



Planning Committee Date	14 February 2023
Report to	South Cambridgeshire District Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	22/01632/FUL
Site	Orchard Park Parcels Com4 And L2 Topper Street Orchard Park Cambridge
Ward / Parish	Orchard Park – Histon & Impington
Proposal	An aparthotel / hotel with the addition of mixed-use facilities, includes the erection of a building above a basement, car parking, landscaping, and other associated works.
Applicant	TLC Group
Presenting Officer	Michael Hammond
Reason Reported to Committee	Application raises special planning policy or other considerations
Member Site Visit Date	7 February 2024
Key Issues	1. Design & Character 2. Transport & Parking 3. Amenity Impacts
Recommendation	APPROVE subject to conditions & Section 106 Agreement

1.0 Executive Summary

- 1.1 The application seeks full planning permission for an aparthotel (80 rooms) / hotel (137 rooms) with the addition of mixed-use facilities, including the erection of a six-storey building with a basement below and rooftop plant above, with a total height of 24.4m, car parking, landscaping, and other associated works.
- 1.2 The proposed development has been the subject of extensive pre-application discussions with officers and two design enabling panel meetings.
- 1.3 The principle of developing one of the last few remaining plots at Orchard Park is considered acceptable as an aparthotel/ hotel was deemed acceptable under permission S/2975/14/OL (as varied under S/2948/16/VC). While this previous permission is no longer extant, it is not considered that there has been any material change in adopted policy or other material considerations that warrant coming to a different view to this.
- 1.4 The proposed development is considered to be a high quality design that would be in keeping with the character and appearance of this part of Orchard Park and is supported by the Urban Design Team. Technical matters such as transport, flood risk/ drainage, ecology and all other matters are considered acceptable by consultees subject to conditions.
- 1.5 It is acknowledged that concerns have been raised by third parties, including the neighbouring properties of Engledow Drive to the east. The visual impact on these properties has also been highlighted by the Landscape Team. However, officers have considered the extent of the proposed development and it is considered that given the separation distance and subject to conditions, the proposal would not harm the amenity of these neighbours.
- 1.6 The proposal would make contributions towards local infrastructure through a Section 106 Agreement, including off-site biodiversity net gain.
- 1.7 Officers recommend that the Planning Committee approve the application subject to conditions, informatives and a Section 106 Agreement.

2.0 Site Description and Context

None relevant	x	Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1, 2, 3	

Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	

*X indicates relevance

- 2.1 The Application Site is located within the development framework of Orchard Park. It is situated to the north of the city of Cambridge and south of the A14 road and the villages of Histon and Impington. The site forms eastern part of the plot known as 'COM4' (as described in the Orchard Park Design Guidance SPD, 2011).
- 2.2 The site area is approximately 1 hectare and is an area of grassland. The Application Site is situated within flood zone 1 (low risk).
- 2.3 The A14 road is situated directly to the north. A vacant plot which was granted planning permission (S/4191/19/FL) for a five-storey development of 80no. flats is situated directly to the west. Three storey residential properties are situated to the south. To the south is an area of open space.

3.0 The Proposal

- 3.1 The application seeks full planning permission for an aparthotel / hotel with the addition of mixed-use facilities, including the erection of a six-storey building above a basement and with rooftop plant above, with a total height of 24.4m, car parking, landscaping, and other associated works. Specifically it comprises:
- An 80 room apart-hotel (use class C1).
 - An 137 room hotel with associated restaurant, bar and café (use class C1).
 - A gym including exercise equipment and swimming pool (use class E(d), 1,145 sq.m).
 - Co-working office space (use class E(g), 604 sq.m).
 - Vehicular access, with 178 car parking spaces (16 wheelchair accessible) and 124 visitor cycle parking spaces and 30 secure spaces.
 - Two conference rooms and individual meeting rooms for hire.
 - Comprehensive landscaping improvements to the south of the proposed building, providing a key east to west pedestrian link with substantial tree planting.
- 3.2 The proposed development would have six storeys with roof top plant above and basement below. It would be divided into five blocks (Blocks A – E) which are physically connected and run east-west across the site. The two end blocks (Blocks A and E) would be a storey lower than the central blocks (Blocks B, C and D).

- 3.3 Principally, Blocks A and B (the western-most blocks) would host the apart-hotel element, with Blocks C – E hosting the hotel element. The lower levels up to the ground-floor would consist primarily of the supporting facilities to each element such as staff spaces, restaurant and bars, recreational facilities and other back of house facilities with some accommodation. The upper levels would provide solely accommodation.
- 3.4 Vehicular access into the site would be solely from Topper Street in the south-east corner of the site. This then leads into the mezzanine (subterranean) car parking (86no. spaces) and surface level car parking (92no. spaces). Exiting from the car park would be exclusively out onto Neal Drive in the north-west corner of the site.
- 3.5 The proposal includes pedestrian connection points from Neal Drive and Topper Street. Areas of open space are provided on the eastern edge and southern edge of the site, the latter of which would connect onto the existing open space and playground at Topper Street. An outdoor gym equipment area is proposed in the south-west corner of the site. 124no. visitor cycling parking spaces are proposed outside the front (south) of the building near to entrances externally, with a further 30no. cycle parking spaces provided internally within the building.
- 3.6 The application has been amended to seek to address concerns raised by consultees.

4.0 Relevant Site History

22/03407/S73 - S73 to vary condition 2 (drawings) of ref: S/4191/19/FL - (Erection of new private rented residential block comprising a total of eighty studio one and two bedroom apartments) for removal of underground car parking and associated structures, reduction in the length/depth of the new blocks with associated internal alterations, alterations to apartment mix, reduction in amount of internal communal space, alterations to cycle storage, increased no. of EV charge points, alterations to above ground car-parking including increase in total no. of car club spaces and external landscape alterations. – Refused 21.09.23 (site to west only)

S/4191/19/FL - Erection of new private rented residential block comprising a total of eighty studio one and two bedroom apartments (Resubmission of application S/0768/18/FL) – Approved (site to west only).

S/3039/17/RM - Application for approval of reserved matters (Access, appearance, landscaping, layout and scale) following planning permission S/2948/16/VC for the development of 82no. units for an Apart/Hotel with restaurant and gym facilities – Approved.

S/2948/16/VC - Variation of conditions 1 (reserved matters), 2 (time scale), 3 (implementation), 5 (detailed view), 6 (detailed plans), 7 (road and

footways), 9 (travel plan), 10 (car and cycle parking) and 11 (noise mitigation) pursuant to planning permission S/2975/14/OL for the erection of up to 42 No. 1,2,3 and 4 bedroom apartments on the smaller site within Land Parcel Com 4 and 82 No. units for an Apart / Hotel with a restaurant and gym facilities on the larger site on Land Parcel Com 4, Neal Drive, Orchard Park Development - Approved

S/2975/14/OL – Outline planning application for the erection/development of 42no apartments on the smaller site within the COMM 4 land parcel, and 82no units for an Apart/Hotel with a restaurant and gym facilities on the larger site on land parcel COMM 4 within the Orchard Park Development - Appeal Allowed

S/2248/14/OL - Outline planning application for the erection/development of 132 flats on Land Parcel COM4 (both Sites) at Orchard Park - Appeal Dismissed S/1734/07/F - Erection of 182 dwellings (56 affordable) and associated infrastructure - Appeal Dismissed

S/2298/03/F - Strategic Infrastructure Comprising Spine Roads and Footways, Cycle ways, Surface Water Drainage, Foul Water Drainage and Strategic Services - Approved

S/2379/01/O - Development Comprising Residential, Employment, Retail, Leisure, Social/Community Uses, Open Space, Educational Facilities and Associated Transport Infrastructure - Approved

5.0 Policy

5.1 National

National Planning Policy Framework 2023
National Planning Practice Guidance
National Design Guide 2021
Environment Act 2021
Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Equalities Act 2010
Planning and Compulsory Purchase Act 2004
Circular 11/95 (Conditions, Annex A)

5.2 South Cambridgeshire Local Plan 2018

S/1 – Vision
S/2 – Objectives of the Local Plan
S/3 – Presumption in Favour of Sustainable Development
S/5 – Provision of New Jobs and Homes
S/6 - The Development Strategy to 2031
S/7 – Development Frameworks
SS/1 – Orchard Park

CC/1 – Mitigation and Adaption to Climate Change
 CC/3 – Renewable and Low Carbon Energy in New Developments
 CC/4 – Water Efficiency
 CC/6 – Construction Methods
 CC/7 – Water Quality
 CC/8 – Sustainable Drainage Systems
 CC/9 – Managing Flood Risk
 HQ/1 – Design Principles
 HQ/2 – Public Art and New Development
 NH/2 – Protecting and Enhancing Landscape Character
 NH/4 – Biodiversity
 NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt
 E/20 – Tourist Facilities and Visitor Attractions
 SC/2 – Health Impact Assessment
 SC/4 – Meeting Community Needs
 SC/6 – Indoor Community Facilities
 SC/7 – Outdoor Play Space, Informal Open Space & New Developments
 SC/8: Protection of Existing Recreation Areas, Allotments and Community Orchards
 SC/9 – Lighting Proposals
 SC/10 – Noise Pollution
 SC/11 – Contaminated Land
 SC/12 – Air Quality
 TI/2 – Planning for Sustainable Travel
 TI/3 – Parking Provision
 TI/8 – Infrastructure and New Developments
 TI/10 – Broadband

5.3 **Neighbourhood Plan**

None.

