations, being or to be carried out on, in, under or over land or on land adjoining that land shall be carried out without a planning application being submitted to and approved by the Local Planning Authority, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting it, with or without modification),

Reason: To ensure that construction operations and equipment on the application site or on any adjoining land do not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger the movement of aircraft and the safe operation of the aerodrome (Cambridge Local Plan 2018 policy 60 and 81).

INFORMATIVE: Dust Informative

It is required that a dust management plan should reference and have regard to various national and industry best practical technical guidance such as:

- Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
- Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)

- Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).

INFORMATIVE: To satisfy standard condition C62 (Noise Insulation), 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 noise 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 guard against any creeping background noise in the area and prevent unreasonable noise 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 a noise 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 a noise assessment as described within this informative.

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

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

INFORMATIVE: To meet current British Standard

19.2.1.2 Hotel bedrooms

Accessible bedrooms should always be provided with en-suite accessible sanitary facilities, including a WC, basin and shower (or bath) if en-suite facilities are provided for any other bedrooms. The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms should be:

- o one room or 5%, whichever is the greater, with a wheelchair-accessible en-suite shower room for independent use (see examples in Figure 30 and Figure 52);
- o a further one room or 1%, whichever is the greater, with a tracked hoist system (see examples in Figure 31 and Figure 32), and a connecting door to an adjoining (standard) bedroom for use by an assistant or companion;
- o one room or 5%, whichever is the greater, with an en-suite shower room to meet the requirements of people with ambulant mobility impairments (see Figure 53).

A further number of bedrooms to make up a total provision of 15% of all bedrooms should be large enough for easy adaptation to accessible bedroom standards (with en-suite facilities) if required in future, i.e. incorporate all the correct dimensions and sanitary layouts in Figure 33 and Figure 52, and be structurally capable of having grab rails installed quickly and easily.

I would not recommend providing more than one bathroom, flat floored showers are more useful.

Double doors will need to be powered or be asymmetrical with one leaf being at least 900mm and having an opening force of less than 20N.

The reception and bar need hearing loops and dropped height sections of counter.

Good signage and colour contrast of décor is needed for visually impaired people.

The lifts need to be fire fighting lifts.

The accessible rooms need to be nearer to the lift shafts.

In accessible room with showers the shower seat could rotate 90 degrees and be fitted on same wall as toilet.

The accessible room needs fire warning devices for those with sensory impairments.

INFORMATIVE: Anglia Water

Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

INFORMATIVE: The following are points that should be considered by the waste management plan:

- Distance from kitchen/bar to refuse store is excessive
- Having to pass through linen store to refuse store will lead to contamination of "linen in"
- Suggest access passage behind linen area and cellar direct to kitchen/serving area.
- Refuse store needs to be:
 - Well lit
 - Drainage & tap for wash down
 - Walls & doors covered in protective material to avoid damage from moving bins
 - Doors must be able to be locked open with kick-stops
 - Clearly demarkable areas so staff can easily identify which bins are which
 - Sufficient space for storage of bulky waste (chairs/lamps/mattresses/electronic goods) for which irregular collections may be the norm
 - No slope between refuse store and outside road/or minimum slope with "drop down kerbs" running length of loading bay
 - Key code access to refuse store for waste contractors - keys or radio intercom not accepted
- Loading bay needs to be clearly marked and free of overhead and other obstruction with forwards entry and exit possible

INFORMATIVE: The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport (CIA) Airside Operations staff. In some instances it may be necessary to contact CIA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs

INFORMATIVE: Flood risk standing advice

For your information this application falls within Flood Risk Standing Advice, your council's drainage manager should be consulted. See www.gov.uk/flood-risk-assessment-standing-advice

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here:

<https://www.gov.uk/government/collections/groundwater-protection>. In addition, they must not be constructed in ground affected by contamination and if the use of deep bore soakaways is proposed, we would wish to be re-consulted. The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G13.