5.4 **Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022
 Sustainable Design and Construction SPD – Adopted January 2020
 Cambridgeshire Flood and Water SPD – Adopted November 2016

5.5 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Health Impact Assessment SPD – Adopted March 2011
 Landscape in New Developments SPD – Adopted March 2010
 District Design Guide SPD – Adopted March 2010
 Open Space in New Developments SPD – Adopted January 2009
 Trees and Development Sites SPD – Adopted January 2009

6.0 Consultations

6.1 Access Officer – No objection

6.2 Recommendations to internal and parking layout suggested that can be incorporated into informative.

6.3 Anglian Water – No objection

6.4 No objection subject to informatives.

6.5 The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

6.6 Cambridgeshire Constabulary – No Objection

6.7 No objection subject to informative.

6.8 Contaminated Land Officer – No objection

6.9 No objection subject to unexpected contaminated land condition.

6.10 County Highways Development Management – No Objection

Original Comments (18/07/2022)

6.11 Object due to following concerns:

- Inadequate visibility splay;
- Inadequate width of access;
- Inadequate facilities for loading/ unloading of service vehicles;
- No details of refuse vehicle tracking;
- Parking space sizes not all adequate dimensionally; and
- No cycle route to serve secure cycle parking provided.

Comments on amended information (29/03/2023)

6.12 No objection subject to the following conditions:

- Traffic Management Plan;
- Access drainage;

- Use of bound material;
- Servicing plan; and
- Highways informative.

6.13 County Transport Team – No Objection

6.14 The proposal is acceptable from a transport assessment perspective. This application will increase the trips on the surrounding network in comparison to previously approved application for this site. The mode share for cycling from this area is shown to be high from the 2011 census and works to Histon Road as part of Greater Cambridge Partnership will further encourage cycling in this area. The following mitigation package is considered to be essential to mitigate the development and therefore would seek to be agreed with the applicant as follows:

- To make a contribution of £80,000 towards cycle route improvements on Histon Road between Kings Hedges Road and Huntingdon Road to be secured via a S106 agreement; and
- Should approval be given a Travel Plan should be secured through a condition. This should be agreed with the LPA prior to occupation.

6.15 Ecology Officer – No objection

Original Comments (22/08/2023)

6.16 There is insufficient ecological information to determine the application. Recommended Actions:

- Confirm if the reptile translocation has taken place, if not submit an updated Reptile Strategy with amended dates;
- Confirm the plan for offsite purchase of habitat units; and
- Submit a sensitive lighting approach for wildlife.

Comments on Additional Information (October 2023)

6.17 It is confirmed the reptile translocation has not taken place. However, the costs and process for this can be dealt with by way of the Section 106 Agreement. The lighting strategy can be dealt with by way of a planning condition. No objection to the biodiversity net gain for the site being generated through off-site purchasing of habitat units which can be accounted for through the Section 106 Agreement.

6.18 Environment Agency – No objection

6.19 We have no objection to this application. However, we believe the receiving Water Recycling Centre has limited capacity. Therefore, please confirm with Anglian Water that they can receive the foul drainage without exceeding their permit limits with us / or that any necessary infrastructure updates are made ahead of occupation of the development.

6.20 [See Anglian Water comments above].

6.21 **Environmental Health – No Objection**

Original Comments (09/06/2022)

6.22 Additional information should be provided regarding the noise assessment and the relationship to the A14.

Comments on Additional Information (16/02/2023)

6.23 The information submitted in the noise report adequately addresses some of the concerns expressed by my colleague Nick Atkins in his response on 9th June 2022. It addresses the duration of the noise assessment, and his concern that it was not long enough to provide confidence in the results. Given that the new results support the original data, it provides confidence that the recommendations within the report are appropriate.

6.24 No objection subject to the following conditions:

- Construction and delivery hours
- Piling
- Dust
- Construction programme
- Bonfires
- Noise mitigation compliance
- Plant noise assessment
- Commercial deliveries
- Artificial lighting
- Noise insulation informative.
- Noise impact informative
- Greater Cambridge sustainable design and construction spd informative.

6.25 **Health and Safety Executive – No Objection**

6.26 From the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met.

6.27 **Landscape Officer – Object**

Original Comments (16/08/2022)

6.28 Generally, the layout of the proposed landscape areas appears acceptable. However, there are several areas that will require amendments or additional details provided.

6.29 The proposed landscape areas are not extensive and have been reduced from earlier proposals. They will be heavily used, not only by existing

users but guests at the hotels, local residents using the new facilities and by pedestrians and cyclists on the main east west route. This forms part of the route between Cambridge regional college and the shops and food outlets at Unwin Square and will be used by college students.

- 6.30 The increased scale of the development may also have additional Landscape and Visual effects on the area compared with previous submissions.

Comments on Additional Information (09/06/2023)

- 6.31 Landscape and Visual Impact Assessment:

6.32 The understatement of significance of effects has been raised in the last two rounds of comments to which the agent has responded. It is accepted that there is some difference of opinion on the matter, that has arisen from the subjective nature of qualitative assessment.

6.33 Concerns regarding overdevelopment of the site and impact on residents on Engledow Drive are maintained. Whilst we welcome the additional brick detailing the submitted revised eastern elevation drawing (ref: 3179_351 rev 4) that shows the garden fences in relation to the proposed development, the drawing does little to allay our concerns but highlights the differences in scale between the residential uses, and the hotel and its access ramps.

- 6.34 Landscape Design:

6.35 The landscape strategy for the hotel frontage is broadly acceptable, though please note that larger growing trees will need to be included in this area, particularly given that trees on terraces are likely to only reach a height of 3m (as detailed in the cover letter by Carter Jonas, submitted with the amended plans on the 12 of May 2023, and discussed below). Should the local authority be minded to approve the application please secure details of hard and soft landscape by condition.

6.36 The comment regarding retention of trees on the Eastern Avenue has been resolved. Please secure an Arboricultural Method Statement via condition.

6.37 Some hedge planting is now shown around the wildlife area. This is acceptable, and further details should be provided via the landscape condition.

6.38 Further details on roof terrace planting have been included in the cover letter by Carter Jonas, which was submitted to the local authority on 12th of May 2023.

6.39 The mounding on the large roof terrace on the eastern end of the proposed hotel would be 300mm in height. Most of the planting on the roof

terrace would be 300-500mm high, but taller grasses could be planted on the mounding (1-1.8m high).

- 6.40 The trees on the first-floor courtyards would grow to approximately 3m high. The intervention is likely to offer limited wider visual amenity, and therefore it is important that larger tree species are planted at ground level to help soften the appearance of the large building.
- 6.41 Details of both elevated gardens should be secured via the hard and soft landscape condition.
- 6.42 *Tilia cordata* 'Green Spire' and *Carpinus betulus* have been included in the landscape strategy document. These are acceptable examples of larger tree species.
- 6.43 The Landscape Team maintain concerns regarding the scale of development, and the effects of the development on sensitive local visual receptors. However, should the local authority be minded to approve the application, please apply the following conditions to any approval:
- Eastern elevation enhancement strategy;
 - Artificial lighting impact assessment and mitigation;
 - Hard and soft landscaping scheme;
 - Tree pit details;
 - Arboricultural method statement; and
 - Details of biodiverse roofs.

6.44 **Lead Local Flood Authority – No Objection**

Original Comments (06/07/2022)

- 6.45 Object as the application fails to provide sufficient information including confirmation that the Local Highway Authority are satisfied with the water run off onto the public highway in the event of emergency.

Comments on additional information (25/01/2024)

- 6.46 Following the agreement from the Local Highway Authority, the Lead Local Flood Authority has no objection to the application subject to the following conditions and informatives:
- Surface Water Drainage Scheme;
 - Exceedance Flooding signage upon completion; and
 - Informative regarding pollution control.

6.47 **Orchard Park Community Council – Object**

- 6.48 The Traffic flow: there is already a problem with traffic flow around the area of the proposed development. The number of cars in the area will be substantially increased not only by those staying at the Aparthotel but also

by those using the gym, pool, bars, restaurant etc. on the site. This is likely to be higher early mornings and evenings, when residents are trying to get to/from work, children are trying to get to school.

- 6.49 Parking: Numbers of parking spaces are still inadequate. Parking, particularly pavement parking, is a problem in this area and will be exacerbated. Pedestrians, wheelchairs and buggies are often forced onto the roads, giving rise to a safety problem. Pavement planters around the Topper Street, Neal Drive and Chieftain Way areas would assist as would yellow lines and parking enforcement.
- 6.50 Noise: Orchard Park residents have concerns about noise emanating from the Aparthotel bars/common spaces. With its fitness facilities and meeting spaces, and its situation just off the A14, the hotel is likely to attract work gatherings/conferences. Orchard Park is a residential area with many young families. Strict limitations on bar closing times, especially for the outside spaces, should be imposed.
- 6.51 Litter: excessive littering is a major problem in Orchard Park. The Community Council has very recent experience of residents from other hotels on the site using the Community's bins for their rubbish, causing daily overflow problems. The Aparthotel developers need to put in place extensive bins, both on the site and at the entrances and exits. Hotel residents are also likely to use the Tesco, Pizza and other take-away facilities on Unwin Square, creating more litter. How can the Aparthotel ensure that this problem is not worsened by the development?

6.52 **Section 106 Officer – No Objection**

6.53 No objection subject to the following contributions:

- Green Infrastructure contribution of £21,621.60 towards the creation of new green infrastructure including but not limited to Milton Country Park and Coton Countryside Reserve; and
- Outdoor sports contribution of £29,138.30 towards improvements to the Orchard Park sports facilities including the pavilion, football pitches, Astro turf pitch, tennis courts.

6.54 **Senior Sustainability Officer – No objection.**

Original Comments (12/07/2022)

6.55 No objection subject to the following conditions:

- Renewable energy strategy; and
- BREEAM – Post construction.

Comments on additional information (27/02/2023)

6.56 The applicant has now clarified that although the scheme is predominately electric, gas hot water is proposed due to the following:

"An all-electric scheme would have necessitated an additional substation and create potential grid capacity issues"

6.57 Now satisfied with the applicant's response and support the suggested amendment to the wording of condition 2 relating to BREEAM – post construction.

6.58 **Urban Design Team – No objection**

Original Comments (18/11/2022)

6.59 The scheme is considered to be well-designed and generally accord with Policy HQ/1 of the South Cambridgeshire Local Plan (2018) and the design principles set out in the Orchard Park Design Guidance SPD (2011). Whilst the height of the proposed buildings would exceed the height parameter set out in the Orchard Park Design Guidance, the height of the buildings would step down from 6-storeys to 5-storeys showing a comfortable transition. The submitted Landscape and Visual Impact Assessment (LVIA) demonstrates that the height and massing of the proposed development would integrate well into this land parcel. The design of the elevations would also help provide visual relief to ensure that the five pavilions would provide interesting vistas when viewed from different distances and angles. The scheme would benefit from some minor amendments to ensure that it provides a new focal point for Orchard Park:

1. Widen the gap of the colonnade area to at least 3m to provide a more proportionate circulation space for the proposed hotel development.
2. Alter the Proposed First Floor Plan to ensure that access is provided to the four terraces for all aparthotel and hotel residents. This can help provide valuable communal amenity space for hotel residents. Planting can be introduced to provide screening and privacy to the units on this level facing the terrace. This is particularly important for the aparthotel block (Long stay) as none of the flats will have any private amenity space.
3. The eight entrance doors – glazed doors appear too narrow against the brick walls. The brick walls can be replaced by glazed panels to create a sense of grandeur to better address the foyer, café and bar space.
4. Ensure that a public art strategy is provided (which can be conditioned) to help bring social, cultural, environmental, educational and economic benefits, both to the new development and the local community. Done well, public art that is designed to reflect and enhance its surroundings will help to raise the visual quality of the proposed development, create a sense of place and through community involvement help with community development.

Comments on amended information (17/02/2023)

- 6.60 Following the last urban design comments dated 18/11/2022, the applicant's design team has since made the following changes to the proposed development:
1. Widening of the colonnade to at least 3m to create a more spacious circulation space.
 2. Provision of access to the amenity spaces provided at first floor terraces.
 3. Alteration to glazing around front entrances to improve the appearance.
 4. Agreed to provide a public art strategy via condition
- 6.61 The revised drawings show that the ground floor building line has been further recessed to enable a widening of the colonnade within the existing footprint to 3m (or 2.6m where columns are located), with the hard landscaping also altered to provide a sense of flow between the colonnade and landscaping to create a more open aspect. This is welcome. Short stay residents would be provided with access to the mezzanine balconies and the roof above the leisure block, with a raised metal walkway sitting above the green roof. Public access would also be provided to one of the terraces for residents of the long stay apartments, with the remaining terraces accessible to the adjacent rooms. A revised elevation has also been provided showing alterations and widening of entrances.
- 6.62 The scale, massing, height and appearance of the proposed development were thoroughly assessed in November 2022. I had no objections to these elements. Following the introduction of the aforementioned revisions, the scheme is now considered to accord with Policies HQ/1 and HQ/2 of the 'South Cambridgeshire Local Plan' (2018) and the design principles set out in the 'Orchard Park Design Guidance SPD' (2011). It is recommended that the following conditions are imposed should planning permission be granted:
- Materials;
 - Sample panel of brickwork;
 - Cycle parking details;
 - Roof top plant details;
 - Public art;
 - Materials informative; and
 - Public art informative.
- 6.63 **Waste Team – No objection.**
- 6.64 No objection subject to condition requiring further detail of where the refuse commercial vehicles will park for loading.

7.0 Third Party Representations

7.1 4no. representations have been received in objection and have raised the following issues:

- Questions raised regarding construction process, hours and start dates for construction.
- Concerns regarding contractor parking and dirt associated with this. Will they pay to clean nearby properties cars or compensate for any damage during the construction process.
- There is no need for further hotel rooms given nearby existing hotels.
- There is already a proliferation of hotels, air bnbs and HMOs in Orchard Park.
- The initial outline application was for an 80no. bedroom aparthotel but now had 217 rooms including the aparthotel.
- A mix of housing types is preferred.
- Concerns regarding parking demands and insufficient amounts available on-site.
- Highway safety concerns from in and out junctions.
- Developer should pay for a 20mph zone to be introduced throughout Orchard Park
- Noise concerns.
- Should be restrictions on delivery times and refuse collection times.
- Litter bins are needed
- The additional amenities (cinema and gym) appear to have been removed and not available to public.
- Harm to character and appearance of area due to building size.
- Overlooking and loss of privacy concerns.
- Male and female changing room layout should include option of individual cubicles and concerns regarding layout.
- Insufficient public toilet provision on-site for non-residential elements.
- Suggest travel plan measures such as a minimum percentage of staff recruited within two miles, mini-bus provision for staff, bus tickets for conference and signage at guided bus stop for hotel use and conference.

8.0 Member Representations

8.1 None.

8.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

9.0 Assessment

9.1 **Principle of Development**

- 9.2 Planning permission (S/2975/14/OL (as varied under S/2948/16/VC)) was allowed at appeal for an 82no. unit apart hotel on this site. A reserved matters application (S/3039/17/RM) was permitted but this permission was not implemented and expired on 14 December 2020. Therefore, this former permission is no longer extant.
- 9.3 It is also pertinent to note that the expired permission was determined in a different policy context as it was assessed under the 2012 NPPF and the 2007 South Cambridgeshire Core Strategy (CS) Development Plan Document (DPD) and the 2007 development control policies DPD. It is therefore necessary to review the application within the new policy context.
- 9.4 Policy S/7 of the South Cambridgeshire Local Plan (2018) states that outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in this plan will be permitted.
- 9.5 The supporting text to policy S/7 sets out that development frameworks define where policies for the built-up areas of settlements give way to policies for the countryside. This is necessary to ensure that the countryside is protected from gradual encroachment on the edges of villages and to help guard against incremental growth in unsustainable locations.
- 9.6 The site lies within the development framework of 'Cambridge Northern Fringe and Science Park'. The site also lies within the Orchard Park strategic allocation through Local Plan Policy SS/1 (Orchard Park). Policy SS/1 allocates the Orchard Park area for a sustainable housing-led mixed-use development.
- 9.7 The Orchard Park Design Guidance Supplementary Planning Document (SPD) (2011) also covers the Orchard Park area. The site forms the eastern part of the wider parcel of land referred to as 'COM4'. The SPD originally anticipated this parcel being a residential development.
- 9.8 The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply Report (April 2023) does include Parcel COM4 of Orchard Park within the Council's five year housing land trajectory. However, this is for a residential development of 80 dwellings only which relates to the land west of Neal Drive as approved under the implemented permission (S/4191/19/FL) on this adjacent site which is also within COM4. Therefore, the housing trajectory for South Cambridgeshire does not anticipate or rely on the delivery of residential development on the land to the east of Neal Drive to which this application relates.

- 9.9 Policy E/20 of the Local Plan (2018) states that development which will provide tourist accommodation within development frameworks will be supported where the scale and type of development is directly related to the role and function of the centre.
- 9.10 The site lies on the edge of Cambridge and the proposed apart hotel element of the development offers an alternative means of accommodation to the two existing traditional hotel operators (Premier Inn and Travelodge) already on Orchard Park.
- 9.11 The principle of the aparthotel use was deemed acceptable under permission S/2975/14/OL (as varied under S/2948/16/VC). While this has expired and was determined within a different local and national policy context, there is nothing to indicate within the 2018 Local Plan and the more recent NPPF since this original decision to come to an alternative view. As such, the provision of an aparthotel/ hotel with ancillary gym, swimming, café, conference and co-working facilities is considered acceptable and the principle of development compliant with Policies S/5, S/6, E/20 and SS/1 of the Local Plan (2018).
- 9.12 **Design, Layout, Scale and Landscaping**
- 9.13 Policy HQ/1 'Design Principles' provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context.
- 9.14 Policies NH/2, NH/6 and SC/9 are relevant to the landscape and visual impacts of a proposal. Together they seek to permit development only where it respects and retains or enhances the local character and distinctiveness of the local landscape and its National Character Area.
- 9.15 The District Design Guide SPD (2010) and Landscape in New Developments SPD (2010) provide additional guidance. The NPPF provides advice on achieving well-designed places and conserving and enhancing the natural environment.
- 9.16 The Orchard Park Design Guide SPD (2011) provides essential design criteria for land parcel COM4. These include:
- Maximum building height of 15m;
 - High quality landmark buildings required;
 - Active frontages required to the public open space to the south;
 - Provide a clear delineation between public and private areas;
 - Ensure open spaces are overlooked by active building frontages or rooms;
 - Vehicle access from Topper Street via Neal drive;
 - Integrate parking into the development design;

- Prioritise pedestrian/ cycle movement and create pedestrian crossing points;
- Servicing of building should be from the façade that has the least visible impact on the public realm;
- Provide appropriate landscaping along boundaries; and
- Use trees and shrubs to break up car parking areas and provide proportion to the space.

9.17 The proposal has been the subject of three design enabling panels (DEP) between March 2019 – January 2020. The progression of the scheme through this got to a point whereby the only two remaining points of concern were regarding the overall bulk and visual impact of the roof plant rooms, and, the need to reach an agreement with the landowners to the south (Orchard Park Community Council) to deliver enhanced landscaping to the public open space.

9.18 Acting upon the feedback from the DEP, the proposal, as submitted, has inset the roof plant from the external facades of the building. In addition, the applicant has reached an agreement with the Orchard Park Community Council that the public open space can be included in this planning application. These address the remaining concerns of the DEP.

9.19 The application has also been the subject of extensive pre-application discussions between the applicant and officers. The Urban Design Team had provided comments on the application as originally submitted (November 2022). Whilst broadly supportive, they had requested minor amendments to ensure the scheme would be of a high quality. The amendments requested were:

1. Widen the gap of the colonnade area to at least 3m to provide a more proportionate circulation space for the proposed hotel development;
2. Alter the Proposed First Floor Plan to ensure that access is provided to the four terraces for all aparthotel and hotel residents. This can help provide valuable communal amenity space for hotel residents. Planting can be introduced to provide screening and privacy to the units on this level facing the terrace. This is particularly important for the aparthotel block (Long stay) as none of the flats will have any private amenity space;
3. The eight entrance doors – glazed doors appear too narrow against the brick walls. The brick walls can be replaced by glazed panels to create a sense of grandeur to better address the foyer, café and bar space; and
4. Ensure that a public art strategy is provided (which can be conditioned) to help bring social, cultural, environmental, educational and economic benefits, both to the new development and the local community. Done well, public art that is designed to reflect and enhance its surroundings will help to raise the visual quality of the proposed development, create

a sense of place and through community involvement help with community development.

- 9.20 In response to this, the applicant amended the scheme in accordance with the suggestions made by the Urban Design Team and in February 2023 the Urban Design Team confirmed they have no objection subject to conditions.
- 9.21 The layout of the proposed development consists of five connected pavilion blocks running west-to-east in a long rectangular footprint with roof terraces situated between the roof top areas of each of the blocks. The proposed development would be chamfered at regular intervals to reduce the perception of the massing and enables the proposed development to not appear monotone, continuous or overly dominant within its plot. The position of the proposed development also allows for a clear delineation between the public and private spaces, while also providing beneficial active frontage and surveillance out over the public open space to the south.
- 9.22 From a scale and massing perspective, the proposal has been designed so that the two outer most blocks (A and E) on the periphery of the development would be five storeys while the central three most blocks (B, C and D) would be six storeys, both with rooftop plant above. It is considered that given the site context and surroundings, the staggering of building heights does allow for the central most element to peak at six storeys without appearing unduly prominent or out of scale within the character of Orchard Park. The submitted Landscape and Visual Impact Assessment (LVIA) demonstrates that the height and massing of the proposed development would integrate well into this land parcel.
- 9.23 The design of the elevations would also help provide visual relief to ensure that the five pavilions would provide interesting vistas when viewed from different distances and angles. In the context of the height of the buildings permitted in the previously consented scheme, the results of the LVIA and the well design elevations, the Urban Design Team considers the height, scale and massing of the proposed buildings is acceptable. Officers share this assessment. It is acknowledged that the height of the development would be greater than the Orchard Park Design Guide SPD (2011) design criteria and the previously permitted scheme. However, the LVIA and assessment of the Urban Design Team indicate that this taller form of development can be successfully accommodated.
- 9.24 The proposed building would be a contemporary design and developed in a mix of brick, glazing and bronze fenestration. Given the mixed palette of materials present in Orchard Park, the proposed contemporary appearance is considered to assimilate successfully into this context. The Urban Design Team has recommended conditions relating to materials and public art and these have been recommended accordingly.

- 9.25 In terms of the landscaping approach, the proposal would include biodiverse roofs and roof terraces on the building itself, whilst immediately to the south would be a mix of formal lawns, outdoor gym equipment, clearly defined pedestrian routes and a wildlife zone with shrub planting that transitions into the area of public open space immediately to the south of the site. Collectively, these works would all make positive contributions to the character and appearance of the area and help achieve the aims of the Orchard Park Design Guide SPD (2011). The landscaping strategy is supported by the Landscape Team subject to conditions.
- 9.26 Overall, subject to conditions, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with South Cambridgeshire Local Plan (2018) policies HQ/1, NH/2, NH/6 and SC/9 and the NPPF (2023).
- 9.27 **Carbon Reduction, Sustainable Design and Water Efficiency**
- 9.28 The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by policy CC/1.
- 9.29 Policy CC/3 'Renewable and Low Carbon Energy', requires that Proposals for new dwellings and new non-residential buildings of 1,000m² or more will be required to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies.
- 9.30 Policy CC/4 'Water Efficiency' requires that all new residential developments must achieve as a minimum water efficiency to 110 litres pp per day and for non-residential buildings to achieve a BREEAM efficiency standard equivalence of 2 credits. Paragraphs 158 – 164 of the NPPF are relevant.
- 9.31 The application is supported by an Energy and Sustainability Statement (March 2022) and Water Conservation Strategy (August 2023). The proposed energy efficiency measures include; enhanced fabric standards, improved air tightness, glazing and layout to optimise solar gain, low energy lighting, and mechanical ventilation with heat recovery.
- 9.32 Air source heat pumps and solar photovoltaic panels, together with the above efficiency measures, would result in a 13.9% reduction in carbon emissions which is supported. A BREEAM score of 57.19% would be achieved which is above the BREEAM target of 55% for 'Very Good' rating.

- 9.33 The development is also on target to achieve at least three BREEAM credits from Wat 01, which is beyond the two minimum credits required by Policy CC/4. This would achieve a 40% improvement over the baseline building rate. The building conserves water through water monitoring and water leak detection and the regulation of water supply to common WC areas by way of flow control devices. While the Sustainability Officer has raised no objection to this level of water efficiency being achieved, officers consider that given the water resource and environmental challenges the area is facing, it would be appropriate to seek for this to be raised to five credits (55% improvement) unless it is demonstrated that this is not feasible/ viable. A condition has been recommended based on the above and for these measures to be implemented prior to the first occupation of the building.
- 9.34 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions relating to a renewable energy strategy and a BREEAM post-construction certificate.
- 9.35 The applicants have suitably addressed the issue of sustainability, renewable energy and water resources and subject to conditions the proposal is compliant with Local Plan policies CC/1, CC/3 and CC/4 and the Greater Cambridge Sustainable Design and Construction SPD 2020.
- 9.36 **Biodiversity**
- 9.37 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with policy NH/4 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 9.38 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a preliminary ecological appraisal. The ecological assessment (February 2020) has found no evidence that a protected species licence will be required prior to the commencement of works. However, reptile translocation is required and the report has recommended that non-licensable reasonable avoidance measures are taken to remove any residual risk of harm or disturbance of protected or priority species. Reptile surveys undertaken by Practical Ecology from May-July 2020 showed a peak count of three common lizards was recorded. Translocation was planned for Spring 2022 but did not take place on this part of the site.
- 9.39 In light of the fact that translocation did not take place in Spring 2022, it will be necessary for this application to demonstrate that this will be done. The applicant has not objected to this and it has been demonstrated that Bramblefield's Local Nature Reserve, Laxton Way, which is owned and

managed by Cambridge City Council, is capable of accommodating the translocated species. The City Council has raised no objection to this subject to a contribution of £1,000 being provided by way of a Section 106 Agreement to cover the cost of staff, materials, delivery and contractor associated with this. Therefore, subject to a Section 106 Agreement, it can be demonstrated that protected species would not be harmed.

- 9.40 The Biodiversity Net Gain (BNG) Assessment (January 2023) shows a net loss of 71.38% which equates to a net loss of 4.19 biodiversity units. This is due to the development of the site which has a baseline of 5.86 biodiversity units and the post development value being limited to 1.68 biodiversity units. The proposal does however show a net gain in hedgerow of 21.26% which equates to 0.06 biodiversity units by way of additional planting. The Biodiversity Net Gain Hierarchy emphasises that onsite biodiversity gains should be considered first followed by registered offsite biodiversity gains and – as a last resort – biodiversity credits. As a result of this, the development needs to offset this net loss in biodiversity units.
- 9.41 Since the above BNG Assessment was complete however, the applicant has raised concerns that the small element of BNG to be delivered on-site in the public open space to the south of the site may result in issues that could affect the long term maintenance of the BNG. This is because any BNG needs to be managed and maintained over a 30 year period and the public open space is likely to be transferred to another owner such as the Orchard Park Community Council. Consequently, it has been requested by the agent that the BNG associated with this development is dependent solely upon off-site BNG.
- 9.42 The applicant has proposed the purchasing of 5.86 habitat units at Coploe Hill, Ickleton. The purchasing of these units would go towards the planting of neutral and calcareous grassland which are priority habitats within the UK and are of local ecological importance. Grassland is a valuable habitat for several species, including badgers, hares, foraging bats, reptiles, hedgehogs, ground-nesting birds, and plant and invertebrate diversity. Grassland meadows can provide suitable habitat for notable or priority birds, including grasshopper warblers and grey partridge. The site has the potential for over 172.43 habitat units to be delivered.
- 9.43 The Ecology Team and the Landscape Team have been consulted on the above request and have no objection to the full requirement for BNG to be delivered off-site which will now require the purchasing of at least 5.86 habitat units. A Conservation Management and Monitoring Plan and a Biodiversity Assessment have been submitted to demonstrate that Coploe Hill, Ickleton can host the necessary 5.86 habitat units. Therefore, subject to the updated necessary amount of habitat units being purchased through the Section 106 Agreement, there is no objection to the BNG being delivered entirely off-site.

- 9.44 The Ecology Officer considers the embankment to the north of the site to be a wildlife sensitive habitat. Therefore, to reduce impact on foraging and commuting bats, it is necessary for a sensitive lighting scheme to be presented to demonstrate that these protected species would not be harmed by the proposal. The Ecology Team has explained that this can be dealt with by way of condition and therefore a condition will be included accordingly.
- 9.45 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends a lighting condition to ensure the protection of species. It is no longer necessary to include the originally recommended BNG condition given that the Ecology Officer is agreeable to all of the BNG being delivered off-site.
- 9.46 In consultation with the Council's Ecology Officer, subject to an appropriate condition and Section 106 Agreement, officers are satisfied that the proposed development complies with Local Plan Policy NH/4, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.
- 9.47 **Water Management and Flood Risk**
- 9.48 Policies CC/7, CC/8 and CC/9 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paragraphs 165 – 175 of the NPPF are relevant.
- 9.49 The site has small pockets of low and medium risk surface water flood risk but the majority of the site is not shown to be at risk from surface water flooding. There are no areas of fluvial flood risk. The applicants have submitted a Flood Risk Assessment (June 2023).
- 9.50 The Local Lead Flood Authority has assessed the proposals and the Flood Risk Assessment and has raised no objection subject to conditions. Anglian Water has raised no objection subject to informatives.
- 9.51 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions, the proposal is in accordance with Local Plan Policies CC/7, CC/8 and CC/9 and NPPF advice.
- 9.52 **Highway Safety and Transport Impacts**
- 9.53 Policy HQ/1 states that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with impairment such as sight or hearing.
- 9.54 Policy TI/2 requires developers to demonstrate adequate provision will be made to mitigate the likely impacts of the proposed development and, for larger developments, to demonstrate they have maximised opportunities

for sustainable travel, and provided a Transport Assessment and Travel Plan.

- 9.55 Paragraph 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Wider Transport Impact

- 9.56 The application is supported by a Transport Assessment. The site is within Orchard Park which has good walking and cycling routes that connects well into the wider pedestrian and cycle network including the recently improved Histon Road cycle path and the Chisholm Trail. There are bus stops within a 5 to 10 minute walk. The site is also within easy access of the A14.
- 9.57 For total trips of all modes on a Friday the site will generate 1,006 arrivals and 1,012 departures, with 75 arrivals and 49 departures in the AM peak and 103 arrivals and 119 departures in the PM peak. On a Saturday this reduces to a total of 895 arrivals and 880 departures.
- 9.58 The applicant has done an assessment of the junctions in the future baseline of 2025 and 2030 before adding any development related traffic. This has taken account of committed developments within Orchard Park at plot COM4, the Meadows Community Centre and Darwin Green.
- 9.59 In 2025 at the Cambridge Road junction the southbound ahead and left arm is over capacity with a Degree of Saturation (the ratio of saturation to capacity of each individual link or lane) (DoS) of 95%, and the other two arms are on the capacity threshold with a DoS of 90%. In the PM peak the Kings Hedges Road and Cambridge Road northbound arms are over capacity with a DoS of 94% and 93%. In 2030 this increases to 98% on the Cambridge Road southbound arm, to 94% on Kings Hedges Road and 93% on Cambridge Road northbound arm.
- 9.60 The Milton Road junction with Kings Hedges Road is over capacity in the base models and in the 2025 and 2030 scenarios. In the 2030 with development scenario the junction is over capacity on all arms except for the northbound movement on Milton Road in the AM peak, and for all arms in the PM peak. The maximum DoS is 113% on Milton Road northbound arm in the AM peak and on Green End Road in the PM peak with a DoS of 110%.
- 9.61 In order to mitigate the above increase in trips on the surrounding network, the Transport Assessment Team has identified that a contribution of £80,000 towards the Histon Road cycle improvement scheme that has been completed by the Greater Cambridge Partnership should be secured by way of a Section 106 Agreement. In addition, a Travel Plan should be

secured by way of condition. Collectively these will help mitigate the pressure on the capacity of the surrounding roads and junctions by reducing dependency on the private car as a mode of travel.

Site Access

- 9.62 The proposed vehicular access arrangements consist of a one way entrance into the ground-floor and mezzanine level car park by way of Topper Street in the south-east corner of the site, and, a one way out exiting onto Neal Drive in the north-west corner of the site.
- 9.63 An east-west shared cycle and footway would be provided across the centre of the site immediately to the north of the public open space. It would connect Topper Street and Neal Drive and provide a natural desire line created across the site. There would be separate pedestrian access points spurring off this shared footway/ cycleway that provide safe and convenient access to the building entrances.
- 9.64 The Local Highway Authority had originally objected to the proposals. This was on the grounds of:
1. Forward visibility splays on Topper Street not being shown;
 2. Inadequate width of the access;
 3. Inadequate servicing strategy/ facilities;
 4. Insufficient information regarding refuse vehicle tracking and access;
 5. Car parking dimensions and reversing space dimensions are needed; and
 6. Footway/ cycleway amendments to make the proposed access route to cycle storage convenient and safe.
- 9.65 Concerns were also raised by third parties regarding the highway safety impacts of the new junction onto Topper Street. In response to the above concerns, the applicant has submitted revised drawings and information. These have all been assessed by the Local Highway Authority who in consideration of this information are now satisfied that the proposal provides safe access to all users and have removed their objection subject to conditions.
- 9.66 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions relation to a travel plan, traffic management plan, access drainage and bound material for access.
- 9.67 Subject to conditions and Section 106 mitigation, the proposal accords with the objectives of policy TI/2 of the Local Plan and is compliant with NPPF advice.
- 9.68 **Cycle and Car Parking Provision**

- 9.69 Policies HQ/1 and TI/3 set out that car and cycle parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11 of the Local Plan. Cycle parking should be provided to at least the minimum standards.
- 9.70 Cycle Parking
- 9.71 Policy TI/3 requires one cycle space per two members of staff for short stay and apart hotels. It also requires one space per 25m² for leisure space, one space per 30m² for co-working space and one space per three seats for conference facilities. The supporting text advises that for residential purposes cycle parking should be within a covered, lockable enclosure and that for houses this could be in the form of a shed or garage, for flats either individual lockers or cycle stands within a lockable, covered enclosure are required. All cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles.
- 9.72 Based on the above minimum standards set out in Policy TI/3, the proposal must provide for 147no. spaces. The proposed development would provide a total of 154no. spaces. 30no. of these would be stored internally within the building and would serve staff and long-term residents. The remaining 124no. spaces would be sited externally to the front (south) of the building where they would be subject to active surveillance. A condition is recommended to ensure that the cycle parking is delivered and is made available prior to first use of the development.
- 9.73 Car Parking
- 9.74 TI/3 requires 2 spaces per dwelling – 1 space to be allocated within the curtilage. The supporting text to the policy advises that the Council will encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and provision of electric charging points and that a developer must provide clear justification for the level and type of parking proposed and will need to demonstrate they have addressed highway safety issues. A breakdown of how much parking based on the Local Plan standards within Policy TI/3 is set out in the table below:

Proposed Use	Amount Proposed	Parking Standards	Parking Required to Meet Standards
Apart Hotel	80 beds	13 spaces per 10 guest bedrooms	104
Short-Stay Hotel	137 beds	13 spaces per 10 guest bedrooms	179
Leisure Space	1,145sqm	One space per 22sqm	53

Co-Working Space	604sqm	One space per 25sqm	25
Conference Space	160 seats	One space per five seats	32
Total	N/A	N/A	361

- 9.75 The development would provide 178 parking spaces which equates to a ratio of 0.82 spaces per room. This is less than the standards set out in the Local Plan. It is noted that third party representations have also raised concerns regarding increased parking pressure. However, it is noted that most of the spaces are not allocated, to ensure that all uses have access to all of the parking. The apartment guests are also likely to be long term visitors with less of a likelihood of having a car. The Transport Assessment Team has explained that the quantum of car parking is not expected to result in any overspill parking on the surrounding highway network.
- 9.76 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging and states there should be at least one space per every two parking spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future.
- 9.77 The proposal would provide 89no. spaces for EV charging which represents 50% of the proposed parking spaces. This complies with the standards in the SPD. The Sustainability Officer has raised no objection to this arrangement.
- 9.78 Subject to condition, the proposal is considered to accord with policies HQ/1 and TI/3 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.
- 9.79 **Amenity**
- 9.80 Policy HQ/1 (n), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.
- 9.81 The District Design Guide 2010 advises that to prevent the overlooking of habitable rooms to the rear of residential properties and rear private gardens, it is preferable that a minimum distance of 15m is provided between the windows and the property boundary. For two storey residential properties, a minimum distance of 25m should be provided between rear or side building faces containing habitable rooms, which should be increased to 30m for 3 storey residential properties. It advises that a 12 metre separation is allowed where blank walls are proposed opposite the windows to habitable rooms.

9.82 Neighbouring Properties

- 9.83 The physical massing of the proposed blocks would be sited over 60m from the Topper Street properties opposite to the south. At this distance, it is not considered any harmful amenity impacts would arise on these properties.
- 9.84 To the east of the site are the properties of Engledow Drive. The physical massing of the proposed blocks would be situated approximately 18m from the rear garden boundary of these properties to the east and approximately 30m from the nearest neighbouring rear elevation. It is noted that the Landscape Team has highlighted concerns regarding the impact on these properties. It is the opinion of officers though that the proposed blocks at this distance would not result in harmful levels of loss of light when considering the orientation of these blocks to the west and north-west of the properties. Similarly, the setting back of the proposed massing approximately 30m away is considered sufficient to not visually overbear the outlooks of these neighbours. Side (east) facing windows are proposed in the nearest Block (E) that would serve bedrooms of the hotel element of the development. However, at approximately 30m away at the nearest point, it is not considered that views from these windows would lead to a harmful loss of privacy.
- 9.85 The proposed massing associated with the mezzanine car park and ramp would be sited adjacent to the rear garden boundary of the Engledow Drive properties. At its highest point, the car park would have a circa 5.9m high wall at the latter (northern) most end before sloping down (southwards) to the car park entrance. While this would be visible from these neighbours' gardens, it is not considered that the presence of this massing would result in any harmful loss of light or visual enclosure being experienced at these neighbouring properties. The Environmental Health Team has raised no objection to the noise assessment that has been submitted and it is not considered that the comings and goings of vehicles using the entrance ramps adjacent to Topper Street would be harmful to the amenity of these neighbours in terms of noise and disturbance. A lighting strategy has been submitted with the application which demonstrates that the required illumination for areas such as the terraces and car park would be below the levels that would cause a nuisance to any neighbours. The car parking ramp on the eastern boundary and movement of vehicles on this would have an external wall that would prevent the spill of lighting to neighbours. An external lighting condition is proposed to ensure that these measures are secured.
- 9.86 The proposed physical massing would be sited over 35m from the nearest residential property to the south-west on Neal Drive and at this distance would not result in any harmful loss of light, visual enclosure or loss of privacy.

- 9.87 The proposed development would be positioned approximately 27m to the east of the extant permission (S/4191/19/FL) for 80no. apartments on land to the west of Neal Drive. Having compared the proposed plans for this adjacent commenced, but not completed, permission, it is considered that the proposal would not give rise to any harmful overlooking, loss of light or overbearing impacts.
- 9.88 Noise from use
- 9.89 It is acknowledged that third party representations have raised concerns regarding the proposed use of the site.
- 9.90 The servicing area to the site would be situated in the north-west corner of the site adjacent to Neal Drive and a considerable distance from any established residential properties where refuse and servicing vehicles can turn and exit the site in forward gear. The proposed conference room would be situated in the basement of the development and therefore the noise associated with this would be contained within the building.
- 9.91 The restaurant and dining related areas on the ground-floor of the development would be a significant distance from any residential properties and it is therefore not considered that harmful levels of noise would spill out from the use of these areas.
- 9.92 It is acknowledged that there are a series of terraces at mezzanine and first-floor level that would be accessible either as private amenity space or communal space for occupiers of the building. The use of these spaces could have the potential to impact upon the amenity of nearby occupiers if used without restrictions, particularly during the nighttime when background sound levels are lower. While in principle it is feasible that these external terraces could be used without harming neighbour amenity, it is considered necessary for the hours of the use of these areas, as well as their management and use, including restrictions on amplified music, to be controlled through a condition. A condition has therefore been recommended for a management plan.
- 9.93 The comings and goings associated with the proposed uses on the site are not considered to give rise to any harmful levels of noise and disturbance. Again though, it will be necessary for a suitably worded management plan to be agreed by condition to ensure that the hours of use of the different components, including use of the restaurant and servicing and deliveries, are managed effectively so as to ensure neighbour amenity is not harmed.
- 9.94 Construction and Environmental Health Impacts
- 9.95 The land contamination, air quality and noise and vibrational impacts associated with the construction and occupation of the site are addressed

by Local Plan policies CC/6 'Construction Methods', CC/7 'Water Quality', SC/9 'Lighting Proposals', SC/10 'Noise Pollution', SC11 'Contaminated Land', SC/12 'Air Quality' and SC/14 'Odour'. Paragraphs 183 - 188 of the NPPF are relevant.

9.96 The Council's Environmental Health Team have assessed the application and have raised no objection to the proposal following the submission of further noise survey evidence. Conditions are recommended regarding construction and construction delivery hours, piling, dust, construction programme, no bonfires and noise mitigation compliance.

9.97 Summary

9.98 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with Local Plan Policy HQ/1 and the District Design Guide 2010. The associated construction and environmental impacts would be acceptable in accordance with Policies CC/6, CC/7, SC/9, SC/10, SC/12 and SC/14 of the Local Plan.

9.99 **Third Party Representations**

9.100 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third Party Comment	Officer Response
Questions raised regarding construction process, hours and start dates for construction. Concerns regarding contractor parking and dirt associated with this. Will they pay to clean nearby properties cars or compensate for any damage during the construction process.	These matters are addressed through the proposed relevant environmental health and highways conditions. The potential damage and/or need to clean nearby cars caused due to the construction process is a civil matter between the developer and neighbouring properties.
The initial outline application was for an 80no. bedroom aparthotel but now has 217 rooms including the aparthotel.	It is noted that this application has a greater amount of rooms than that approved under the outline application. However, each application must be assessed on its own merits and this has been done.
A mix of housing types is preferred.	The principle of development is considered acceptable for the reasons set out in the 'Principle of Development' section of this report.
Developer should pay for a 20mph zone to be	This has not been deemed to be necessary by the Local Highway Authority

introduced throughout Orchard Park	or Transport Assessment Team. It would not meet the three tests of the CIL Regulations (2010).
Litter bins are needed	The provision of litter bins can be secured through the hard and soft landscaping condition recommended.
The additional amenities (cinema and gym) appear to have been removed and not available to public.	The cinema was shown in a previous iteration presented to the Design Enabling Panel but is no longer proposed. The proposal includes a gym that would be open to the public. An obligation in the Section 106 Agreement is recommended to ensure that the gym is open to the public.
Male and female changing room layout should include option of individual cubicles and concerns regarding layout. Insufficient public toilet provision on-site for non-residential elements.	These are building regulation matters and not planning considerations.
Suggest travel plan measures such as a minimum percentage of staff recruited within two miles, mini-bus provision for staff, bus tickets for conference and signage at guided bus stop for hotel use and conference	A travel plan is recommended as a condition.

9.101 **Planning Obligations (S106)**

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

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

9.103 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.

9.104 Policy TI/8 'Infrastructure and New Developments' states that Planning permission will only be granted for proposals that have made suitable

arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

9.105 Heads of Terms

9.106 The Heads of Terms (HoT's) as identified are to be secured within the S106 and are set out in the summary table below:

Obligation	Contribution / Term	Trigger
Transport	£80,000 - towards cycle route improvements on Histon Road between Kings Hedges Road and Huntingdon Road.	Prior to occupation of development.
Outdoor Sports	£37,536.80 – towards improvements to the Orchard Park sports facilities including the pavilion, football pitches, Astro turf pitch and tennis courts.	
Green infrastructure	£27,720 - towards the creation of new green infrastructure including but not limited to Milton Country Park and Coton Countryside Reserve.	
Biodiversity Net Gain (Off-site)	Purchasing of 5.86 habitat units off-site at Couple Hill, Ickleton.	Prior to commencement of development.
Translocation of reptiles	£1,000 towards the translocation of native reptiles to be released at Bramblefields Local Nature Reserve.	Prior to commencement of development.
S106 Administration, Monitoring and Compliance	£2,200 - To ensure the proper and timely provision and perpetual usage of onsite infrastructure and to cover the cost associated with reporting to Government on section 106 matters.	Prior to commencement of development.
Public access to gym	The gym shall be made available for members of	Commencement of use

	the public to register for and not for the exclusive use of patrons of the hotel and aparthotel.	
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9.107 Transport

9.108 A contribution of £80,000 has been sought by the Transport Assessment Team towards the Histon Road cycle scheme that has been completed by the Greater Cambridge Partnership. It has been evidenced that the application will increase the trips on the surrounding network in comparison to the previously approved application for this site and that the mode share for cycling from this area is shown to be high from the 2011 Census. The Histon Road improvements works further encourage cycling in the area.

9.109 Outdoor Sports

9.110 A contribution of £37,356.80 has been requested by the Section 106 Team towards improvements to the Orchard Park sports facilities including the pavilion, football pitches, astro turf pitch and tennis courts. Planning policy requires all housing developments to contribute towards Outdoor Playing Space and Informal Open Space to meet the need generated by the development. It is reasonable in the circumstances to consider this application a housing development for the purpose of section 106 mitigation. The contribution is based on expected full time single occupancy across all 80 apart hotel units. No evidence has been submitted to demonstrate that the units would be occupied at a lower rate than this.

9.111 Green Infrastructure

9.112 A contribution of £27,720 towards the creation of new green infrastructure including but not limited to Milton Country Park and Coton Countryside Reserve has been requested by the Section 106 Team. Planning policy requires all developments to contribute towards green infrastructure which is described as a strategic, multi-functional network of public green spaces and routes, landscapes, biodiversity and heritage. It includes a wide range of elements such as country parks, wildlife habitats, rights of way, bridleways, commons and greens, nature reserves, waterways and bodies of water, and historic landscapes and monuments. The policy does not exclude apart-hotels and it is considered that occupants of the development will have an expectation to use the same amenities and facilities as a permanent residence. The development proposes provision of hireable meeting space and indoor sports space. This supports the view that use of local facilities is expected. The contribution is based on expected full time single occupancy across all 80 apart hotel units. No

evidence has been submitted to demonstrate that the units would be occupied at a lower rate than this.

9.113 Biodiversity Net Gain Off-site Contribution

9.114 The need for this has been addressed in the 'Biodiversity' section of this assessment. The contribution is considered to pass the CIL tests.

9.115 Translocation of Native Reptile Species

9.116 A population of common lizards has been identified on the site which are a protected species. It is necessary to therefore translocate these species to a suitable off-site location. The City Council have agreed to accommodate the lizard population at the Bramblefields Local Nature Reserve. This will require them to complete the construction of an additional artificial hibernaculum on the site using logs and low nutrient substrates to provide a refuge, hibernation site and basking opportunities to benefit the translocated individuals and their descendants. A cost of £1,000 has been requested to facilitate this and this is considered reasonable.

9.117 Monitoring

9.118 The Section 106 Team has requested £2,200 to ensure the proper and timely provision and perpetual usage of onsite infrastructure and to cover the cost associated with reporting to Government on section 106 matters.

9.119 Public access to recreation facilities

9.120 In order for the recreation facilities (gym and swimming pool) to be made open and available for members of the public to register for, it is necessary to ensure an obligation is included within the Section 106 Agreement to this effect.

9.121 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with Policy TI/8 of the South Cambridgeshire Local Plan (2018).

9.122 **Planning Balance**

9.123 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

- 9.124 No harm has been identified as arising from the proposed development by officers. It is acknowledged that the quantum of proposed car parking (178no. spaces) falls below the Local Plan standards for the mix of proposed uses (361no. spaces). However, for the reasons set out in this report it is considered the amount of parking for the use is acceptable. The Transport Assessment Team has raised no objection to the proposed level of parking.
- 9.125 The principle of development is considered acceptable given the past history of the site and it has been demonstrated that the proposal can assimilate successfully into its surrounding context without causing any harm. The proposal has been through a series of pre-application and design enabling panel iterations that officers consider have led to a well-designed scheme.
- 9.126 The proposal would have economic benefits through the creation of local employment opportunities within the area from the operation of the hotel, aparthotel, recreation and conference facilities. Social benefits would accrue from financial contributions towards local infrastructure, the improvements to the range of accommodation facilities in the area and the provision of recreational facilities for the general public. The purchasing of habitat units would ensure that the scheme delivers a biodiversity net gain.
- 9.127 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to conditions and a Section 106 Agreement.

10.0 Recommendation

10.1 Approve subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

-Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms as set out delegated to officers.

11.0 Planning Conditions

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

Reason: In accordance with the requirements of Section 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.

*[3179_20201 - 8 Rev 1 Location Plan 27.01.2023
2855-LA-03 REV L Landscape ground floor 16.01.2024
3179_200 REV 5 BASEMENT FLOORPLAN 12.05.2023
3179_201 REV 9 GROUND FLOOR PLAN 16.01.2024
3179_202 REV 9 MEZZANINE PLAN 16.01.2024
3179_203 REV 6 FIRST FLOOR PLAN 12.05.2023
3179_204 REV 5 SECOND FLOOR PLAN 12.05.2023
3179_205 REV 5 THIRD FLOOR PLAN 12.05.2023
3179_206 REV 5 FOURTH FLOOR PLAN 12.05.2023
3179_207 REV 5 FIFTH FLOOR PLAN 12.05.2023
3179_351 REV 4 NORTH AND EAST ELEVATIONS 12.05.2023
2855-LA-04 REV I LANDSCAPE GENERAL ARRANGEMENT PLAN -
MEZZANINE
AND TERRACES 27.01.2023
3179_209 REV 5 PROPOSED SITE PLAN + HIGHWAYS LEVELS
27.01.2023
3179_209A REV 2 PROP_00_GF_PARKING ENTRANCE-EXIT+ TOPO
27.01.2023
3179_208 REV 3 PROPOSED ROOF PLAN 27.01.2023
3179_210 REV 3 PROPOSED SITE PLAN 27.01.2023
3179_350 REV 2 PROPOSED_ SOUTH AND WEST ELEVATIONS
27.01.2023
3179_352 REV 2 PROPOSED_ ELEVATIONS 1.500 27.01.2023
3179_353 REV 2 PROPOSED_ MATERIAL ELEVATIONS 1.100]*

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 No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. The principal areas of concern that should be addressed are:
- a. Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted highway)
 - b. Contractor parking, for all phases all such parking shall be within the curtilage of the site and not on the street.
 - c. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway).
 - d. Control of dust, mud and debris, in relationship to the functioning of the adopted public highway.

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

Reason: In the interests of highway safety in accordance with South Cambridgeshire Local Plan (2018) Policies HQ/1 and TI/2.

- 4 No development shall take place until:
- a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority; and
 - b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.
 - c) Prior to the first occupation of the development hereby permitted, the works specified in any remediation method statement detailed in Condition b must be completed and a Verification report submitted to and approved in writing by the Local Planning Authority.
 - d) If, during remediation or construction works, any additional or unexpected contamination is identified, then remediation proposals for this material should be agreed in writing by the Local Planning Authority before any works proceed and shall be fully implemented prior to first occupation of the buildings hereby approved.

Reason - To ensure that risks from land contamination to the future users of the land neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018.

- 5 No development shall commence until a programme of measures to minimise the spread of airborne dust (including the consideration of wheel washing and dust suppression provisions) from the site during the construction period or relevant phase of development has been submitted to and approved in writing by the Local Planning Authority. Works shall be undertaken in accordance with the approved details / scheme unless the local planning authority approves the variation of any detail in advance and in writing.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

- 6 No development (including any pre-construction, demolition or enabling works) shall take place until a comprehensive construction programme identifying each phase of the development and confirming construction activities to be undertaken in each phase and a timetable for their execution submitted to and approved in writing by the Local Planning Authority in writing. The development shall subsequently be implemented in accordance with the approved programme unless any variation has first been agreed in writing by the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

- 7 Prior to commencement of development, details of all tree pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

Reason: To ensure proposals are in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

- 8 Prior to commencement of development, an Arboricultural Method Statement to BS 5837 (2012) 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 any works undertaken comply with arboricultural best practice and minimise the impact on the tree's health and amenity in accordance with South Cambridgeshire Local Plan (2018) Policies HQ/1 and NH/4.

- 9 No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Flood Risk Assessment prepared by Richard Jason Engineering Consultant (ref: 60373 - Rev H) dated 16 June 2023 and shall also include:
- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
 - b) Full results of the proposed drainage system modelling in the aboverefenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
 - c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
 - d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
 - e) Temporary storage facilities if the development is to be phased;
 - f) A timetable for implementation if the development is to be phased;

- g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- h) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- i) Full details of the maintenance/adoption of the surface water drainage system; and
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

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

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in accordance with South Cambridgeshire Local Plan (2018) Policies CC/7, CC/8 and CC/9.

- 10 Prior to the installation of any external lighting, a "lighting design strategy for biodiversity" features or areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:
- a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specification) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To protect bats in accordance with Policy NH/4 of the South Cambridgeshire Local Plan 2018.

- 11 Prior to the installation of any external lighting, an artificial lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security / residential lighting and an assessment of impact on any sensitive residential premises on and off site, shall be submitted to and approved in writing by, the Local Planning

Authority. The scheme shall include layout plans / elevations with luminaire locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011". The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect local residents from light pollution / nuisance and protect / safeguard the amenities of nearby residential properties in accordance with South Cambridgeshire Local Plan (2018) Policy SC/9.

- 12 Prior to commencement of development above ground level, details of the proposed enhancement strategy for the eastern elevation shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
- a) The appearance, colour, size and extent of the proposed perforated metal screen to be installed on the vehicular access ramp
 - b) Details of the brick detailing to be provided on east-facing walls on either side of the vehicular access ramp
 - c) Details of any climbing or trailing plants, or green walls, to be installed on the eastern elevation of the development hereby approved.

Reason: To ensure the development is of high visual quality and satisfactorily assimilated into the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

- 13 Prior to commencement of development above ground level, details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:
- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
 - b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); roof terrace planting details; schedules of plants, noting species, plant sizes and

proposed numbers/densities where appropriate and an implementation programme;

c) boundary treatments (including gaps for hedgehogs) indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

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

14 Prior to commencement of development above ground level, full details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority.

Details of the green biodiverse roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:

a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,

b) 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 indigenous to the local area and shall contain no more than a maximum of 25% sedum,

c) A management/maintenance plan approved in writing by the Local Planning Authority,

d) All works shall be carried out and maintained thereafter in accordance with the approved details.

Reason: To ensure proposals are in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

15 Prior to commencement of development above ground level, details of all the materials for the external surfaces of buildings to be used in the construction of the development 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 the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

- 16 No brickwork above ground level shall be laid until a sample panel has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes and works will take place only in accordance with approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

- 17 The roof plant/equipment shall not be installed until details of the plant/equipment have been submitted to and approved in writing by the local planning authority. The details shall include the type, dimensions, materials, location, and means of fixing. The development shall be carried out in accordance with the approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

- 18 Prior to occupation of the development hereby permitted, a servicing plan shall be submitted to and agreed in writing by the Local Planning Authority. The servicing plan shall demonstrate that all servicing to the commercial units will be within the development by a vehicle of no greater length than 12m as shown on the submitted vehicle tracking drawing and not serviced from the adopted public highway at any time.

Reason: In the interests of highway safety in accordance with South Cambridgeshire Local Plan (2018) Policies HQ/1 and TI/2.

- 19 Prior to occupation of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the Local Planning Authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

Reason: In the interests of encouraging sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

- 20 No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been submitted to and approved in writing by the local planning authority.

Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To ensure future occupiers of the site and residential properties nearby are not subject to harmful levels of noise disturbance from any plant, machinery or equipment in accordance with South Cambridgeshire Local Plan (2018) Policies HQ/1 and SC/10.

- 21 Within 6 months of occupation of the development, 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 of 'Very Good' has been met. This must also demonstrate that 5 BREEAM credits for WAT01 (Water Efficiency) have been secured, unless it is demonstrated that 5 credits is not feasible/ viable in which case a minimum of 2 BREEAM credits for WAT01 must be secured. 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, water conservation and promoting principles of sustainable construction and efficient use of buildings (Greater Cambridge Sustainable Design and Construction SPD 2020 & South Cambridgeshire District Council Local Plan 2018, policy CC/4)).

- 22 Prior to occupation of the development hereby permitted, details of facilities for the covered, secure parking of cycles for use in connection with the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

- 23 Prior to occupation of the development hereby permitted, details of public art shall be submitted to and approved in writing by the Local Planning Authority. The public art shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure the public art is integrated into the design of development as a means of enhancing the quality of development proposals, in accordance with Policy HQ/2 of the South Cambridgeshire Local Plan 2018.

- 24 Prior to occupation of the development hereby permitted, a management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include provisions relating to:

- a) travel arrangements for staff and visitors including pick up and drop off;
- b) hours of use of each use;
- c) hours of use of external terraces;
- d) details of amplified noise (if any);
- e) on-site security and means of enforcing against any anti-social behaviour on-site;
- f) the management and hours of deliveries of each use; and
- g) the external display of contact information for on-site management and emergencies.

The development shall thereafter be managed in accordance with the approved management plan.

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 (South Cambridgeshire Local Plan 2018 Policies HQ/1 and SC/10).

- 25 Prior to occupation of the development hereby permitted, details of appropriate signage shall be submitted to and approved in writing by the local planning authority to highlight areas susceptible to exceedance flooding during extreme flooding events and pump failure scenario. The signage should clearly explain the residual risk and potential damage to property occurring from exceedance flooding in such areas. Signage should also indicate alternative exit routes from the development to minimise risk to site users during such a scenario. The approved signage shall be retained in perpetuity.

Reason: To ensure there is safe access and escape routes in the event of flooding in accordance with Paragraph 173 of the National Planning Policy Framework (2023).

- 26 The proposed access shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Physical measures should be provided to prevent private water from the site draining across or onto the adopted public highway, and should not be via the use of permeable paving.

Reason: In the interests of highway safety in accordance with South Cambridgeshire Local Plan (2018) Policies HQ/1 and TI/2.

- 27 The proposed access be constructed using a bound material to prevent debris spreading onto the adopted public highway.

Reason: In the interests of highway safety in accordance with South Cambridgeshire Local Plan (2018) Policies HQ/1 and TI/2.

- 28 No construction work and/or construction related dispatches from or deliveries to the site shall take place other than between the hours of

08.00 to 18.00 on Monday to Friday, 08.00 to 13.00 hours on Saturdays and no construction works or collection / deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise approved in writing by the local planning authority.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

- 29 In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 - Vibration (or as superseded). Development shall be carried out in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

- 30 During construction there shall be no bonfires or burning of waste on site in accordance with best practice and existing waste management legislation.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

- 31 The development shall be constructed in strict accordance with the noise mitigation scheme detailed in the Environmental Noise And Impact Assessment, Part of Land Parcel COM 4, produced by XCO2 for TLC Group and dated March 2022 (Project reference: 9.376) for protecting the proposed apart-hotel and hotel occupiers from noise from the A14 and submitted with the application. All works which form part of the approved scheme shall be completed before any one of the permitted units is occupied.

Reason: To ensure an acceptable standard of amenity for future occupiers of the apart-hotel and hotel in accordance with South Cambridgeshire Local Plan (2018) Policies HQ/1 and SC/10.

- 32 The approved renewable/low carbon energy technologies (as set out in the Energy & Sustainability Statement Produced by XCO2 for TLC Group, March 2022) shall be fully installed and operational prior to the occupation of the development. Detailed design stage SBEM calculations, evidencing a minimum 10% carbon emissions reduction, shall have previously been submitted to and approved in writing by the local planning authority. Where grid capacity issues subsequently arise,

written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this shall be submitted to and approved in writing by the local planning authority. The revised Energy Statement shall be implemented development and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions in accordance with Policy CC/3 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

- 33 The development hereby permitted shall be operated in accordance with the Operational Waste Management Plan (Produced by XCO2 for TLC Group, March 2023) unless otherwise agreed in writing.

Reason: To ensure that adequate provision for the collection and disposal of waste is incorporated into the development in accordance with South Cambridgeshire Local Plan (2018) Policy HQ/1.

Informatives

TMP Informative:

When writing a Traffic Management Plan (TMP) the applicant should consider the following elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below a TMP need not be a lengthy document however, clarity is key.

1. Site Plan

- i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:
 - a. Proposed material storage area;
 - b. Proposed site offices;
 - c. Proposed car parking area;
 - d. Proposed manoeuvring space;
 - e. Proposed access location;
 - f. Proposed location of any gates;
 - g. Proposed location of any wheel washing facility or similar;
 - h. If the site is to be multi-phased then a plan for each phase should be provided.

2. Movement and control of muck away and delivery vehicles

- i. The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear;
- ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?;

- iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at Streetworks@Cambridgeshire.gov.uk) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.
- iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum;
- v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway;
- vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day;
- vii. Normally access to the site should be 5m in width for smaller sites and 6.5m for larger sites, though it is recognised that this may not be practical for small scale developments of one or two units.

3. Contractor parking:

- i. If possible all parking associated with the proposed development should be off the adopted public highway.
- ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.
- iii. If the site has no potential to provided off street car parking and or only limited numbers the applicant must provide details of how on street parking will be controlled.
- iv. If contractor parking is to be on street the applicant must maintain a daily register of contractor (and sub-contractor vehicles) that are parked on street, so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:
 - a. The name of the driver
 - b. The registration number of the vehicle
 - c. Make of vehicle
 - d. Arrival time
 - e. Departure time

4. Control of dust, mud and debris, in relationship to the operation of the adopted public highway

- i. If it likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or

similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto or over the adopted public highway.

ii. The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

iii. It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner at no expense to the Highway Authority. The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway, other information for example noise levels is not a highway matter and should not be included within the plan.

Highways Informative:

The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

Access Informative:

There should be 18 Blue Badge parking spaces and all of these as close to the entrances as possible. Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm. Doors need an opening weight of less than 20 newtons. Reception desks, bars, serveries, meeting rooms, et cetera all need hearing loops designed not to interfere with other systems in the building. Acoustics need to be considered, soft furnishings will help absorb echo, et cetera and help hearing impaired people. The reception area needs a mix of seating, of various heights and with and without arms. Spaces for wheelchairs need to be left. The colour contrast and signage must meet the needs of visually impaired people. The installation of firefighting or fire evacuation lifts should be standard in large public buildings, emergency refuge points should be avoided in nearly every such circumstance. Sliding doors on bathrooms and toilets are preferable. Toilet doors should open outwards or slide and/or have quick release bolts are needed in case somebody collapses in the toilet. Although shown in some guidance for the wheelchair accessible toilets it is poor design to have the transfer space beside the toilet in front of the door. If someone collapses and needs assistance anyone trying to get into the toilet will be obstructed by the wheelchair. Both short stay and longstay bedrooms need to have the bathrooms redesigned. There is little point having baths, but all should have wet room showers. There needs to be several support rails around the toilet and bath. 5% of all the bedrooms must meet the access standards and these 1% should have ceiling hoists. In the longstay rooms the wardrobes and kitchen facilities must be designed for disabled people to use. I.e. adjustable height work units/sinks.

Anglian Water Informative:

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

Anglian Water Informative

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.

Anglian Water Informative

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

Anglian Water Informative

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.

Lead Local Flood Authority

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately.

Designing Out Crime Informative

It is recommended that the applicant liaises with the Designing Out Crime Officer: cpdt@cambs.pnn.police.uk

Noise Insulation Informative

To satisfy the noise insulation scheme condition for the building envelope and traffic noise, the applicant / developer must ensure that the hotel units are acoustically protected by a noise insulation scheme, to ensure the internal noise level within the habitable rooms, and especially bedrooms comply with British Standard 8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice" derived from the World Health Organisation Guidelines for Community Noise: 2000. The code recommends that a scheme of sound insulation should provide internal design noise levels of 30 LAeq (Good) and 40 LAeq (Reasonable) for living rooms and 30 LAeq (Good) and 35 LAeq (Reasonable) for bedrooms. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

Plant Noise Informative

Plant noise informative: For any noise attenuation scheme proposed due regard should be given to current government / industry standards, best practice and guidance and 'Greater Cambridge Sustainable Design and Construction

Supplementary Planning Document, Adopted January 2020' - Section 3.6 Pollution - Noise Pollution (including vibration) (pages 89 -113) and appendix 8 : Further technical guidance related to noise pollution.

SPD Informative

'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' - available online at:

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd>

Materials Informative

The details required to discharge the submission of materials condition should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.

Public Art Informative

The provision of public art must involve the local community and could be community-led and have regard to the local circumstances of the site and/or local aspirations. The applicant is encouraged to engage the LPA through its preapplication service in this regard.

Section 106 Informative

This application is subject to a S106 planning obligation.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs