



JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

Membership

Cambridge Council: Cllrs Blencowe (Vice-Chair), Dryden, Price, Reid, Smart and Tucker, Alternates: Herbert, O'Reilly and Tunnacliffe

Cambridgeshire County Council: Cllrs Ashwood, Hipkin, Kenney and Reynolds, Alternates: Dent, Manning, Mason, Nethsingha and Orgee

South Cambridgeshire District Council: Cllrs Bard (Chair), Corney, de Lacey, Nightingale, Shelton and Van de Weyer, Alternates: Bygott, Davies, Lockwood, Stewart, Stonham and Wotherspoon

Date: Wednesday, 18 December 2013

Time: 10.30 am

Venue: Committee Room 1 & 2 - Guildhall

Contact: Toni Birkin

Direct Dial: 01223 457013

AGENDA

Member Development Programme

9.30 to 10.30 am - **Council Chamber**

Ecology and biodiversity and the Cambridge Fringe Sites

Presenters: Rob Mungoven -South Cambs District Council and Guy Belcher, Cambridge City Council

1 APOLOGIES

To receive any apologies for absence.

2 DECLARATIONS OF INTEREST

Members are asked to declare at this stage any interests that they may have in an item shown on this agenda. If any member of the Committee is unsure whether or not they should declare an interest on a particular matter, they should seek advice from the Head of Legal Services **before** the meeting.

3 MINUTES (*Pages 7 - 14*)

To confirm the minutes of the meeting held on 20th November 2013 as a correct record. (*Pages 7 - 14*)

All Committee Members may vote on these items

4 C/05001/13/CC & S/00457/13/CC - CHESTERTON RAIL SIDINGS AND COWLEY ROAD, CAMBRIDGE (*Pages 15 - 102*)

5 13/1401/REM AND S/2037/13/RM - PRIMARY ROAD LOCATED WITHIN LAND BETWEEN HUNTINGDON ROAD, MADINGLEY ROAD, AND THE M11, NORTH WEST CAMBRIDGE, CAMBRIDGE (*Pages 103 - 154*)

6 13/1400/REM AND S/2044/13/RM - LAND BETWEEN HUNTINGDON ROAD, MADINGLEY ROAD AND M11, NW CAMBRIDGE (LOT 5) (*Pages 155 - 200*)

All Committee Members are invited to attend the Briefings

7 LAND BETWEEN HUNTINGTON ROAD AND HISTON ROAD (DARWIN GREEN) - BRIEFING

Update briefing on proposals relating to Darwin Green1 (formally known as NIAB), Darwin Green 2 and Darwin Green 3.

8 CLAY FARM - PARCELS 12A, 13 AND 14 - BRIEFING

Pre-application briefing on reserved matters proposal for 140 dwellings.

Quorum for This Item/Application:

The quorum for the Committee comprises 3 members of Cambridge City Council, 3 members of South Cambridgeshire District Council and 2 members of Cambridgeshire County Council.

Speaking at the Committee by Other Members of the Councils

A member of any of the councils who is not a member of the committee or a member of a parish council (in respect of applications relating to sites in their own parish) may speak at a meeting of the committee at the request or with the permission of that committee or of its Chair made or obtained before the meeting. Such request or permission shall specify the matters in respect of which the member shall be permitted to speak.

Information for the Public

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Members of the public who want to speak about an application on the agenda for this meeting may do so, if they have submitted a written representation within the consultation period relating to the application and notified the Committee Manager that they wish to speak by **12.00 noon on the day before the meeting**.

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The submission of late information after the officer's report has been published is to be avoided.

A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in time for inclusion within the officer's report. Any public representation received by the Department after 12 noon two business days before the relevant Committee meeting (e.g by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

The same deadline will also apply to the receipt by the Department of additional information submitted by an applicant or an agent in connection with the relevant item on the Committee agenda (including letters, e-mails, reports, drawings and all other visual material), unless specifically requested by planning officers to help decision-making.

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phy meetings may not wish to be recorded. The Chair of the meeting will facilitate by ensuring that any such request not to be recorded is respected by those doing the recording.

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

20 November 2013

10.35 am - 1.55 pm

Present:

Cambridge City Council: Blencowe (Vice-Chair), Price, Reid, Smart Tunnacliffe.

Cambridgeshire County Council: Ashwood, Dent, Hipkin and Kenney.

South Cambridgeshire District Council: Councillor Bard (Chair), Bygott Corney, de Lacey, Nightingale and Van de Weyer.

Officers Present:

Head of Planning Services: Patsy Dell

New Neighbourhoods Development Manager: Sharon Brown

Principal Planner - New Neighbourhoods: Mark Parsons

Principal Planner - New Neighbourhoods: Mike Ovenden

Principal Planner - New Neighbourhoods: Kirsty Carmichael

Senior Planner – New Communities (Planning): Emily Harvey

Senior Planner - New Neighbourhoods: Sophie Pain

Legal Advisor: Penny Jewkes

Committee Manager: Toni Birkin

Also Present:

Ian Dyer Lead Highways Development Management Engineer

Jonathan Brookes, Principal Urban Design Officer

Developer Representatives:

University of Cambridge, Heather Topel

Wilkinson Eyre Architects, Stafford Critchlow

McInnes Usher McKnight Architects (MUMA), Stuart McKnight

Jo Clark, Countryside Properties

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| FOR THE INFORMATION OF THE COUNCIL |
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13/62/JDCC

Apologies

Apologies were received from Councillors Dryden, Tucker, Reynolds and Shelton. Councillors Bygott, Dent and Tunnacliffe were in attendance as alternates.

13/63/JDCC Declarations of Interest

| Councillor | Agenda Item | Interest |
|-------------------|---------------------------------|--|
| Bygott | 13/65/JDCC and 13/66/JDCC | Personal: Member of Cambridge University |
| de Lacey | 13/65/JDCC and 13/66/JDCC | Personal: Member of Cambridge University |

13/64/JDCC Minutes

The minutes of the meeting of the 16th October 2013 were agreed as a correct record.

13/65/JDCC 13/1402/S73 and S/2036/VC Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire

The Committee received a Section 73 application for 11/1114/OUT and S/1886/11 relating to land between Huntingdon Road, Madingley Road and the M11, North West Cambridge.

The application sought approval to vary condition 69 (plans) for: Up to 3,000 dwellings; Up to 2,000 student bedspaces; 100,000 sq.m. employment floorspace, of which: up to 40,000 sq.m. commercial floorspace (Class B1(b) and sui generis research uses) and at least 60,000 sq.m. academic floorspace (Class D1); up to 5,300 sq.m. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 sq.m. net floorspace); Senior Living, up to 6,500sq.m. (Class C2); Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries (Class D1); Hotel (130 rooms); Energy Centre; and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.

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

- i. English Heritage comments regarding density were noted.
- ii. Increased height in areas away from residential dwellings were considered acceptable.
- iii. Changes to open space provision were considered acceptable and it was noted that they were above the minimum requirements.
- iv. Density concerns from residents of Girton were noted.

Resolved (unanimously) to accept the officer recommendation to approve the variation of condition 69 as detailed in the officers report.

13/66/JDCC 13/1258/FUL - North West Cambridge Embankments

The Committee received an application for full planning consent for highway embankment construction; gabion retaining wall construction; drainage and land drain construction; installation of fencing; carriageway and footway reconstruction; installation of buried infrastructure, including traffic signal ducting and associated landscaping to Madingley Road west access junction, including land between Huntingdon Road, Madingley Road, and the M11.

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

- i. Congratulated Cambridge University for its commitment to finding an alternative construction method to lessen the impact on the trees.
- ii. Questioned French Drain arrangement and sought an assurance that they would include gridded tubing to prevent blocking which would increase flood risks.

The Committee had a number of concerns regarding the arrangement of the cycle crossing at the Madingley Park and Ride junction.

In response to Members' questions the Senior Planner, Principal Planner and Ian Dyer of Cambridgeshire County Council highways department said the following:

- iii. Cyclist movements through the junction would be managed in a two stage process with a staged waiting area.
- iv. The Highways Authority had considered the options and had agreed that a two stage process was needed to address conflicting needs of the Park and Ride users and cyclists.
- v. The County Council had carried out a safety audit and were satisfied with the proposals. No concerns had been raised about the capacity of the central island.

- vi. Complaints from cyclists regarding cars changing lanes following recent junction changes in other areas had been noted and members wanted comfort that lane changes would be kept to a minimum in relation to this site.
- vii. The Committee were assured that cyclist safety had not been compromised to meet the needs of the Park and Ride service.
- viii. A Condition would be added to allow further investigation into the possibility of a single stage crossing across the Park and Ride junction. If this is not possible then the condition should also investigate whether the increased capacity of the existing two stage crossing waiting area could be improved.

Resolved (unanimously) to grant the application for full planning permission (Major) in accordance with the officer recommendation, for the reasons set out in the officer report, and the inclusion of the following additional condition (9) and informative;

Notwithstanding the detail of the Park and Ride junction on plan numbers NWC1-AEC-LA-MW-XXX-DRG-LD-3102 PO2, NWC1-AEC-LA-MW-XXX-DRG-LD-3201 PO2 and NWC1-AEC-LA-MW-XXX-DRG-LD-3501 PO2 prior to development commencing a scheme for the layout of the pedestrian/cyclists crossing shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that a pedestrian and cycle island that can cope with the capacity is included for the safety of future users of the junction. (NWCAAP (2009) policy NW17 & 18).

INFORMATIVE:

- 1) In discharging condition 9 the applicants are asked to show whether a single stage pedestrian/cyclist crossing can be provided without detriment to the efficient operation of the Park and Ride site.
- 2) If a two stage cross is required, then the applicants should show if the central island can be enhanced to accommodate extra capacity for waiting cyclists or pedestrians.

Councillor Blencowe chaired 13/67/JDCC and 13/68/JDCC and only City and County Councillors voted on the items.

13/67/JDCC 13/0912/REM Land Between Long Road and Shelford Road, (Clay Farm/Showground Site), Cambridge

The Committee received a reserved matters application for the construction of a public square with landscaped gardens, parking spaces., landscaping and sculpture to the south of the proposed community centre on land between Long Road and Shelford Road, (Clay Farm/Showground Site), Cambridge, Cambridgeshire.

Jo Clark addressed the Committee on behalf of Countryside Properties and in support of the application.

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

- i. The Design Quality Panel had been invited to comment on the plans at an early stage. Their suggestions are reflected in the application being considered today. The submitted application had not been reviewed by the Quality Panel subsequent to the amendments being made. The independent, advisory nature of the Panel was explained.
- ii. Amendments to the application, following comments by the Quality Panel, include a review of the proposed public art sculpture, the inclusion of additional mature trees, and consideration of a local centre strategy.
- iii. A number of options were considered with regard to the appropriate level of visitor parking and it was agreed that the 34 spaces proposed provides an acceptable level that does not dominate and is well located. The design manages the possible conflicts of mixed use of the square in a positive way.
- iv. The Public Art feature would be anti-climb by design.
- v. Roads leading to the public square would be limited to 20mph.
- vi. Consultations on the public square had included: the Public Art Steering Group, the Southern Fringe Community Forum and various workshops.

Resolved (by 8 votes to 0 with 1 abstention) to approve the reserved matters application in accordance with the officer recommendation, for the reasons set out in the officer report.

13/68/JDCC 13/1118/S73 Bell School

The Committee received a S73 application to vary conditions on an existing outline permission (reference 12/1027/S73 dated 1 November 2012): conditions 3 (reserved matters), 4 (masterplan), 5 (parameter and access plan), 28 (access details), 30 (link to Greenlands) and 32 (access plan), attached to outline permission for residential development not exceeding 347 dwellings (comprising houses and apartments, including affordable and key

worker housing), 100 bed student living accommodation for the Bell Language School and public open space, with vehicular access from Babraham Road and associated roads, footpath/cycleways and drainage infrastructure.

Garth Hanlon addressed the Committee on behalf of Savills and in support of the application.

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

- i. The Committee expressed satisfaction that the previous deficit in open space had been addressed. However, concerns were raised as to how this had gone unnoticed until it reached the Committee.
- ii. The amount of social housing to be provided was welcomed.
- iii. Concerns were raised about the loss of the communal courtyard gardens indicated on the original masterplan between some of the blocks in favour of divided private gardens.
- iv. Concerns were expressed that the reserved matters scheme must have appropriate clustering of affordable housing.
- v. The loss of the Crescent was noted as regrettable.

The New Neighbourhoods Development Manager confirmed that the housing mix and distribution would be agreed at the reserved matters stage. She stated that a compromise had been needed to amend the distribution of open space while achieving a workable site drainage scheme .

Resolved (unanimously) to grant the variation of conditions on existing outline permission application in accordance with the officer recommendation, for the reasons set out in the officer report.

13/69/JDCC Pre-Application briefing on North West Cambridge

The Committee received a presentation from Wilkinson Eyre Architects and MUMA on North West Cambridge for Phase 1 – reserved matters Lot 1 and Lot 7.

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

- 1. The location of the Energy Centre appears to have moved.**
- 2. Queried the ventilation arrangements for the single fronted dwelling blocks.**

- 3. Questioned how noise from service yards to the rear of dwellings would be dealt with.**
- 4. Questioned why only one side of the supermarket had housing to screen it.**
- 5. Welcomed the underground parking planned for the supermarket.**

The meeting ended at 1.55 pm

CHAIR

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Agenda Item 4

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 18th December 2013

| | | | |
|---------------------------|--|--------------------|-------------|
| Application Number | C/05001/13/CC & S/00457/13/CC | Agenda Item | |
| Date Received | 28/06/2013 | Officer | Tim Watkins |
| Target Date | 18/12/2013 | | |
| Parishes/Wards | Parishes Councils - Milton Parish Council, Horningsea Parish Council and Fen Ditton Parish Council City Ward - East Chesterton Administrative boundaries of both Cambridge City Council and South Cambridgeshire District Council. | | |
| Site | Chesterton rail sidings and Cowley Road, Cambridge | | |
| Proposal | The proposed Cambridge Station Interchange (CSI) comprising a new railway station and car park together with an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links). Linkages into the existing 'Guided Busway' network by a new bus route within the site to connect to a longer section of Busway to its junction with Milton Road. Associated landscaping and public realm works. The station will operate from 05:30 to 01:00 7 days a week. | | |
| Applicant | Cambridgeshire County Council's Major Infrastructure Delivery team | | |
| Recommendation | It is recommended that planning permission be granted, subject to: <ol style="list-style-type: none">1. the draft planning conditions set out in Appendix B2. the receipt of a written undertaking from the applicant to satisfactorily secure the following :<ul style="list-style-type: none">• Completion of off-site highway improvements to Milton Road prior to the opening of the transport interchange• Pre- development baseline survey of incidence and distribution of on-street parking in the locality to be followed by further surveys of any on-street parking in the locality following the bringing into use of the development. The bringing forward of a scheme of mitigation, following local consultation, to address issues raised by the surveys• To continue the feasibility study into the construction of a cycle/footpath bridge over the | | |

River Cam

- To work with the owners of Bramblefields Local Nature Reserve on a scheme to deliver biodiversity enhancements
- To undertake biodiversity enhancements to mitigate the ecological impacts of the development on nearby land to be developed as part of the Busway scheme and to manage those enhancements for a period of 10 years with an annual report of progress and recommendations for future management to be submitted to the local planning authority for approval
- Prior to commencement of development on site to establish a local liaison forum with stakeholders and to hold regular meetings during construction and up to two years post completion to act as a local forum for communication, discussion and monitoring the impact of the development

Application Type Regulation 3, Town and Country Planning General Regulations 1992 **Departure:** Not Applicable

The above application is reported to the Joint Development Control Committee for the Cambridge Fringes Committee for determination by members in accordance with the Scheme of delegation for the Joint Development Control Committee for the Cambridge Fringes

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0.0 INTRODUCTION

- 0.1 Following a number of years of work on strategic transport policy and programmes , culminating in the adoption of the Local Transport Plan in 2011, Cambridgeshire County Council's Major Infrastructure Delivery Team are now moving to implement key schemes and have submitted a planning application under the provisions of Regulation 3 of the Town & Country Planning General Regulations 1992 to develop a new station and public transport interchange on land occupied by an existing aggregates rail terminal together with adjacent underused former railway land in Chesterton. The proposed development covers an area of approximately 13 hectares.
- 0.2 Whilst Chesterton Sidings is owned by Network Rail, Cowley Road is the site's only current means of vehicular and pedestrian access from the public highway at Milton Road apart from a parallel private access track owned by Network Rail (not part of the application site). Cowley Road is owned by Cambridgeshire County Council and Cambridge City Council.
- 0.3 The County Planning Authority (CPA) had earlier issued an EIA Screening Opinion (14/05/2013) and EIA Scoping Opinion (18/12/2012) in response to a request from Carter Jonas on behalf of Cambridgeshire County Council's Major Infrastructure Delivery Team. The screening opinion concluded that the proposed development was EIA development as the development was likely to have significant effects on the environment. The planning application and Environmental Statement were submitted on 28/06/2013. In response to a formal request for additional information under Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 further information was submitted on 17/10/2013 and has been the subject of a second round of consultation with stakeholders.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The planning application seeks approval for the location of the development proposal largely within the SCDC Parish of Milton, but with a small part lying within the City ward of East Chesterton. To the north of the proposed site lies industrial development on Cowley Road, former railway engineering depot sidings, another operational aggregates rail terminal and Cambridge Sewage Works. To the east of the site is the main West Anglia main line railway flanked by primarily single storey residential development and land in industrial uses accessed off Fen Road, East Chesterton. To the west of the site is the St Johns Business Park and to the south of the site are the Nuffield Road allotments / Bramblefields Local Nature Reserve and wider residential area of East Chesterton.
- 1.2 The railway level crossing on Fen Road is located 305 metres from the proposed station building and access across the railway is controlled by an automatic barrier crossing monitored by CCTV. The location of the current

rail access from the mainline into the freight reception track and associated sidings acts a constraint on the location of the proposed new station platforms at the site. Other existing railway infrastructure (e.g. overhead electric lines) also influences the layout and scale of the station development proposed.

- 1.3 The proposed development site has no known linkages to any sites of international ecological importance (e.g. SAC / SPA), or to any national ecological designations i.e. SSSIs. However, it is adjacent to a Local Nature Reserve (Bramblefields LNR) which is a recognised site of County importance. The site is regarded as of County importance for its invertebrate interest and supports priority habitat (Open Mosaic Habitat on previously Developed Land) largely associated with its past use where natural re-colonisation has taken place on the underused land.
- 1.4 The proposed site lies within in Flood Zone 1 and approximately 400 metres from Flood Zone 2 and 3.

2.0 THE PROPOSAL

- 2.1 The proposed Cambridge Station Interchange (CSI) comprises a new railway station, car park and an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links). The interchange facility will be linked into the existing 'Guided Busway' network at Milton Road by a length of new bus route. Part of this new link already has the benefit of planning permission from an earlier enabling Transport and Works Order issued by the Sectary of Sate relating to the wider Busway scheme. A short length of bus route would connect the proposed bus stops opposite the station square to the permitted Busway route. The station will operate from 05:30hrs to 01:00 hrs daily.
- 2.2 The proposed new railway station development will encompass a station building with passenger waiting facilities, toilets, a ticket office and amenity space. The development will also include two main line platforms and a bay platform with an elevated enclosed footbridge (with lifts to the platform) providing access over the main lines and operational freight tracks from the station building to the new platforms. Other aspects of the development include car (approximately 450 spaces) and cycle parking (1,000) spaces, bus turning area and associated hard and soft landscaping. The application site also includes includes vehicular and pedestrian access from Cowley Road from the junction formed by the separate accesses to the aggregate rail terminals. The proposal also includes a number of cycle /pedestrian access points to the site notably from Cowley Road, access route alongside the Busway, paths through part of Bramblefields Nature Reserve to East Chesterton and from Fen Road via Moss Bank.
- 2.3 The station building will be located in the south of the application site with a gross external footprint of approximately 750 square metres. The building is predominantly 2 storeys high with a third storey section allowing access to the elevated enclosed 43 metre long over-line crossing. The

crossing route then descends to the platforms via 2 covered stairwells. The platforms are 270 metres in length with 80 metres being covered. The height of the station building at the second storey is 6.9 metres which rises to 10.35 metres at the third storey level. The station building is 28.3 metres wide and 27.1 metres in depth. The main station building will have a green roof. The station building is made of and clad in a number of different materials, but the appearance of the building is dominated by the proposed use of perforated metal panels in the 'Game of Life' pattern. The exit from the station building opens on to a large (50 metres x 29 metres) public space. To the south of the station building is a large secure, covered cycle storage area. The saw tooth roofline of the cycle storage building is 6 metres high accommodating solar panels on the predominantly transparent roof.

- 2.4 The guided busway enters the site on the north west boundary and the bus route continues along the south western flank of the site, following, in part, the former alignment of the now removed branchline to St.Ives up to the bus stops and bus turning area.
- 2.5 The 450 space car park is located centrally within the site and interspersed with elements of landscaping such as planting beds and hedging. Adjacent to the car park and to the north of the station building is the taxi rank and a passenger pick up / drop off point.
- 2.6 The proposed development will use photo voltaic panels to deliver 10% of the station building's total energy requirements.
- 2.7 The application is accompanied by the documents as set out in Appendix D.

3.0 RELEVANT SITE HISTORY

- 3.1 With the exception of that part of the site along Cowley Road the application land has been in railway use for many years. Within the application site is an active aggregates rail terminal consisting of one rail siding and adjacent ancillary land. This use was established in the late 1980's under permitted development rights. Initially it was operated by Foster Yeoman receiving stone from the Mendip Hills in Somerset but latterly has been operated by local company Frimstone Ltd handling recycled stone for the construction industry. The current aggregates rail siding will need to be re-located to permit the construction of the proposed development.

4.0 PUBLICITY

Applicants pre-submission publicity

- 4.1 In accordance with its own Statement of Community Involvement the applicant has, in addition to pursuing the proposed development with other stakeholders through processes within the rail industry, engaged on extensive pre-submission consultation with business, and the local

community. This has included press releases, public exhibitions and letters.

- 4.2 The applicant has also involved local authority officers in a number of pre-submission discussions and site visits.
- 4.3 The development proposal was presented to Cambridgeshire Quality Panel on 17 June 2013.

Planning application publicity

- 4.4 The submitted application has been the subject of extensive consultation and publicity. In addition to the normal local consultation letters, statutory press notices, deposit copies of the plans at local authority offices for public inspection, site notices, a series of manned public exhibitions of the submitted proposals have been held to enable members of the business and local community to examine the proposals together with the opportunity to respond to them. Statutory and other bodies have also been consulted on the proposals. Copies of the planning application and accompanying documentation were made available for public inspection at Castle Court Shire Hall, Cambridge Central Library, Nelson Mandela House in Cambridge, and South Cambridgeshire Hall in Cambourne Business Park.

| | |
|--|-----|
| Press Advertisement: | Yes |
| Local Residents / Business (2111 letters): | Yes |
| Site Notices (12) Displayed: | Yes |

Response to initial consultation

- 4.5 Results of the initial consultation identified the need for additional information to be provided by the applicant in respect of ecology, noise and vibration, flood risk, drainage, landscaping, lighting, visual impact and sustainability. In addition some changes were made to the Transport Assessment, Design and Access Statement and the Planning Statement. Copies of the additional information and accompanying documentation were made available for public inspection at Castle Court, Cambridge Central Library, Nelson Mandela House in Cambridge, and South Cambridgeshire Hall in Cambourne Business Park. The additional submission was advertised in the local press and on the County Council's website and local stakeholders given the opportunity to comment on it.

5.0 PLANNING POLICY SUMMARY

This section contains a summary of the strategic policy context. The detailed Local development Plan and other policy references are set out in Appendix A and cross-referenced in more detail as appropriate within individual sub-sections of the Assessment part of this report.

5.1 National Planning Policy Framework (NPPF) (March 2012)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and is an important material consideration in the determination of planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making.

5.2 Local Development Plan Policy

The proposed development constitutes a 'cross boundary application' and so policies for both South Cambridgeshire District Council and Cambridge City Council must be considered together with the adopted Minerals and Waste Local Development Framework. The Local Transport Plan (LTP3) Policies and Strategy 2011-2026 was adopted in March 2011.

5.3 Emerging Planning Policy

Both Cambridge City Council and South Cambridgeshire District Council have progressed their respective Local Plans to draft submission stage on which the views of stakeholders have been sought. These plans will progress further in Spring 2014. Both local planning authorities have included in their draft plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the Cambridge Northern Fringe East Area within which the proposed development is situated. Preparation of this plan is in its very early scoping stage but it will ultimately establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted, this will form part of their respective local plans.

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

The views of the consultees are summarised as follows:

South Cambridgeshire District Council and Cambridge City Councils joint response :

- 6.1 After reviewing the submitted application, the accompanying Environmental Statement and the additional environmental information officers have identified where there remain outstanding matters. It is considered that these can either be resolved through the imposition of appropriate planning conditions and/or undertakings.

Ecology/Biodiversity Planning Policy Compliance

- 6.2 The ecological survey work is welcomed and meets the requirements of

the Ecology Officers. Opportunities for enhancing an important invertebrate resource have been identified and can be taken up through the employment of a suitable invertebrate specialist and implemented through an Ecological Management Plan (EMP). It is recommended that the details of the EMP are secured through the imposition of an appropriate condition.

Lighting

- 6.3 Concern has been raised from the Heritage Officer at SCDC regarding the light glow and its impact on the Fen Ditton Conservation area. Whilst the submitted plans do not adequately address this issue, the Environmental Health Officer is satisfied that the additional submitted information demonstrates that this impact can be mitigated. A planning condition is recommended to ensure that light glow will be appropriately controlled and mitigated.

Noise & Vibration

- 6.4 It has been concluded that the Environmental Statement and additional information is acceptable. It assesses the potential significance of environmental health impacts associated with the development by evaluation and prediction of their nature, extent and magnitude of any impact and the identification and description of the measures to prevent, reduce and where possible offset any significant adverse effects on the environment.
- 6.5 Having considered all the submissions there is no objection in principle to the proposed development. However, there are a number of environmental health issues and health determinants that need to be considered and effectively controlled by condition or similar to minimise potential adverse impacts on existing local residents and safeguard their health and quality of life. Where appropriate, recommendations for planning conditions have been included in the officer recommendation.

Waste and Recycling

- 6.6 The Environmental Health Officer considers that the information contained within the submitted RECAP Toolkit document is satisfactory and meets policy requirements.

Highways Design & Access

- 6.7 Information regarding the access of different modes of transport is welcomed. It is considered that the cycling network could be improved on the site in order to make it as efficient and usable as possible. From Cambridge City Council's experience with the existing Cambridge railway station, the use of shared paths is significant in terms of both capacity and frequency. For this reason, it is strongly recommend that, to support Cambridge's position as Cycling City of the UK, a high quality, segregated shared path is incorporated where land constraints allow. This means that

the proposed 2.5 m shared paths throughout the application site should be increased to 5 m (2 m for pedestrians and 3 m for two way cycling) in accordance with the Department for Transport Local Transport Note 1/12.

- 6.8 It is also suggested that in order to reduce the number of cyclists cutting across the station forecourt to reach the cycle stands on the southern side, an informal route could be provided through the car park for cyclists who wish for a more direct route through from Milton Road to Fen Road and it is recommended that this route be facilitated with links from the south western corner of the car park to the off-road provision linking to Moss Bank.
- 6.9 Previous requests have been made for the applicant to clearly set out the proposed mechanisms which could be implemented to protect the amenity of existing residents from increased on-street car parking as a result of the proposed development. This issue was raised by local residents through the public consultation process and it is considered that these concerns should be addressed with a proposed solution or means of mitigation.

Water Quality Flood Risk & Drainage

- 6.10 A strategy was previously requested to ensure that the planned Sustainable Urban Drainage Scheme can be delivered. This should include general percolation/run off rates to understand whether this is deliverable without the need for balancing ponds (if necessary on additional land). Officers of both authorities are happy to advise what is required. Further reassurance from the applicant's consultants to cover this point is sought before the application can be recommended to the Committee for approval. Whilst the Environment Agency has no objection, the district planning authorities would like confirmation that this strategy can be accommodated on site.

Landscape & Visual Impact

- 6.11 It is recommended that landscaping matters can be addressed through the imposition of appropriate conditions. This is in order to concentrate particularly on the western boundary of the proposed site, adjacent to the Guided Busway, the softening of the drop off/taxi rank area as well as the hard and soft landscaping that will bring together the station square, the gateway into the building itself.

Urban Design

- 6.12 Urban Design Officers welcome the plans and additional information. Officers are satisfied that the revisions to the bridge and staircase satisfactorily meet the requirement to protect neighbouring properties to the east. The amendments to the cycle parking to the north of the building are accepted and the addendum to the Design and Access Statement is helpful. The provision of a fence along the whole of the platform edge is particularly welcomed although the scale of the cross sections across the site and information provided has made it difficult to assess the true

impact on all the neighbours to the east. The use of conditions is recommended to require design details and samples of construction materials for the fence to be submitted for approval to consider further the height of the fence as it was felt to be oppressive but due regard will need to be had to other environmental objectives e.g. noise mitigation.

Sustainability

- 6.13 The plans demonstrate a reduction in the potential overshadowing of the photovoltaic panels are welcomed as is the supporting data. To ensure 10% renewables are achieved the use of a standard condition is recommended.

Public Art

- 6.14 There is no reference to a public art strategy and this needs to be addressed prior to Committee determination.

Planning Conditions

It is recommended that planning conditions are imposed to cover the following:

- All materials (SDCD DP/2 Design of New Development)
- Hard and soft landscaping (SCDC DP/2 and NE/6)
- 10% renewables (SCDC Policy DP1 Sustainable Development, NE/1 Energy Efficiency; and District Design Guide SPD)
- Signage (SDCD CH/8)
- Lighting (SCDC Policy CH/5 Conservation Areas)
- Ecological Management Plan (SCDC Policy NE/6 Biodiversity; and District Design Guide)

Growth and Economy Section (Cambs CC),

Economic Development Officer

- 6.15 The planning application for the proposed Science Park station is strongly supported. It will enable the creation of a revitalised employment area centred on a new transport interchange. The proposed uses for the area in the Cambridge City & South Cambridgeshire Local Plans envisage a high quality mixed-use development primarily in use classes B1, B2 and B8, as well as a range of supporting commercial and retail uses. The station will therefore provide a new gateway to the northern part of Cambridge.
- 6.16 The proposed railway station will be served by the Guided Busway, facilitating access from the new town of Northstowe and other settlements along the route, and will include cycle and car parking facilities. The new station will significantly improve accessibility to the revitalised employment area but also to the surrounding area including to businesses and employees on Cambridge Business Park, Cambridge Science Park and St

Johns Innovation Centre, considerably enhancing the attractiveness of this area of the city as a business location.

Highways

Transport Assessment

- 6.17 The Transport Assessment (TA) shows that the proposed development is likely to cause a worsening of conditions for the following junctions (during either peak period) Cowley Road/ Milton Road North Junction, Milton Road/ Cowley Park Junction, Kings Hedge Road/ Milton road/ Green End Road Junction, and Arbury Road/ Milton Road/ Union Lane. The TA identifies the majority of these issues relate primarily to background growth, although it should be highlighted that the development contributes towards this impact in most of these cases.
- 6.18 The applicant proposes to carry out junction improvements at the Cowley Road/ Milton Road North Junction, through the alteration of lane allocation on approach to the junction for traffic travelling south from the A14 junction. The improvements include a dedicated left turn lane to Cowley Road. The junction design has been accepted by the Highway Authority in principle and the detailed design will need to be agreed prior to implementation and subject to all of the usual safety audit processes. The junction improvement provides an element of mitigation which works towards alleviating the impact within the immediate vicinity of the development. Although the development will attract additional vehicular traffic it will also benefit the area significantly by providing for and encouraging the use of sustainable modes.

Car Parking

- 6.19 Supplementary information submitted with the application shows that car parking demand would remain below the 450 parking supply during the AM peak; however by 10am the car park demand exceeds supply which isn't resolved until 6pm. Although the level of cars attracted to park at the station is shown to exceed supply it accepted by the Highway Authority that the development will improve sustainable transport opportunities in the area and whilst the station should provide an element of parking for those that have no other option but to drive to the station those that have access to alternatives means of transport should be encouraged to use these rather than being encouraged to drive as a result of an oversupply of parking.
- 6.20 The parking provision on site has the potential to encourage those choosing to drive to the station to park in unrestricted roads within the vicinity of the station. As part of the application parking restrictions will be put in place along Cowley Road to prevent the 'fly parking' currently taking place. Additionally the applicant has committed to surveying local roads in the vicinity of the station with monitoring of parking before and after opening of the station. In the event that there is a worsening of parking

conditions in the area the need for a parking control scheme would be considered by the County Council as highway authority.

- 6.21 The charging levels at the station car park will be an important consideration to ensure those that would use other modes of transport are not encouraged to drive to the station as a result of low prices, whilst setting the prices too high could result in additional cars parking in surrounding streets to avoid the parking charges. The parking prices will be set and controlled by the rail industry and therefore further details are not available concerning the charges at this time but will be known prior to the development being brought into use.

Access by foot

- 6.22 The bridleway access along the southern side of the Busway is covered by the Cambridgeshire Busway order 2005. It is understood that the Cambridgeshire Busway and associated bridleway is to be extended further along the former railway to the new station site. It is considered that there is very good pedestrian access and a high level of new cycle parking and other facilities within the station. The details are strongly welcomed.

- 6.23 The following new points of access the new station are welcomed:

1. Nuffield Close (public cycle track to be dedicated)
2. North of Discovery Way (permissive)
3. Laxton Way through Bramblefields Nature Reserve (permissive)
4. Moss Bank (public cycle track to be dedicated)

- 6.24 The provision of “light touch” improvements to the existing paths in Bramblefields Nature Reserve following access to the new station is considered appropriate.

Cycling

- 6.25 Cyclists from the north will access the development from Milton Bridge and cyclists from the Science Park and Regional College may also use Cowley Road. The proposed development includes a 2.5 metre wide shared use footway/cycleway along the north side of Cowley Road. This facility is suitable as current guidance accepts 2.5 metres as reduction from the minimum 3 metre width where the flows of pedestrians and cyclists will be light. Ultimately the station is expected to have high levels of pedestrians and cyclists accessing the site and therefore careful consideration may need to be given to the width of footway/cycleway provided at the detailed design stage. The provision of a footway/cycleway along Cowley Road is important in minimising the potential conflict between vulnerable road users and the HGVs which will continue to access the aggregate rail terminals and other industrial sites off Cowley Road. If permission is granted then a shared footpath/cycleway with a minimum width of 2.5 metres at this stage should be secured by condition. It is anticipated that wider re-development of the

area will provide opportunities to provide a wider shared or segregated cycleway in due course.

- 6.26 The Busway will be extended to the station and will include a 4m wide footway/cycleway alongside (south side) which will have connections to Nuffield Road and Moss Bank. Additionally more informal routes will be provided through Bramblefields which will be unlit to remain sensitive to the ecological status of the area.
- 6.27 The proposal will provide 1000 cycle parking spaces on site for interchange users. The supplementary information identifies that approximately 700 cyclists are expected to use the development, which leaves 300 spare spaces to accommodate commuters who leave their bikes over night and as a result the identifies cycle space provision is acceptable deemed as fit for purpose, and that the number of spaces will be reviewed by the train operator. The Highway Authority are accepting of this approach although the surveying of cycle space demand should be formalised through the Travel Plan to ensure that sufficient cycle parking is provided on site through monitoring of on site usage on an annual basis as a minimum, and additional spaces should be provided where required. Whilst Sheffield stand hoops are proposed for cycle parking this does not altogether address concerns about provision for a-typical pedal cycles. Increased spacing is necessary to accommodate non-standard bicycles.

Bus services

- 6.28 The TA identifies proposals for the Busway and Citi2 services to be extended to serve the interchange. The bus services to the station will travel along a separate bus service road.
- 6.29 The supplementary information provides details of the 562 inbound and outbound trips spread across the day and reveals the peak bus use to be between 8-10 am and 5-7 pm with just over 100 passengers interchanging. Flows are more even in the hours beginning 9am and 5pm and more tidal in hours beginning 8am and 6pm, reflecting travel to and from the workplace locally.
- 6.30 There are expected to be four buses that will use the bus turning area (which has two bus stands) every 10 minutes, although the supplementary information identifies that should all four services arrive together there is sufficient space for all these buses to wait without impacting on other users. The turning area is provided downstream of the stand to avoid conflict between stationary buses and those using the turning area.
- 6.31 Any further plans for expansion should be agreed with the highway authority and demonstrate sufficient facilities will be provided on site and within the surrounding area to meet expected demand.

Summary

- 6.32 No objections are raised to the proposed development subject to the imposition of planning conditions and the receipt of suitable planning obligations in respect of off-site highway improvements and local on-street parking surveys to help assess the impact of the development in order to facilitate consideration of any further mitigation should this be necessary.
- 6.33 A single speed hump is proposed to manage vehicle speeds on Cowley Road, positioned at the inner end of the road. To efficiently manage speeds a feature would be required every 60 metres or so (to achieve a 30 mph design speed). Furthermore a significant proportion of the traffic on Cowley Road are HCVs either empty, or carrying ballast. These will generate noise travelling over a hump and that noise has potential to carry to residential areas. An alternative scheme considering the use of speed cushions should be considered to minimise the environmental impact.

Within the wider context of any re-development of the local area it is strongly recommended that potential for additional cycle parking provision is identified and provision made for implementation of such provision, to future-proof this development as a sustainable transport hub.

County Ecology Officer

- 6.34 The information submitted provides a comprehensive and up-to-date assessment of the current ecological value of the Chesterton Sidings site. The ecological impact assessment provided within the Environmental Statement (ES) provides an accurate assessment of impact on bats and plants and notes that Nuffield Road has limited ecological value (save for breeding birds and common reptiles). The detailed entomological survey of Chesterton Sidings and Bramblefield Local Nature Reserve in 2013 (recording over 1097 species) has clearly demonstrated that this area is of county importance for its invertebrate interest.
- 6.35 The application site is of county importance for its invertebrate interest and supports priority habitat (Open Mosaic Habitat on Previously Developed Land). Clarification is required regarding the ecological mitigation / conservation measures to be implemented as part of the scheme. A revised Landscape / Ecological Mitigation Plan should be secured by condition to detail the mitigation measures and future management, which should include the northern section of the development site and reflect findings of invertebrate surveys. Additional detailed information is required to demonstrate how the proposals will provide sufficient invertebrate mitigation / compensatory measures, in particular the delivery of high-quality habitat for invertebrates associated with open dry habitats and important specialist invertebrates (e.g. those known to inhabit old wooden railway sleepers), to ensure compensation for loss of habitat of county value.
- 6.36 The proposed off-site compensatory habitat creation along the Cambridgeshire Busway and Bramblefield Local Nature Reserve could

potentially incorporate features of invertebrate interest and is therefore welcomed.

- 6.37 The development will result in a loss of 0.74 hectares (30% reduction) of Open Mosaic Habitat on Previously Developed Land (OMH). OMH is a priority habitat of district and county importance of high distinctiveness. In accordance with national guidance any losses should be off-set with “like for like” i.e. the compensation should involve the same habitat as was lost.
- 6.38 The scheme will result in a net loss of OMH and habitat supporting invertebrate assemblages of county interest. It will therefore be essential that all aspects of the landscape / ecological mitigation, particularly compensatory habitat, are designed, implemented and maintained to the highest quality to maximise their ecological value and ensure there is no overall net loss in biodiversity interest at the site. If planning permission is granted, this must be secured through planning conditions for:
- Ecological Design Scheme in accordance with BS42020:2013
 - Landscape and Ecological Management Plan
 - Construction Environment Management Plan (biodiversity)
 - Detailed landscape scheme designed by an entomological specialist to ensure the conservation of the site’s important invertebrate assemblages

Access Officer CCC

- 6.39 It is appreciated that most of the access issues are within the remit of Building Control. It is understood that throughout its hours of opening for the public, there will be employees at this station who would be available to provide assistance in the event of lift failure and that this provision informs the design of this building and its facilities.

County Archaeologist

- 6.40 The contents of the Environmental Statement and appendices provide evidence that there is potential for archaeological remains to survive in the area and it is recommended that a programme of archaeological mitigation is secured by planning condition should consent be granted.

County Floods and Water Regulation

- 6.41 The submitted documents set out the design parameters for the drainage scheme but hold no calculations of sustainable design to show how any figures used have influenced the design and the critical storm analysis used. A full planning application should clearly show a sustainable design with calculations as evidence to demonstrate that the proposed system can work. The ownership and maintenance of the sustainable drainage system should be clear to ensure a sustainable system is designed and adopted in perpetuity. An informative should be included advising that the developer will require prior written consent from Cambridgeshire County

Council under the Land Drainage Act 1991 if any watercourses within the site requires works (e.g. diversions and/ or culverting).

Noise and disturbance

As part of the process of appraisal of the submitted documentation and in view of the close proximity of the development to residential uses, the local planning authority has sought specialist advice from an independent noise specialist with experience in dealing with noise, particularly from railway uses.

6.42 The choice of assessment methodologies (or combinations in appropriate cases) used by the applicant for the following activities associated with the scheme are considered acceptable :

- Noise from Construction
- Operational noise
- Vibration from operations
- Noise from road traffic
- Noise from air conditioning/ventilation
- Operational railway noise
- Noise from the car park
- Changes to train movements

The locations used to assess noise are considered to be appropriate and acceptable .

6.43 Whilst there is some concern regarding the impact of weather conditions on the noise assessment the use of the lowest measured values for each time period to assess the impacts is satisfactory. Baseline surveys were carried out by the applicant where the wind conditions were variable from the south east or east. The prevailing wind direction for the area is more likely to be south westerly which has important implications for some aspects of the assessment as the ambient noise is likely to be much lower than when assessed.

6.44 The results of the noise surveys are considered largely representative of an area which is a mix of urban residential and commercial properties. The night time background noise levels are in some instances 30dBLA90,t which is regarded as very low. Background and ambient noise levels in the area tend to rise after 05:00 which may reflect that background levels are heavily influenced by road traffic.

6.45 The noise impact of road traffic external to the site is so low as to be negligible at all nearby residential receptors. Vibration impacts from additional road traffic movements are likely to be negligible and do not require assessment.

Residential amenity

- 6.46 The proposed car park is near to residential properties which has the potential for impact on amenity. Predictions have been made for noise emissions and the values used are considered to be reasonably representative and the assumptions and calculations have been found to be satisfactory.
- 6.47 Noise from the station pickup/drop off point has also been modelled and the assumptions and calculations are reasonably representative. It should be noted that this is a significant noise source at several properties, especially those in Long Reach Road and Sunningdale Caravan Park.
- 6.48 The station will be equipped with a public announcement (PA) system and this clearly has potential to impact on residential amenity, especially those properties that are close to the platform as the station will be operating from 05:30 and the PA system will also be operational from this time. Noise from the PA system is a major contributor to off-site noise levels and in its stated form is unacceptably loud at the Sunningdale and Kerry's Yard caravan sites. On the basis of assumptions used calculations show that this will not be an acceptable noise impact without mitigation as it is very close to the range where complaints may be expected.
- 6.49 Noise levels during early morning are likely to generate complaints at Sunningdale Caravan Park and may be unacceptable at Long Reach Road. This is primarily due to PA noise at the caravan park and noise from the pickup point in respect of Long Reach Road. Noise from the proposed development is therefore likely to produce complaints at Sunningdale Caravan Park and Long Reach Road. In the evening PA system noise remains a very significant issue at Sunningdale Caravan Park and may generate complaints, but are not likely at all locations and the situation is close to marginal at Long Reach Road. It is therefore essential that noise from the PA system is either reduced at source or controlled by means of additional barriers. Insufficient information has been provided in respect of the impact of the PA system and during early morning its stated noise impact may be higher than given in the submitted documents.
- 6.50 The pickup point is likely to be a significant contributor to the off-site noise levels at both Long Reach Road and Sunningdale Caravan Park.
- 6.51 The proposed development includes an extension to the Busway and as the buses are provided with a turning circle close to existing houses, a noise impact is possible.

Noise emissions from heating/ventilation

- 6.52 Imposition of a safeguarding condition is recommended to ensure adequate controls over the details associated with this aspect of the development in the interests of local amenity.

Changes to the local noise environment and vibration

- 6.53 The changes to train movements will be generally beneficial to the area near the station as some trains that currently pass through at high speed will stop at the station. This will lead to a reduction in level even when the additional service of one train per hour is included.

Cumulative effects and mitigation

- 6.54 Some aspects of the development have the potential, on a cumulative basis, to result in an unacceptable noise impact on residential amenity and accordingly these require control. In particular, whilst the noise impact of the PA system may be capable of being mitigated to reduce its impact this may prove challenging. This is especially so as the operators of the station will have minimum operational requirements for this type of system. However, appropriate mitigation will be necessary if the station is to operate without causing complaints. It is therefore recommended that suitable safeguarding conditions are included on any planning consent that is granted.

Milton Parish Council

- 6.55 No objection, but request that they be consulted when the information is submitted to meet the requirements of conditions relating to drainage.

Horningsea Parish Council

- 6.56 Horningsea is surrounded by potential large-scale housing developments as well as the proposed new station. The indirect impact of these on the infrastructure and the potential for increased traffic through the village is a concern to villagers. The community struggles to sustain the bus service, which is a lifeline to village residents who have no transport. Further consideration should be given to improving public transport connecting Horningsea village to the future public transport network that surrounds it as part of the wider growth agenda.

Fen Ditton Parish Council

- 6.57 Broadly supports the proposed development and its objective of providing an additional railway station in the north of Cambridge. They welcome the attention given to operational noise and the statement that the PA will not be used after 11 pm use of and surface lighting, but consider that some baseline noise and light measurements should be made along the river bank on both sides since these tranquil areas are used by picnickers and walkers. If operational noise from the station PA or on-train PA proves to be a nuisance further mitigation will be necessary. However, object to Ditton Meadows being presented as an "Opportunity" for a Guided Busway Extension.

Environment Agency

- 6.58 No objection, in principle, to the proposed development. However, appropriate planning conditions are necessary to control pollution of ground water, development of any contaminated land, minimise flood risk and provide a sustainable surface water drainage system as they will require further detailed investigation, clarification and approval.

Natural England, English Heritage and Highways Agency

- 6.59 Raise no objection. Based upon the information provided the proposal is unlikely to affect any statutorily protected sites, historic buildings/landscapes or adversely impact on the capacity of the Trunk Road.

Police Architectural Liaison Officer

- 6.60 The ward of East Chesterton has high levels of crime and anti-social behaviour (ASB). In the past 24 months 1322 crimes have been reported in Chesterton, of which 294 were vehicle related. In terms of ASB, the Ward of East Chesterton and the area to the south west of the proposed site have had an increase in levels of anti-social behaviour.
- 6.61 Due to the levels of crime and ASB in the area the link from the Railway Station to Ribston Way (and surrounding area) via the Bramblefields Nature Reserve is a cause of concern. The area is overgrown and does not provide a safe pedestrian route to and from the proposed railway station as there is no surveillance of the area. The Secured by Design guidance recommends that footpaths should be as straight as possible, wide, well lit and devoid of potential hiding places. Where isolated footpaths are unavoidable and where space permits, they should be at least 3 metres wide (to allow people to pass without infringing personal space), with at least a 2 metre verge on either side. Therefore, the access route through the Bramblefields Nature Reserve should be discounted on the grounds of increased crime risk.
- 6.62 Cycle crime is a significant issue in Cambridge. At Cambridge Railway Station theft of and abandonment of cycles is a significant issue. Any area of cycle parking must be well lit and extensively covered by CCTV to minimise the risk of cycle crime. There must also be a rigorous management practice in place to deal with abandoned cycles.
- 6.63 Other than the issues raised above, no other objection is raised to the proposed redevelopment of Chesterton Sidings to provide a new interchange.

Anglian Water (owners of Cambridge Sewage works)

- 6.64 An initial assessment indicates that this development lies beyond the range at which detectable noise and odour from the Sewage Treatment Works (STW) operation would normally be anticipated. As such it is

concluded that the risk of a loss of amenity at the development due to operations at the STW is low and therefore this development is considered acceptable.

Site landowner, freight leasees, aggregate railhead operator and potential developer for adjacent land (Network Rail, DB Schenker Rail (UK) Ltd, Freightliner Ltd , Tarmac Lafarge and Brookgate Ltd

6.65 Joint representation objecting to the following :

- proposed location of the Station Building, Cycle parking building, Busway, the internal access road and the location of the car park within the site as it will prevent these areas from being developed for other uses in that they will act as a fixed constraint for any future re-development within the area.
- The use of land for a dedicated Busway as it will not be able to be used for other purposes, such as a shared access road.
- the proposed re-location of the Freightliner siding on nearby land as it would not address their operational, performance and capacity concerns

6.66 All have also stated that they consider that Cowley Road was only constructed to serve an 'industrial estate' and that the present condition of Cowley Road is unsuitable to act as the main access for the proposed station interchange development.

6.67 They have provided illustrative diagrams of how their vision of re-development of the Chesterton sidings area might be laid out together with a summary of their benefits. They state that the development as proposed has significant deficiencies. Key stakeholders consider the scheme sub-standard and therefore do not support the application in its current form. As a result there are significant implications for the deliverability of the proposals, which is a material consideration. Further joint discussions urged.

6.68 Comments have also been raised separately by Network Rail in relation to the level crossing on Fen Road. Whilst acknowledging that options to upgrade the crossing are exhausted and that the existing CCTV control is the safest form of mitigation available on the modern railway Network Rail considers that a contribution from developers towards a pool of funds which will ultimately see the closure of the crossing and construction of a bridge or underpass would be appropriate. Network Rail have also recently advised that whilst they are supportive of providing a new station interchange at Chesterton Sidings they recommend that any approval of the scheme should endeavour to secure that the length of bus route leading onto the Busway, within the application boundary, should be constructed with a conventional road surface and for the avoidance of doubt that Committee be advised that the re-location of the

aggregates rail terminal will be re-located to other land and not the area shown in the submitted scheme documents.

Greater Anglia (passenger train operating company)

6.69 Fully support the proposed development.

Cambridgeshire Wildlife Trust

6.70 The level of ecological information now provided is welcomed. It should be possible, should planning permission be granted, for the development to take place without a net loss of biodiversity. However, this is contingent on:

- The production of an environmental management plan which incorporates the suggestions from the invertebrate survey.
- On-going management of the habitats on site to maintain their interest.
- Longevity of the proposed mitigation areas.

There should either be a guarantee that the proposed mitigation areas will be secured in the long-term and not be built on in future development proposals or the applicant should provide alternative mitigation area(s) which can be guaranteed in the long-term. If one of these options is secured the Wildlife Trust would not oppose the development.

Buglife

6.71 Objects on the grounds of loss of Open Mosaic Habitat (OMH) on Previously Developed Land and inadequate mitigation. The National Planning Policy Framework encourages the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value. OMH habitat is also identified under Section 41 Natural Environment and Rural Communities Act as of conservation priority and its loss should be avoided. The presence of OMH on Previously Developed Land priority habitat on site is an indicator of a high value site.

6.72 Theoretically the recommendations within the invertebrate survey will significantly reduce the impact of this development. The range of measures suggested in the invertebrate survey should be fully incorporated into the mitigation plan with delivery of the mitigation plan set as a planning condition. In addition to this, it is advised that the wild flower resource on site is increased through seeding specific areas of the mitigation site.

6.73 A green roof is also proposed by the applicant. To have wildlife value it is essential that this is a biodiverse green roof rather than just a sedum roof which will have limited ecological benefit.

6.74 Buglife objects to the proposed development because the aims of the mitigation plan will never be realised due to the north of the development

site being allocated in the emerging Local Plan for an additional development. If this area cannot be secured for mitigation an alternative mitigation site must be found to meet the tests within the National Planning Policy Framework which states 'Where safeguards are necessary to make a particular development acceptable in planning terms (such as environmental mitigation or compensation), the development should not be approved if the measures required cannot be secured through appropriate conditions or agreements'. This test is additional to the need for the development to outweigh the biodiversity loss.

Cambridge Cycling Campaign

- 6.75 Cambridge Cycling Campaign (CCyC) strongly supports the principle of a new railway station on the Ely railway line between Chesterton and Milton, but are formally objecting to the planning application because of the proposed provision for people on bicycles is far below CCyC expectations. The Science Park Station, new river bridge and the Chisholm Trail provide, in combination, an opportunity for greater permeability for walking and cycling in the area between Barnwell Junction on Newmarket Road and the Science Park as well as between East Chesterton and Cowley Road. With regards to the plans as presented in the current proposal, CCyC is of the view that permeability for cyclists must be improved to provide the greatest benefit for the local residents and the county.
- 6.76 CCyC have serious concerns over access to the station, mainly from Nuffield Road, Moss Bank, the cycleway alongside the Busway and the lack of consideration for bicycles accessing and crossing Milton Road. They also have concerns regarding the movement of bicycles through the site, the bicycle parking facilities, the station building, and the lack of consideration for the wider issues that will be caused by increased use of bicycles in this area. The proposed development will not be able to cope with the combination of the existing bicycle demand and the new demand generated by a new station interchange.
- 6.77 The number of cycle parking stands in the supplied drawings are below those stated in the planning application summary, and there are concerns about the cycle parking roof structure.
- 6.78 The details for the Cowley Road access show a single shared-use path for both pedestrians and cyclists on the north side of Cowley Road of approximately 3 metres width, which is too narrow for two-way shared-use. According to the statistics provided 143 bicycles turned out of Green End Road towards the Science Park between 07:00 and 09:30. With increased permeability, most of these cyclists will use the new routes proposed as will the many additional bike trips which will be generated by the station itself and new and shorter routes included within the proposed development. Therefore, the path along Cowley Road needs to be wider and requires priority over the several junctions along the north side of the road.

- 6.79 CCyC also consider that the Cowley Road / Milton Road junction needs to be redesigned to allow speedier crossing for pedestrians and cyclists towards the Science Park entrance.
- 6.80 A shared use pavement should be created on the southern side of Cowley Road for the most western section, where sufficient land can be made available. The additional pavement is needed to allow cyclists and pedestrians to cross the road in clear view of approaching traffic, avoiding a two stage crossing at the busy junction. A shared use pavement should also be created along the southern side of Cowley Road, from Milton Road to the “driving test office”.
- 6.81 The existing tarmaced lane southwest of the “First Public Drain”, which is on Network Rail owned land, is wasted in the current plans. It could provide an alternative route for walking and cycling between the new station and the Science Park, which should be included in the current proposal.
- 6.82 The traffic survey data indicates that 109 HCVs and LGVs (74%) turn right out of Green End Road towards the A14 and A10 (for movements between 07:00 and 09:30). Between 07:00 and 09:30 (22/11/2012) CCyC counted 126 HCVs+LGVs near Shirley Primary School, leaving Nuffield Road towards Green End Road. The information from the two traffic surveys supports the view of CCyC and local residents, that most of the HCV and LGV traffic in northeast Chesterton is travelling between the A10 and the Nuffield Road trading estate. The trading estate should be linked to Milton Road where most of the drivers of goods vehicles want to go.
- 6.83 A new Chesterton Bridge over the River Cam and the Chisholm Trail between Barnwell Junction and Milton Road need to be in place before the Science Park station opens. CCyC strongly objects to the Science Park station being decided in isolation from the provision of improved access for walking and cycling across the river from the east of Cambridge.

Travel for Work Partnership

- 6.84 Travel Plan Plus supports the high level plans for the development, aiming to better integrate existing travel modes in the area and offering great opportunities to encourage more people to travel sustainably to work and on business.

Old Chesterton Residents Association (OCRA)

- 6.85 The plans for the new station are welcomed. Its construction is likely to set the tone for future development of the wider area comprising the Science Park to the river bounded by the guided busway, the A14, the river and the railway line. In the absence of a Master Plan for this area and with the transport policy still under development this key decision

has to be made with full regard to the likely intensification of development around the site.

- 6.86 It is considered that the proposed development is essentially temporary and will act as foundation for a more development to follow so is supported. The station construction should have strong foundations adequate to allow for it to play a full part in future developments by expanding its facilities and making full use of the flying freehold of its large footprint.
- 6.87 The principle of a new station at Chesterton Sidings is welcomed, but the plans as presented do not represent an efficient use of land or demonstrate good urban design as they fail to fully mitigate the negative impact on the residents of East Chesterton.
- 6.88 Cambridge Science Park has been chosen as a working name by the County Council but the Science Park is actually half a mile away across a principal highway on which all the signs for the Science Park point in the opposite direction to the station. A more location specific name such as Chesterton Park should be considered to avoid confusion.
- 6.89 Signage should direct all station traffic other than public service vehicles towards Cowley Road. All public service vehicles should use the guided busway extension which should also provide the main vehicular access to Trinity Farm Estate by a new access at Nuffield Close. It is not considered necessary to have a guideway on this short section of route (there is no kerbed guideway on the short section through Orchard Park) and other traffic can be excluded beyond the junction with Nuffield Close simply by means of rising bollards. The signage from Milton Road would indicate "Buses and Trinity Farm Traffic Only - No Through Route". Creating this access to Trinity Farm estate will enable closure of Nuffield Road at the point it enters Trinity Farm Estate and thus remove most heavy vehicles from what is now a very busy road serving Shirley School, the Health Centre and a large residential area. This will make it safer for cyclists to access to the station.
- 6.90 Users of the proposed development who wish to travel there by car will find plenty of options to park at no cost to themselves on residential roads or in car parks (e.g. the GP surgery or offices) in the vicinity. By clearly directing all station traffic along Milton Road and into Cowley Road the risk to East Chesterton from commuter parking can be reduced, but not eliminated. This is a long-term problem affecting many areas of the city and a 'commuter specific' solution should be sought rather than blanket restrictions to on-street parking which would not otherwise be needed. A ban on commuter parking with enforcement by fines when persistent commuter parking is reported by residents of the properties directly affected would be simple to administer once the principle has received the necessary legal sanction. OCRA has previously called for Chesterton station parking to be free of charge but understand parking charges is part of the business plan.

- 6.91 Residents already have grave concerns over the impact of heavy cycle use in Water Street and across Green Dragon Bridge at peak times and the increase of cycle traffic in the wider area as people travel to or from the station is also a cause of concern. This needs to be mitigated by removing transport mode conflict as far as possible, which could be achieved by creating real cycleways with street lighting, clearly separated from pedestrian routes and active enforcement to ensure that pedestrian routes are kept clear of parked vehicles and cyclists. Cyclists should be directed as far as possible towards the Nuffield Road access. It is not accepted that Moss Bank should become the major through cycle route to Chesterton Station.
- 6.92 The principal cycle route needs to be via Nuffield Road and all signage should be directed to secure this. There should be no signed cycle route through the residential areas off Nuffield Road or through Bramblefields. If an access to the station is created at this point it should be for pedestrians only to ensure clear segregation from cyclists.
- 6.93 There should be adequately lit access routes for walking and cycling to the station. Only modern LEDs should be used, directing light only towards the areas where it is needed. The proposal to not directly light the Bramblefields Nature Reserve is welcomed. Bramblefields Nature Reserve still appears as a major access route to the station. This is the only nature reserve in the area and a fragile and valuable ecosystem. The intensification of pedestrian or cycle traffic through the Reserve, the building of new paths, the widening of existing paths or lighting in the Nature Reserve is opposed. The existence of this route will encourage fly-parking in the Laxton Way area, Pippin Drive and Discovery Way, and also in Long Reach Road, Bourne Road and Cheney Way, which should be discouraged from the outset. A comprehensive ecological survey should also be carried out on the Local Nature Reserve (LNR) and the adjacent allotments and triangle of land behind Long Reach Road to establish a baseline to monitor any changes to the locally rich biodiversity that result from the station being opened.
- 6.94 As the number of trains will increase, the plans should incorporate an alternative access to Chesterton Fen Road from Cowley Road. Long-term plans should provide for station access on both sides of the railway.

Cambridge Past Present and Future (Cambridge PPF)

6. 95 A new train station being built to better serve Cambridge's residents and business community is welcomed. However, there are strong concerns over quality of design, integration of existing and new neighbourhoods, landscaping, wildlife mitigation, impact on adjacent small green spaces, phasing of development and the community use of the square.

Nuffield Road Allotment Society Ltd

- 6.96 The proposed pedestrian and cycle route from Nuffield Road will be parallel to the allotment entrance. The existing right turn into the site is

extremely dangerous for cyclists accessing the allotments and it is very important that the existing outer barrier gate be retained to prevent incursion by non-allotment vehicles. The outer gate is also very important for site security and serves as a deterrent to fly-tipping. It also allows the roadway to be kept clear of parked vehicles for emergency vehicles to gain entrance to the allotments. There is also the potential for kiss-and-ride activity taking place on this roadway and the outer gate will serve to prevent this. It would seem preferable to shift the proposed pedestrian/cycle path a few metres further north and create a fenced and landscaped reservation between it and the existing roadway.

- 6.97 For historical reasons, before the development of Discovery Way, the allotment site water and electricity meters are situated beyond the site (the electricity meter is housed on the lawn west of the entrance, and the water meter is west of the Discovery Way junction). Consideration should be given to relocating these to the site edge should re-modelling of the junction be proposed.
- 6.98 At the south end of the allotment site is a pedestrian/cycle gate for use by members. The proposals show new and modified routes through the nature reserve. There should be no loss of amenity or implications for access to the allotment for its members. Exposing the perimeter of the site by creating new paths by removing vegetation in Bramblefields could cause security issues at the allotments. A buffer of vegetation should be included in the detailed layout and landscaping proposals.
- 6.99 There is concern that the character of the site will be affected significantly by the proposals. In particular, floodlighting at the development and on new access routes will inevitably spill over on to the adjoining spaces. Suitable mitigation should be provided to ensure that the inevitable change to the character of the site is minimised.

7.0 INDIVIDUAL REPRESENTATIONS

- 7.1 Responses were received from local residents and local businesses with 65 in support and 22 objecting to the proposed development. The views expressed are summarised as follows:
- 7.2 The local objections received highlight the following matters:
- Insufficient capacity at the A14 Milton Road to cope with increased traffic as a result of the proposed development
 - Insufficient capacity at the Milton Road / Cowley Road junction as a result of the proposed development
 - Not enough car parking provided
 - The likelihood of 'fly parking' (parking on the nearest road with unrestricted parking)
 - Parking restrictions being imposed on residential areas creating a cost to local residents.
 - Noise - caused by increased numbers of trains, trains braking, cars, generators and platforms

- Increased vibration from trains stopping and starting
- The platforms are too close to residential properties
- The increase in the 'down time' of the level crossing barrier on Fen Road leading to congestion
- Inadequate cycle provision on Cowley Road, Nuffield Road, Discovery Way Laxton Way through Bramblefields Nature Reserve and Moss Bank
- Impact on Bramblefields Nature Reserve as a result of people using the through path for access to the development
- The cycle way along the Busway being located on the wrong side for optimal use of the proposed development
- Increased waiting time for pedestrian and cyclist crossing Milton Road
- The lack of public toilet and baby changing facilities
- The capacity of the lifts not being sufficient to cope with the demand for bikes
- The quality of the 'cycle channels' on the stairwells
- Cambridge doesn't need two stations
- Concerns regarding drainage issues at the site
- Concerns about the quality of the signage for the proposed development
- No pedestrian linkages from Cambridge Business Park
- No footpath or cycle access over the River Cam
- Security issues created by late night users of the development
- Pedestrian, car, cycle conflict at interchange with different modes of transport
- The Milton Road/Kings Hedges Road/Green End Road junction is not sufficient for pedestrians and cyclists with Green End Road having a poor quality shared use path and Milton Road north east having a very substandard shared use path
- Speeding on Fen Road and Moss Bank
- Train and bus timetabling and the locations and destinations of public transport to and from the development
- The name of the station development

7.3 The representations received in support of the interchange proposal highlighted the following:

- Improved pedestrian, cycle and transport links into the community
- Improved support and development of local businesses
- The development will ease congestion at the existing train station
- The development will create transport hub connecting the local area to national and international routes
- The creation of growth in the area and rejuvenating the local community
- Reducing traffic will reduce the risks of accidents which cause injury and/or death
- Contribution to environmental targets, as shifting people from petrol and diesel-powered transport to electricity-powered transport (and

then completing the decarbonising of the production of electricity) is a vital part of an overall environmental strategy

- The high levels of car and cycle parking proposed
- Welcome further development of public transport in Cambridge for environmental reasons and to reduce congestion on the roads
- The name of the station development

7.4 Some comments that were received also went well beyond the scope of land use planning, such as the benefits of integrated bus/rail ticketing systems, railway timetables, the marketing of the station and the type of commercial businesses that could be co-located close to the site of the development.

7.5 Copies of individual representations will be available for inspection by Members prior to the meeting. Any late representations received will be reported verbally at Committee.

8.0 ASSESSMENT

8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and is a material consideration in planning decisions. For decision-taking this means approving development proposals that accord with the development plan. Within the overarching roles of the planning system a set of core land-use planning principles should underpin both plan-making and decision-taking. One of the NPPF core planning principles is to deliver sufficient community and cultural facilities and services in a sustainable way to meet local needs.

8.2 The planning system should promote sustainable growth which has three dimensions. The first of these is an economic role – contributing to building a strong responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and co-ordinating development requirements, including the provision of infrastructure. The NPPF puts significant weight on the need to support economic growth (para 19 NPPF). Secondly a social role supporting vibrant communities, creating high quality development with accessible local services reflecting the needs of the community. Thirdly an environmental role in protecting and enhancing our natural, built and historic environment, helping to improve biodiversity, foster prudent use of resources, minimise waste and pollution whilst moving towards a low carbon economy.

8.3 In respect of promoting sustainable transport the NPPF highlights the need for a balanced transport system in favour of sustainable transport modes giving people a real choice about how they travel. Para 31 NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies of viable infrastructure necessary to support sustainable development. Encouragement is also provided to schemes which support reductions in greenhouse gas emissions and

reduce congestion. Decision makers should consider whether the opportunities for sustainable transport modes have been taken up, that safe and suitable access to the site can be achieved for all users and that improvements to the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (para 32 NPPF). Para 118 of the NPPF advises that planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for, and benefits of, the development in that location clearly outweighs the loss.

8.4 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

1. Local Development Plan considerations
2. Building design, layout and materials
3. Highway design and Access
4. Noise and vibration
5. Lighting
6. Landscape and visual impact
7. Water quality, flood risk and drainage
8. Ecology
9. Sustainability
10. Contaminated land
11. Archaeology
12. Public art
13. Rail freight relocation
14. Other material considerations

1. Local Development Plan Considerations

8.5 The proposed development is located within an area that is supported by policy SP2 and specifically identified effectively as an Area of Search (AOS) for a railway station in policy SP/17 'Rail Infrastructure' in the adopted South Cambridgeshire District Council Site Specific Policies Development Plan Document (January 2010). The principle of developing a railway station in this locality is thus supported by planning policy which should be accorded significant weight (para 14 NPPF).

8.6 The proposed location is also supported by policy 9/6 of the Cambridge Local Plan 2006 which relates to the Cambridge Northern Fringe and identifies that the proposals for a new railway station at Chesterton Sidings are beyond the City boundary but that access to the station will be through land within the City boundary. The principle of access to a station site along Cowley Road is thus supported by planning policy which should be accorded significant weight (para 14 NPPF).

8.7 Local objections have questioned the need for two stations to serve the needs of Cambridge. The Local Transport Plan (LTP3) covers

infrastructure policies and strategies and was adopted in March 2011. Within the context of an objective to improve the integration of all modes of transport and provide good connectivity between walking, cycling, and bus and rail services the proposed station interchange at Chesterton is identified as a Major Scheme. The scheme is required to improve interchange between various modes of transport and to help reduce the level of traffic congestion in Cambridge as it would attract many journeys by car that would otherwise be made to the rail station near the city centre whilst also safeguarding freight travelling by rail. Within the context of the LTP3 (2011) the implementation of the proposal should be accorded significant weight.

- 8.8 To the north of the application site is a Transport Safeguarding Zone identified in the adopted Minerals and Waste Site Specific Proposals Development Plan Document (2012). The existing rail access to this facility passes close to the northern and eastern boundary of the application site. The submitted proposals do not directly impinge on the operation of the current rail siding serving the Tarmac Lafarge Aggregates Railhead so there is no conflict with the safeguarding policy (CS 23 in the adopted Minerals and Waste Core Strategy 2011). It should be noted that other developer interests have recently submitted a planning application for changes to the rail access that serves this facility. If approved and implemented the existing sidings would be removed to release the land for re-development.
- 8.9 The proposed development lies close to the waste consultation area for the nearby sewage works. Anglian Water (AW) have advised that odours from the sewage works are not always contained within its boundary, but the risk of exposure to odour at the interchange is considered low risk. Consequently approving the proposal is unlikely to compromise AW operations to the extent where policy objections are raised. There is thus not considered to be a conflict with Policy CS23 of the adopted Minerals and Waste Core Strategy (2012).

2. Design, layout and materials

- 8.10 It is acknowledged that the design and layout of the of the proposed development was subject to pre-application engagement with officers at Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council and has been through a number of iterations and alterations to reach the final scheme as submitted.
- 8.11 The Cambridgeshire Quality Panel reviewed the proposal on 17 June 2013 (before the application was formally submitted). The panel considered that the proposed development is an exciting and important scheme and one which had huge potential in terms of transport but also wider implications in terms of setting a high standard for the regeneration of this part of the city'. On the basis of a scheme presentation (some elements of which were still under review) the key issues raised by the panel reflecting their view of the importance of this new 'gateway' to Cambridge are summarised below :

| Quality Panel | Applicant's response |
|---|--|
| Station facility needs to retain the ability to expand in the future and provide a range of user facilities | Design permits easily permits expansion of the modular construction elements to facilitate expansion of the main station building if needed in the future e.g. two storey. Similarly the cycle storage has capacity for expansion should it be needed as there is currently single storey storage, but there is scope for the delivery of double height storage should it be needed. |
| Whilst a good location in relation to residential and business uses further consideration required on how linkages to the site will perform now and in the future | The key points of access to the site are essentially fixed e.g. Cowley Road and connections to the Bus way. Future work as part of the joint AAP will have to consider in greater detail how linkages to the station site can be extended. The applicant did review possible wider site linkages as part of their design work and showed that the proposed site layout would not prejudice successful development patterns (streets, blocks, frontages, etc.) emerging north and west of the station site in future. |
| Concerns raised about conflicts of users and access | Further information provided in supplementary information |
| Greater reference and connection to Cambridge and science park should inform design | Use of Game of Life cladding design proposed |
| More information should be provided on the design process, internal building design and the 'journeys' of those using the facility. | Has provided a plan illustrating how users from the local area (including the Science Park) are expected to interact with the development. The applicant has also committed to monitor where and how people access the site during its early operational phase. |
| Design of building should be improved to reflect status as a new station being both durable and flexible to accommodate change. | See comments in paragraphs below |

| | |
|---|---|
| Feeling that design was too “stiff” and uninspiring | |
| Outside areas need more sense of enclosure | Enclosure is provided, but not in a rigid fashion. Two lines of trees enclose the square on its north and south sides. There is a clear delineation of the edges of the square being aligned with the main façade of the station building. |
| Landscape design should be re-considered and simplified | Scheme provides for landscaping of the site |
| Include ‘fun ‘ elements and make it a pleasurable experience. Role of public art | Novel use of Game of Life pattern cladding to building and walkways provides focus for the enquiring mind to research further |
| Important to use swales as part of drainage design to provide both landscape character and sustainability | Swales likely to feature in surface water strategy under consideration |
| Liked the use of photo voltaic panels on the cycle shed | Submitted information outlining arrangements for demonstrating the angle and implementation of the photovoltaic panels on the cycle storage building which provide both elements of innovation and sustainability in the design. |
| Thought that the applicant should provide additional details about the public facilities (toilets) and the retail space. | Additional information proposing more public conveniences and passive provision within the retail space provided |
| Importance of long life design and self-sufficiency | Noted |
| Questioned whether the station was self-sufficient in energy use | A scheme for renewable energy generation forms part of the submitted scheme seeking to address the policy requirement |
| Concerns raised regarding amenity issues such as the impact of noise and visual amenity on the nearby Gypsy and Traveller community | A full noise assessment has been undertaken and submitted as part of the planning application. The impact on residents at Sunningdale Caravan Park has been taken into consideration and a visual/noise barrier to the rear of the eastern platform has now been proposed as part of the development. |
| The Panel welcomed the incorporation of the ‘Game of Life to the design of the building but stated | A sample and further drawings and artists impressions have been |

| | |
|---|--|
| <p>that its design should be made to work for the scheme rather than being controlled by it.</p> | <p>submitted to illustrate the use of the detailed treatment of the cladding further information about the proposed perforated “ Game of Life” panels and how different patterns and widths of perforations would be used to improved visibility from the bridge creating better vistas whilst reducing visibility to the south of the site to minimise overlooking on residential properties. There is considerable use of the panels but this is deliberate as it creates a unified feature across the building. To insert more materials in different facades could result in less cohesive looking appearance.</p> |
| <p>Highlighted importance of signage/branding in contributing to local image</p> | <p>Will consider further at detailed design stage re signage and marketing</p> |
| <p>Panel noted the context of the scheme within a wider redevelopment of the area and welcomed the proposed preparation of an Area Action Plan by the local authorities. AAP boundary may need to be wider than currently scoped.</p> | <p>Have provided some indicative plans showing what the area might look like with further development, but this is not to be regarded as part of the formal submission or a material consideration in the determination of the planning application.</p> |

A full copy of the Panel’s comments are attached as Appendix C.

- 8.12 The Panel did express some areas of concern which have been carefully considered and have resulted in the submission of additional details and plans in October 2013. The presentation to the Panel, while a useful summary of work done to date at that time, omitted a number of key parts of the site and building design that were in development being subject to debate with officers prior to submission and as part of the EIA assessment process.
- 8.13 In response to the Panel comment about the building being ‘stiff and uninspiring’, officers respectfully disagree. The building design is considered creative, both in terms of the “Game of Life” cladding used, the highly articulated roof form of the cycle park and the patterned form of the pavement detail in the square west of the building. It is very fitting of its local context serving the Cambridge science Park in that it employs a durable patterned external material for the main cladding of the building which has a direct relation to formative ideas about science developed in

Cambridge i.e. Game of Life. The use of perforated panels gives the building a light and dynamic quality, enabling changing levels of light and views within and outside the building at different times of day. Overall, officers consider the building is far from still and uninspiring.

- 8.14 It is clear that the application site has a number of physical constraints that have informed and influenced the layout of the station. The Busway enters the site following the alignment of the old St.Ives railway running along the south western boundary the route which is bordered by existing trees and Bramblefields Local Nature Reserve which is important in helping to reduce the impact of the development on its closest residents. Cowley Road is the only link to the site from existing highways to the north west of the site and the use of the existing rail line serving the Tarmac Lafarge railhead is a fixed constraint that informs the layout and alignment of the principal accesses to the site. Other existing railway related infrastructure constraints have also determined the location and layout of the proposed station platforms together with the overbridge to the station building. To the east of the railway the close proximity of residential properties at Suningdale has also influenced the design of the eastern platform. Through the scale and form of the proposed station building the architect has sought to create a building which is respectful to its sensitive residential receptors in close proximity of the developments as well as its proposed use given that there is no existing traditional railway heritage context to influence design on this application site.
- 8.15 Planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that development should conserve and wherever possible enhance local landscape character and Policy 3/12 of the Cambridge City Local Plan 2006 states that new buildings will be permitted where it can be demonstrated that they have a positive impact on their setting in terms of location on the site, height, scale and form, materials and are constructed in a sustainable manner. Due to the location of the development and in the absence of a wider site specific design code it is considered that, other than those constraints already described, the design of the development has responded positively in terms of layout, design and choice of materials used. It is considered that the submitted scheme has satisfactorily addressed initial urban design concerns and that in particular that the proposed use of the locally derived 'Game of Life' design for architectural detailing is to be commended as it will give the station a unique and distinctive character as befitting a transport hub location close to the Cambridge Business and Science Park. It is considered that the final approval of samples of the external cladding materials should be the subject of a condition in order to secure a high quality finish. It is considered that the proposed development is consistent with the NPPF, policy 3/12 of the Cambridge City Local Plan 2006 and policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).

8.16 Planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that new development should achieve a permeable development, which includes streets, squares and other public spaces with a defined sense of enclosure and interesting vistas, skylines, focal points and landmarks, with good interrelationship between buildings, routes and spaces both within the development and with the surrounding area. Some concerns have been expressed regarding the circulation and layout of some aspects of the proposed development specifically in relation to the car parking area and layout and the size and scale of the shared drop-off/taxi area is too dominant when compared to the scale of the highly detailed station concourse area which may be confusing for those using the development. However, planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that new development should also achieve a permeable development for all sectors of the community and all modes of transport, including links to existing footways, cycleways, bridleways, rights of way, green spaces and roads. It is considered, in consultation with Urban Design officers that the proposed development does include good interrelationship between buildings, routes and spaces creating a permeable site with links to existing rights of way. It is therefore considered that the proposed development is predominantly consistent with policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).

8.17 Planning policy DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that new development should provide safe and convenient access for all to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing. Policy DP/3 continues further requiring the screened storage and collection of refuse, (including recyclable materials) and a design and layout that minimises opportunities for crime. It is accepted that there will be some level of conflict with the many different modes of travel through the development it is considered that such interactions have been minimised thereby creating an open, secure environment that has been welcomed by Urban Design officers. Some local interest groups are opposed to the paths through Bramblefields Local Nature reserve (LNR) being identified as a route for cyclists. The Police Architectural Liaison Officer has also expressed some security concerns about users of the interchange walking along an unlit route through the area in the evening. Increased use of existing routes in Bramblefields LNR may also raise ecological issues. It is considered that a pedestrian access link through Bramblefields LNR should be supported but that final details of the nature of the link and its usage should be the subject of further detailed consideration between the landowners (City Council), local interested parties, residents groups and ecologists. It is therefore recommended that subject to a planning condition (see draft Condition 28)in respect of Bramblefields LNR that the proposed development is considered compliant with policy DP/3 of the South Cambridgeshire Local

Development Framework Development Control Policies (Adopted July 2007).

- 8.18 Representations have been also received objecting to the specific location of different elements of the proposed development within the broader location of Chesterton sidings and its eventual re-development. As the overall planning of the area does not yet benefit from the preparation of an Area Action Plan (which will consider wider opportunities and constraints, in consultation with other parties) such representations can carry very little or no weight. The siting of a station interchange on the land in question is considered compliant in principle with the policies of the adopted Development Plan and there is no other material planning justification of overriding importance for not accepting the submitted proposals, subject to satisfactorily securing effective mitigation of its environmental effects.

3. Highways, Access, Car and Cycle Parking

- 8.19 A principal concern of neighbourhood objections/concerns has been the potential for an increase of traffic congestion on the surrounding highway network notably the junction of Milton Road with the A14 and the junction of Milton Road and Cowley Road. Planning policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that planning permission will not be granted where the proposed development would have an unacceptable adverse impact from traffic generated. Policy 8/2 of the Cambridge City Local Plan 2006 states that developments will only be permitted where they do not have an unacceptable transport impact. It is considered that following receipt the views of the Highways Agency and in consultation with the Highways Development Control Officer and Transport Assessment Team, that the implementation of the proposed development will not have a significant adverse impact upon the strategic public highway network. However the applicant does propose some traffic management measures to improve the efficiency of the system on Milton Road/ Cowley Road and it is recommended that an undertaking be sought from the applicant that such works should be completed prior to the new station interchange being brought into use (see para 8.23 below).

The proposal is unlikely to have a significant additional impact upon highway safety whilst the dual role of the County Council as both applicant and Highway Authority provides certainty that any highway capacity issues can be satisfactorily addressed.

- 8.20 Planning policy TR3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) states that proposals for 'major development' or where a proposal is likely to have 'significant transport implications' the Council will require developers to submit the a Transport Assessment (TA) and a Travel Plan (TP). Policy 8/3 of the Cambridge City Local Plan 2006 states that non-residential developments will be required to provide a TP. Policy 8/4 of the Cambridge City Local Plan 2006 states that such a TP should

support walking and cycling giving priority for these modes of transport over cars. A TA and TP have been submitted as part of this planning application. The TA shows that the proposed development is likely to cause a worsening of conditions (during either peak period) at the Cowley Road/ Milton Road North junction, Milton Road/ Cowley Park junction, Kings Hedge Road/ Milton Road/ Green End Road junction, and Arbury Road/ Milton Road/ Union Lane. The TA identifies the majority of these issues relate primarily to background growth, but the proposed development contributes towards this impact in most of these cases.

- 8.21 The applicant has stated that they propose to carry out improvements at the Cowley Road/ Milton Road North junction, through the alteration of lane allocation on approach to the junction for traffic travelling south from the A14 junction. The improvements include a dedicated left turn lane to Cowley Road. The junction design has been accepted by the Highway Authority in principle and the detailed design will be agreed prior to implementation and subject to all of the usual safety audit processes. The junction improvement provides an element of mitigation which works towards alleviating the impact within the immediate vicinity of the development.
- 8.22 Although the development will attract additional vehicular traffic it will also benefit the area significantly by providing for and encouraging the use of sustainable modes. Increase in traffic movements in the locality are expected to result in a decrease in use and congestion elsewhere in other parts of the city. There have been local objections about the suitability and the standard of Cowley Road to accommodate the additional traffic created as a result of the proposed development. The Highway Authority have stated that Cowley Road has 'formally adopted' status and has suitable capacity and is in an appropriate condition to accept the increase in traffic.
- 8.23 There have also been objections to the 'guided' element of the Busway that enters the site as it will act as a constraint to the future development of the wider Chesterton area. The plans illustrate that the buses accessing the site via the Busway will depart and rejoin the 'rails of the Busway' within the site, but will not restrict conventional buses from accessing the bus terminal. The dedication of this route for Busway traffic only is supported on environmental grounds. Subject to the undertaking referred to in para 8.19 it is considered that the proposed development is consistent with policies DP/1 and TR3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Local Plan 2006.
- 8.24 Planning policies TR/1 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) state that development should minimise the need to travel and reduce car dependency and achieve a permeable development for all modes of transport. The supporting text of policy 8/4 of the Cambridge City Local Plan 2006 states that all development shall be designed to give

priority for walking and cycling over cars, be accessible to those with impaired mobility and be linked with the surrounding walking and cycling network. The information regarding the access by different modes of transport is broadly welcomed and it is considered that the proposed development has been designed to provide a high degree of access by sustainable modes arranged to be as permeable as possible given the constraints on site. The development will clearly open up this area of underused land to improved opportunities for walking and cycling, the Busway, Citi bus services, taxi and rail passengers.

- 8.25 New and enhanced walking and cycling access from the south of the development can be appropriately secured through the development and the walking and cycling access along the Busway is supported. Some local representations suggest that the access along the Busway should be along its northern rather than southern side to provide easier access to adjacent business development. Consideration could be given to the creation of crossing points on the Busway but this would have to be the subject of separate discussions in respect of that approval and its implementation. On balance the access along the southern side, closer to the residential area is supported. The principal concern of neighbourhood objections/issues with the application with cycle access is the proposed 2.5 metre shared use footway/ cycleway along the north side of Cowley Road. The station is expected to encourage high levels of pedestrians and cyclists accessing the site and therefore careful consideration will need to be given to the width of footway/cycleway provided at the detailed design stage. The provision of a footway/cycleway along Cowley Road is important in minimising the potential conflict between vulnerable road users and the HGVs which will continue to access the Lafarge and other sites off Cowley Road. Whilst the construction of a 2.5 metre wide shared footway/cycleway would meet the minimum standards in the short term it is considered that opportunities to improve this link in the medium term will be brought forward through the employment led re-development policies likely to be included in an Action Area Plan as described in the emerging local plans. Whilst some uncertainty is acknowledged it is not considered that it would be reasonable to withhold planning consent on such grounds.
- 8.26 Representations have been made regarding the potential for a bridge over the River Cam to the south of the site. CCyC have stated that this bridge and the Chisholm Trail between Barnwell Junction and Milton Road need to be in place before the Science Park station opens otherwise the proposed development will be decided in isolation from the provision of improved access for walking and cycling across the river from the east of Cambridge. Whilst a scheme to construct a bridge over the Cam is currently at the feasibility stage it is considered unreasonable at this stage to delay a decision on this development or directly link its provision to the submitted proposal save seeking an assurance from the applicant that such feasibility works will continue to be pursued. On balance it is considered that the submitted proposals are consistent with policies TR/1 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/4 of the Cambridge City Local Plan 2006.

- 8.27 Planning policies TR/1, TR2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007 and policies 8/6 and 8/10 of the Cambridge City Local Plan 2006 state that development must provide car and cycle parking in accordance with the Parking Standards, in number, location and design. There have been both letters of support and objection to the proposed allocation levels of both car and cycle parking. A local concern is that there is not enough car parking, which will cause 'fly parking' outside of the application area on nearby roads. The TA has identified the number car and cycle parking spaces required for the development. The methods used to determine these levels have been assessed by the Highway Authority and judged to be sound and acceptable. Although the total number of cars attracted to park at the station by mid-morning is shown to exceed on-site supply it is accepted overall by the Highway Authority that the development will improve sustainable transport opportunities by providing 1000 cycle parking spaces in the area. Notwithstanding the clear focus on sustainable modes of travel it is accepted that that whilst the station should provide an element of car parking for those who have no other option but to drive to the station, those travellers that have access to alternatives means of transport should be encouraged to use these rather than being encouraged to drive as a result of an oversupply of on-site parking. Appropriate highway signage by all modes for the development should be secured by planning condition.
- 8.28 It is acknowledged that depending on demand, the parking provision on site has the potential to encourage those choosing to access the development by car to park in unrestricted roads within the vicinity of the station. There is already 'fly parking' along Cowley Road so it is reasonable to assume that this may be increased by the proposed development. Some local residents suggested that parking restrictions should be imposed before the development becomes operational and others stated that they did not want parking restrictions imposed on their own residential roads. To enable formal review of any impact of the implementation of the proposed development it is recommended that a unilateral undertaking be sought from the applicant to monitor parking before and after the opening of the new station. If it is found that problems are arising from on-street parking then any necessary controls will be developed and introduced in consultation with residents and businesses and in accordance with the Cambridgeshire County Council On-street Parking Policy. For any parking restrictions to be imposed the highway authority would have to follow due process through a Traffic Regulation Order. This process includes provision for local consultation to be undertaken. The Highway Authority has been consulted on the proposed development on the specific issues of fly parking and has not objected to the proposals. Overall there are insufficient grounds to oppose the development on highway capacity or road safety grounds subject to the undertakings and planning conditions (see Draft Conditions 25 -29) set out in the recommendation.

8.29 The TA identifies that the cycle space provision (1000 spaces) is acceptable, and that the number of spaces provided can be expected to be monitored and reviewed by the site operator. The Highway Authority are acceptable of this approach although the surveying of cycle space demand should be formalised through the Travel Plan (TP) to ensure that sufficient cycle parking is provided. There is potential space and scope to almost double the cycle parking provision by implementing double height cycle stands if an assessment demonstrates the need through monitoring. A TP should also provide details of increased spacing necessary to accommodate non-standard bicycles. It is therefore considered that the level of car and cycle parking is appropriate for the development as proposed in compliance with policies TR/1, TR2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/6 and 8/10 of the Cambridge City Local Plan 2006.

4. Noise , Vibration and Air Quality

8.30 The capacity of the proposed development to generate noise and disturbance has been highlighted by local residents. Such impacts have been carefully assessed by both the Environmental Health Officer and an independent noise consultant. Both have raised concerns about impacts on the closest residential properties in respect of changes in noise and vibration. The nature of vibration experienced by landuses close to the station will change and is unlikely to give rise to significant environmental impact as most passenger trains will be either calling at or terminating at the station rather than passing through at speed. Careful attention will need to be given to securing effective mitigation through the use of appropriate barriers and controls over the station public address system to minimize disturbance. However they are satisfied that subject to appropriate mitigation to be secured by planning conditions the proposed development should not give rise to noise and disturbance that would cause unacceptable harm to local amenity. Appropriate conditions are included in the recommendation (see Draft Conditions 17-24). With mitigation it is therefore considered that the anticipated impacts are acceptable and the submitted proposals are consistent with polices DP/3 and NE/15 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 4/13 of the Cambridge City Local Plan 2006.

5. Lighting

8.31 Uncontrolled surface lighting has the potential to harm the visual amenity of the local area being an issue raised in local representations. However, appropriate levels of lighting have been identified in the submitted application required for of the station interchange to safely access the station platforms, car park, bus stops, pickup/set down area, cycleways and walkways. The submitted information has been viewed by the Environmental Health Officer who finds the details broadly acceptable in principle subject to the imposition of a planning condition (see Draft

Condition 7) whereby more detailed information can be assessed, including potential for light spill affecting amenity, in due course. The use of adjustable modern lighting should not give rise to significant adverse effects and it is therefore considered that the submitted proposals are consistent with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 4/15 of the Cambridge City Local Plan 2006.

6. Landscape and visual impact

- 8.32 This issue has been assessed by the landscape officer who finds the proposals broadly acceptable but recommends imposition of a planning condition to enable more detailed scrutiny of new landscaping and other mitigation works to be undertaken along the western boundary of the site. The comments of the quality Panel relative concerns over the nature of the landscape design are addressed in Section 2 earlier. There have been some local concerns expressed about the proposed quality of signage for the scheme to guide users. Subject to the imposition of a planning condition (See Draft Condition 4) the submitted proposals are consistent with policies DP/1, DP/2, and NE/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007), South Cambridgeshire District Council's Biodiversity SPD, Landscape & New Developments SPD and policies 4/4 and 3/12 of the Cambridge City Local Plan 2006.

7. Water quality, flood risk and drainage

- 8.33 Whilst the land in question does not lie in an area where there is a significant risk of flooding issues of drainage are of concern to local people. Notwithstanding that the Environment Agency has raised no objections in principle, that the submitted documents set out the broad parameters of the drainage design and the developer has recognised the importance of water management identified in the Cambridge and Milton Surface Water Management Plan (2012) no detailed drainage calculations are available although the applicant is committed to the use of sustainable drainage (SUDS). The proposed approach to drainage would encompass permeable pavements discharging into an infiltration blanket with complementary control measures including, green station roof, swales, bio-retention for the open square and landscaping. It is therefore recommended that a planning condition be imposed to secure satisfactory detailed design reflecting arrangements for sustainable drainage. It is likely that in the future (April 2014) the County Council will play a key regulatory or advisory role as the Floods and Water drainage body seeking to secure sustainable drainage solutions. Subject to the imposition of planning conditions (see Draft Conditions 12-16) the submitted proposals are considered consistent with policies DP/1, DP/3, NE/8, NE/9, NE/10, NE11 and NE/12 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Local Plan 2006.

In view of the particular interest shown by Milton Parish Council in this matter Members may wish to consider whether discharge of this pre-commencement condition (see Draft Condition 16) should be referred back to Committee rather than determined by officers under delegated powers.

8. Ecology

- 8.34 The proposed development will impact on the ecology of this brownfield site which currently supports a priority habitat of county importance for invertebrates in an open mosaic format usually associated with former railway land. Whilst the submitted proposals show that some of this Open Mosaic Habitat (OMH) on Previously Developed Land can be retained it is clear that approximately 30% (0.74 hectares) would be lost to the development. The applicants offer of off-site habitat creation along the Busway link would result in the management of 0.48 hectares as part compensation for the loss. The additional offer of adding to habitat creation within Bramblefields Local Nature Reserve by the applicant is also welcomed.
- 8.35 It is clear that there will be a net loss of OMH (0.26 hectares) associated with the implementation of the proposed development. Loss of habitat runs counter to tenor of advice in the National Planning Policy Framework (para 109) which should be accorded significant weight. Consequently the proposal is not in accord with planning policy in this respect.
- 8.36 Should development proceed, the County Ecologist has highlighted the need to secure the maximum ecological benefits from both the on-site and off-site ecological mitigation areas which will involve active management. In response to local concerns careful consideration will need to be given to the appropriate balance to be struck between any increased use of pathways through Bramblefields Local Nature Reserve (LNR) to reach the proposed development and its ecological implications. It is consequently recommended that if planning permission is granted then appropriate undertakings are sought from the applicant in respect of the provision of further ecological enhancement works within the LNR and that site-wide ecological works and management be required by planning conditions (see Draft Conditions 8-11, 31) . It is therefore considered that the submitted proposals fall just short of full compliance (see para 8.35 above) with polices DP/1, DP/3, NE/6 and NE/7 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007), South Cambridgeshire District Council's Biodiversity SPD (2009) and polices 3/2, 4/3, 4/6 and 4/8 of the Cambridge City Local Plan 2006.

9. Sustainability

- 8.37 A baseline assessment of the proposed development indicates that its overall performance has the potential to reach a BREEAM very good rating given a range of indicators encompassing management, health and well being, transport, waste, water, ecology and energy. The design of the building seeks to reduce energy and CO2 emissions significantly. Roof

lights and perforated panels provide high levels of daylight to reduce demand for lighting. Supply from low carbon and renewable sources involve the use of air source heat pumps and solar photo voltaic (PV) panels. The solar panels will be mounted on the cycle shelter roof and will produce 42,000kWh of electricity per annum which equates to 12% of the overall energy consumption of the development. The proposed development will therefore meet the planning policy requirement of 10% for provision of sustainable power. It is recommended that full details of this scheme should be secured by an appropriate planning condition (see Draft Condition 5). It is therefore considered that the submitted proposals are consistent with policies DP/1, NE/1, NE/2 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/1 and 8/16 of the Cambridge City Local Plan 2006.

10. Contaminated Land

- 8.38 The nature of the past use of the application site as railway track and sidings suggests that there is a possibility of encountering some ground contamination (often hydrocarbon from fuel/oil spillage) during the implementation of the proposal. Ground disturbance during construction could mobilise any in-situ contamination and steps may need to be taken to protect the environment from any pollution. The Environmental Health Officer has recommended the imposition of planning conditions (see Draft Conditions 13-16) to both deal with the identification of any contamination encountered during construction and effectively deal with its implications and mitigation. It is therefore considered that the submitted proposals are consistent with policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/13 of the Cambridge City Local Plan 2006.

11. Archaeology

- 8.39 The County Archaeologist has advised that there is a possibility of disturbing archaeological remains but that effective mitigation can be secured through use of a planning condition (see Draft Condition 30) in this case. A scheme of archeological works will need to be submitted to and approved in writing prior to the commencement of development. Should any items of interest be discovered these could also be reported through the Site Liaison Forum as well as official channels.

12. Public Art

- 8.40 Planning Policy SF/6 of the South Cambridgeshire Development Control Policies DPD 2007 seeks to encourage the provision of public art within a development as a way of enhancing the quality of the development by creating a sense of place. It is acknowledged that the public art could be included in an integrated and functional element of the design including lighting etc.

- 8.41 In commenting earlier on the design of station buildings the Quality Panel specifically drew attention to the way the designers had cleverly incorporated a theme within the external elevations of their design. The proposed 'Game of Life' design provides local linkages to the Cambridge University and scientific community as the design is inspired by British mathematician John Horton Conway who studied at Gonville and Caius College, and later went on to lecture at Cambridge University. The Quality Panel considered this approach novel and one which would lead to a locally distinctive building of some note. They fully supported the idea that the perforated panel design on the front of the station buildings would be backlit at night.
- 8.42 Whilst sensitive landscaping (hard and soft) will also contribute positively to the design it is considered that the use of the 'Game of Life' architectural detailing would positively contribute towards satisfying the policy requirement in this instance. However in the absence of other initiatives by the applicant it is still considered appropriate to secure the policy requirement through the imposition of a planning condition (see Draft Condition 33) to fully reflect the thrust of Policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).

13. Aggregates railhead re-location

- 8.43 The implementation of the submitted proposal will require the removal of the existing aggregates railhead as the land on which it lies will form the new vehicular access to the station transport interchange. Within the supporting documentation it has been suggested that the aggregates railhead could be re-located to the central part of Chesterton Sidings to the north of the application site. Both Network Rail and the rail freight interests have objected to this solution for operational reasons especially as this would involve providing road access across the active rail siding serving the Tarmac Lafarge aggregates railhead to the north.
- 8.44 The Mineral Planning Authority has recently received a planning application for re-configuring the Tarmac Lafarge aggregates railhead and coated stone plant to allow rail delivery access from the east rather than the west of the facility. If this plan is considered acceptable, approved and implemented then the existing operational sidings serving the facility will be taken out of service following commissioning of replacement sidings which are located closer to the Cambridge – Ely main line. Also included in supporting documentation to the application is an overall plan for rail infrastructure at Chesterton Sidings. This shows a potential re-location of the aggregates rail terminal that would be displaced by the proposed interchange development, to underused land adjacent to the Tarmac Lafarge aggregates rail terminal with a shared vehicular access to Cowley road along the existing haul route for both developments.
- 8.45 Within the wider context of Network Rail's expression of support for the scheme it appears that Network Rail together with rail freight interests are actively pursuing changes to land use and local rail infrastructure that will

address their own concern about the operational need to retain two aggregates rail terminals. The continued availability of aggregates rail terminals is to be welcomed as they are expected to play a significant role in the delivery of construction materials to the proposed upgrade of the A14. It is therefore considered that the submitted proposals are consistent with policy CS26 of the Cambridgeshire & Peterborough Minerals and Waste Core Strategy Development Plan Document 2011. The question of how planning policy will influence the re-development of local area is expected to be addressed through an Action Area Plan (involving community consultation in due course. Taking into account current adopted development plan policies determination of this application is not regarded as premature or prejudicial as the approval of future proposed action area plans for the area are some way off.

14. Other material considerations

- 8.46 In respect of the proximity of sensitive receptors to the site the recent resolution agreed for a change of use to residential of a former waste transfer station at the old coal yard Fen Road has been taken into account in this assessment.
- 8.47 This is a complex proposal which affects a number of local stakeholders living close to the site. Other interested parties have also commented on the proposals at some length and are keen to influence the implementation of the scheme and the wider direction of public and private investment in the local area. It is therefore recommended that in order to facilitate the implementation of the proposal and monitor its performance during the early years following it coming into use that a Local Liaison Forum be formed to act as a conduit for the sharing of information , receipt of concerns, local forum for debate and review of progress.
- 8.48 It is anticipated that implementation of the submitted proposals will reduce some pressures on the main Cambridge railway station which will also benefit users of that transport facility. To fulfill its role the proposed development will need to be effectively signed for users and it is recommended that a suitable local signage scheme be secured by condition (see Draft Condition 6).
- 8.49 Local concerns have been raised about a potential increase in time when the railway level crossing will be closed against road traffic associated with the increase in train movements and relative train speeds associated with the new station. This could bring an increase in waiting times and congestion on Fen Road. It is considered that in comparison to the existing situation where trains cross at speed implementation of the proposals could increase waiting times at the level crossing as more trains will use the line and may be approaching the crossing more slowly. Whilst this may negatively act on the free flow of traffic on Fen Road to some extent, this impact will have to be balanced against some of the environmental and economic benefits of the proposed development.

9.0 CONCLUSION

- 9.1 It is anticipated that the grant of planning permission for this transport interchange in this locality will act as a major catalyst for future changing land uses in the area and further economic development. It will improve accessibility to both homes and jobs and provide a sustainable alternative to commuting by car. Improvements in accessibility will not just be restricted to Cambridge but its linkage to the Busway will mean that its significant economic benefits will be shared with other communities, including the proposed new settlement at Northstowe. The design of the station is creative, functional and appropriate in the local context, providing a strong link to the role of science and technology in Cambridge.
- 9.2 The proposal is considered to accord with the Development Plan except that the development is likely to result in a modest net loss of biodiversity of county significance. Whilst this is regretted it is considered on balance that the economic and social benefits of the scheme should be accorded overriding weight in this case.
- 9.3 The implementation of these proposals will result in local environmental impacts and potential for impacts on the closest residential property. However through complementary undertakings from the applicant and the imposition of suitable safeguarding planning conditions the development is considered acceptable in land use planning terms and that planning permission should be granted for the development.

10.0 RECOMMENDATION

- 10.1 Having reviewed the application plans and documents, the Environmental Statement and supplementary information and having had regard to the representations received it is recommended that planning permission be granted under Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the draft planning conditions set out in Appendix B to this report following the receipt and approval of suitable undertakings from the applicant in respect of the following:
- Completion of off-site highway improvements to Milton Road prior to the opening of the transport interchange
 - Pre- development baseline survey of incidence and distribution of on-street parking in the locality to be followed by further surveys of any on-street parking in the locality following the bringing into use of the development. The bringing forward of a scheme of mitigation, following local consultation, to address any issues raised by the surveys
 - To work with the owners of Bramblefields Local Nature Reserve on a scheme to deliver biodiversity enhancements prior to the development being brought into use

- To undertake biodiversity enhancements to mitigate the ecological impacts of the development on nearby land to be developed as part of the Busway scheme and to manage those enhancements for a period of 10 years with an annual report of progress and recommendations for future management to be submitted to the local planning authority for approval
- Prior to commencement of development on-site to establish a local liaison forum with stakeholders and to hold regular meetings during construction and up to two years post completion to act as a local forum for communication, discussion and monitoring the impact of the development

Contact details

To inspect any related papers or if you have a query on the report please contact:

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**APPENDIX A: GOVERNMENT AND REGIONAL GUIDANCE AND
ADVICE**

| Topic | South Cambridge District Council Policies (2007 & 2010) | Cambridge City Council Policies (CLP 2006) |
|---|---|---|
| Economic Development | SP/17 Rail Infrastructure | 9/6 Northern Fringe |
| Air Quality | DP/1 Sustainable Development | 4/14: Air Quality Management Areas |
| | DP/3 Development Criteria; | |
| | NE/16: Emissions | 4/13: Pollution and Amenity |
| Ecology | DP/1 Sustainable Development; | 3/2 Setting of the City |
| | DP/3 Development Criteria | 4/3: Safeguarding Features of Amenity or Nature Conservation Value, |
| | NE/6: Biodiversity | 4/6: Protection of Sites of Local Nature Conservation Value |
| | NE/7: Sites of Biodiversity or Geological Importance | |
| | | 4/8: Local Biodiversity Action Plans |
| | South Cambridgeshire District Council's Biodiversity SPD (2009) | Cambridge City Council's Sustainable Design and Construction SPD (2007) section 2.6 supplements local policies 4/3-4/8. |
| | DPD (2007) policy DP/2: Design of New Development | 4/4: Trees |
| Water Quality, Flood Risk & Drainage | DP/1 Sustainable Development; | 4/13 Pollution and Amenity |
| | DP/3 Development Criteria | |
| | NE/8 Groundwater | |
| | NE/9: Water and Drainage Infrastructure; | 8/18: Water, Sewerage and Drainage |
| | NE/10: Foul Drainage – Alternative Drainage Systems | |
| | NE/11 Flood Risk | |
| | NE/12 Water Conservation | |
| Land Contamination | | 4/13: Pollution and Amenity |
| Heritage | DP/1 Sustainable Development; | 4/10: Listed Buildings; |
| | DP/3 Development Criteria; | 4/11: Conservation Areas; |
| | CH/1: Historic Landscapes; | 4/12: Buildings of Local Interest |
| | CH/3: Listed Buildings; | |
| | CH/4: Development Within the Curtilage or Setting of a Listed Building; | 4/1: Green Belt |
| | CH/5: Conservation Areas | |
| | Development Affecting the | Riverside and Stourbridge |

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| | Settings of Listed Buildings SPD | Common Conservation Area |
| Urban Design & Visual Impact | DP/1 Sustainable Development; | 3/2: Setting of the City; |
| | DP/2 Design of New Development | 3/3: Safeguarding Environmental Character; |
| | DP/3 Development Criteria; | 3/4 Responding to Context |
| | DP/7:Development Frameworks | 3/6 Ensuring Coordinated Development |
| | NE/4: Landscape Character Areas | 3/7 Creating Successful Places |
| | Landscape & New Developments SPD | 3/11 The Design of External Spaces |
| | | 3/12 The Design of New Buildings |
| Lighting | NE/14: Lighting Proposals | 4/15: Lighting |
| Noise & Vibration | DP/3 Development Criteria | 4/13: Pollution and Amenity |
| | NE/15: Noise Pollution | |
| Transport & Access | DP/1: Sustainable Development; | 8/2: Transport Impact |
| | DP/2 Design of New Development | 8/3: Mitigating Measures |
| | DP/3 Development Criteria; | 8/4 Walking and Cycling Accessibility |
| | TR/1 Sustainable Travel; | |
| | TR/2 Parking Standards | |
| | TR/3: Mitigating Travel Impact | |
| | Travel Impact and TR/4: Non-motorised modes | |
| Car and Cycle Parking | TR/2: Car and Cycle Parking Standards | 8/6: Cycle Parking; |
| | | 8/10: Off-Street Car Parking |
| Sustainable Development | DP/1: Sustainable Development; | 3/1: Sustainable Development |
| | NE/1: Energy Efficiency; | 8/16: Renewable Energy in Major New Developments |
| | NE/2 Renewable Energy | |
| | NE/3 Renewable Energy Technologies in New Development; | |
| Public Art | SF/6 Public Art and New Development | 3/7 Creating Successful Places |
| Archaeology | DP/3 Development Criteria | 4/9: Scheduled Ancient Monuments/Archaeological Areas; |
| | CH/2: Archaeological Sites; | |
| Site Security | DP/3 Development Criteria | 3/7 Creating Successful Places |
| Transport | TR/1 Sustainable Travel | |
| Supplementary Planning Documents | Trees and Development Sites SPD – July 2009 | |
| | Biodiversity SPD – July 2009 | |
| | Landscape and New Developments SPD – March 2010 | |
| | District Design Guide SPD: High Quality and Sustainable Development in South Cambridgeshire (March 2010) | |
| | Health Impact Assessment SPD – May 2011 | |

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| | Sustainable Design and Construction SPD |
| | Public Art SPD – January 2009 |
| Local Transport Plan | Local Transport Plan LTP3 (adopted March 2011) Policies and Strategy 2011-2026 |

APPENDIX B DRAFT CONDITIONS:

Implementation

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

Reason: *To comply with Section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.*

Approved Plans

2. The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and supporting documents as amended by the conditions stated on this decision notice and the following drawings:
 - Landscape/Ecology Mitigation Plan – Date 20/02/2013 - Plan Reference: 5110967/LP/00/001
 - Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange Area – Date 20/02/2013 - Plan Reference: 5110967/LP/00/002
 - Landscape/Ecology Mitigation Plan - Cowley Road ETC. – Date 20/02/2013 - Plan Reference: 5110967/LP/00/003
 - Landscape Sections Sheet 1 of 2 – Date 20/02/2013 - Plan Reference: 5110967/LP/00/005
 - Landscape Sections Sheet 2 of 2 – Date 20/02/2013 - Plan Reference: 5110967/LP/00/006
 - Location Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/001 REV A
 - Existing Site Plan 2 – Date 20/02/2013 - Plan Reference: 5110967/AL/00/002 REV A
 - Proposed Elevations South Plan – Date 20/02/2013 - Plan Reference: 5110967/AE/00/P02 REV B
 - Proposed Elevations East Plan – Date 16/11/2013 - Plan Reference: 5110967/AE/00/P03 REV B
 - Proposed Location Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/003 REV B
 - Proposed Site Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/004 REV B
 - Indicative Landscaping Details Station Square – Date 16/11/2013 - Plan Reference: 5110967/LP/00/004
 - Proposed Sections Sheet 1 – Date 16/11/2013 - Plan Reference: 5110967/AS/00/010 REV B
 - Proposed Concourse Level Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P10 REV B
 - Proposed Sections Sheet 2 – Date 16/11/2013 - Plan Reference: 5110967/AS/00/011 REV B

- Proposed Mezzanine Level Plan– Date 20/02/2013 - Plan Reference: 5110967/AL/00/P11 REV A
- Bridge Level Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/P12 REV A
- Proposed Roof Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/P13 REV A
- Proposed Cycle Parking Roof Plan and Elevations – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P14 REV A
- Transport Mode Overlay – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P15 REV A
- Existing Open Mosaic Habitat - Date received 17/10/2013
- Existing Open Mosaic Habitat Removed- Date received 17/10/2013
- Existing Open Mosaic Habitat Retained - Date received 17/10/2013
- Potential Off-site Mitigation Areas - Date received 17/10/2013

Reason: *To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2, DP/3 the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.*

Material Samples

3. No development shall commence until samples of the materials to be used in the construction of the external surfaces, including the hard surfaces such as parking areas of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: *To ensure that the appearance of the external surfaces is appropriate in accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.*

Landscaping

4. No development shall commence until full details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. These details shall relate to the entire site, including details of improvements to the western boundary of the site. Details shall include;

Finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed 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. Soft Landscape works shall include planting plans; written

specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate, an implementation programme and maintenance period for 5 years from completion. Should for any reason the planting be removed, die or become diseased the landscaping shall be replaced with the same species unless otherwise agreed in writing by the Local Planning Authority.

Reason: *In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 3/11 and 4/4 of the Cambridge City Council Local Plan 2006.*

Sustainability

5. No development shall commence until a renewable energy statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources. The statement shall include the total predicted energy requirements of the development and shall set out a schedule of proposed on-site renewable energy technologies, their respective energy contributions, location, design and a maintenance programme. The approved renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the Local Planning Authority.

Reason: *In the interests of reducing carbon dioxide emissions in accordance with policies DP/1, NE/1 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/16 of the Cambridge City Local Plan 2006 and Supplementary Planning Document Sustainable Design & Construction 2007.*

Signage

6. No development shall commence until a signage strategy has been submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of signs including direction signage, building signage and electronic notices that are required as part of the approved development. Signage on site shall be constructed in accordance with the approved details.

Reason: *To provide attractive, direct and safe walking and cycling routes within the development connecting key destinations. In accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006.*

Lighting

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

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.

Reason: *To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties in accordance with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 4/15 of the Cambridge City Council Local Plan 2006.*

Ecology

8. Construction Environmental Management plan (Biodiversity)

No development shall commence (including demolition, groundworks, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location, timing and minimisation of sensitive works to avoid harm to biodiversity features.

- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusive barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented in full through the construction period, unless otherwise agreed in writing by the Local Planning Authority.

Reason: *To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

9. Ecological Design Strategy (protection, mitigation, compensation & enhancement)

No development shall commence until an ecological design strategy (EDS) addressing mitigation, compensation, enhancements and restoration for protected species (common reptiles, breeding birds), invertebrates, open mosaic habitat and other habitats (e.g. trees) and eradication of Schedule 9 species (e.g. Japanese Knotweed) has been submitted to and approved in writing by the Local Planning Authority.

The EDS shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives. Consideration should be given to what contribution the green roof on the building could play in biodiversity enhancement. Key notable invertebrate species and species assemblages identified within the extended invertebrate surveys must be targeted for detailed habitat creation, making use of existing onsite materials as appropriate.
- d) Extent and location/area of proposed works on appropriate scale plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works, such as ECoW.
- h) Details of initial aftercare and long-term maintenance
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.

The EDS shall include off-site compensation measures.

The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter.

Reason: *To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

10. Landscape and Ecological Management Plan

The operational phase of the development shall not commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of the work schedule (including an annual work plan capable of being rolled over for the entire operational phase, such as 25 years).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

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

Reason: *To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/3, 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

11. Other detailed strategies

No development shall commence until a detailed landscape scheme has been submitted to and approved in writing by the local Planning Authority. The landscape scheme shall be sensitively design for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP). In particular, the

landscape scheme shall seek expert advice from an entomological specialist. The scheme shall be implemented in full in the first planting season following the commencement of construction unless otherwise agreed by the Local Planning Authority.

Reason: *To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/3, 4/6 and 4/8 of the Cambridge City Council Local Plan 2006.*

Contaminated Land

12. Unless otherwise agreed in writing by the Local Planning Authority no development shall commence until:
- a) The application site has been subject to a detailed desk study and site walkover, which has been submitted to and approved in writing by the Local Planning Authority.
 - b) Following approval of (a), a detailed scheme for the investigation and recording of contamination and remediation objectives (which have been determined through risk assessment) has been submitted and approved in writing by the Local Planning Authority.
 - c) 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.
 - d) The works specified in the remediation method statement have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 8/18 of the Cambridge City Council Local Plan 2006.*

Water Quality, Flood Risk and Drainage

13. No development shall commence until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each have been submitted to and approved in writing by the Local Planning Authority:

a) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to the risk of all receptors that may be affected, including those off site.

c) The results of the site investigation and detailed quantitative risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of Local Planning Authority. The scheme shall be implemented as approved.

Reason. *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

14. No part of the development shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection*

(GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.

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

Reason: *To protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2012) position statements J6 and J7, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

16. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall demonstrate that the surface water run-off generated up to and including the critical storm event (inclusive of climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The submitted scheme shall also specifically relate to the protection of groundwater and include a management plan. The approved scheme shall be implemented in full prior to the bringing into use of the approved development.

Reason: *To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the National Planning policy Framework (paragraph 109) and the Environment Agency's Groundwater Protection (GP3:2012) position statements G1 to G13 inclusive, policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/13 and 8/18 of the Cambridge City Council Local Plan 2006.*

Construction Environmental Management Plan

17. No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:
- a) Indicative site wide construction and phasing programme.
 - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement.
 - c) Construction hours.
 - i. Construction hours and days for work undertaken within the boundaries of the operational railway
 - ii. Construction hours and days for work undertaken within the remainder of the site
 - d) Delivery times for construction purposes.
 - e) Outline Waste Management Plan (OWMP).
 - f) Noise method frequency of maintaining, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
 - g) Maximum noise mitigation levels for construction equipment, plant and vehicles.
 - h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
 - i) Maximum vibration levels.
 - j) Dust suppression management and wheel washing measures including the deposition of all debris on the highway.
 - k) Site lighting.
 - l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
 - m) Screening and hoarding details.
 - n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
 - o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
 - p) External safety and information signing and notices.
 - q) Liaison, consultation and publicity arrangements including dedicated points of contact.
 - r) Consideration of sensitive receptors
 - s) Prior notice and agreement procedures for works outside agreed limits.
 - t) Complaints procedures, including complaints response procedures.
 - u) Membership of the Considerate Contractors Scheme.
 - v) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with 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) including the use of best practical means to minimise noise and vibration disturbance from construction works.

The approved plan and schemes shall be implemented in full throughout the construction phase of the development. The compliance of the CEMP shall be reviewed at monthly intervals.

Reason: *To avoid unreasonable disturbance to nearby residential properties and to ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of safeguarding / protecting the amenity of nearby residents/occupiers in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

Control of noise from the operation of plant and equipment

18. Unless otherwise agreed in writing by the Local Planning Authority the Rating Level of noise attributable to the operation of plant and equipment associated with the development (excluding the public address system), as defined and assessed in accordance with BS4142:1997, shall not exceed 26dBLAeq,T at the site boundary. Rating levels may be measured directly or derived from a combination of measurement and calculation using propagation corrections. All measurements shall be carried out in accordance with the requirements of BS4142:1997.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

Control of noise from the station public address system

19. The station shall not be used until a scheme for the mitigation of noise from the public address system on the railway which has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall include hours of operation, number, location and sound power of loudspeakers and permissible noise levels with consideration of noise mitigation / limiting measures as appropriate and a programme of maintenance. Any public address / announcement or voice alarm sound system associated with the approved development / use shall only be used for operational, health & safety, security and emergency announcements.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South*

Control of noise from the pickup point and eastern platform

20. The development shall not be used until a scheme to mitigate noise emissions from the pickup point/taxi rank and eastern platform affecting residential properties in Long Reach Road and Sunningdale Caravan Park has been submitted to and approved in writing by the Local Planning Authority and has been implemented in full. The scheme shall be maintained thereafter.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

21. Unless otherwise agreed in with the Local Planning Authority in writing the car park shall only operate between 0500 and 0100 hours.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

22. No development shall commence until a Noise Management Plan (NMP) has been submitted to and approved in writing by the Local Planning Authority. The NMP shall include: noise sources; the time, duration, and frequency of noise occurrences; noise control measures; noise levels to be achieved at the boundary of the site; methods to monitor noise and report the findings; reports of mitigation measures undertaken on site; procedures to accept, investigate and resolve noise complaints. The approved plan shall be implemented in full.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

23. Unless otherwise agreed in writing by the Local Planning Authority the Public Address system shall only operate between 0500 and 2300 hours.

Within 3 months of the first operation of the development an Operational Noise Validation report shall be submitted to the Local Planning Authority to ensure operational noise from the site and all its mechanical plant and equipment comply with the noise impact assessment (as contained in the submitted applicator, noise chapter principles and

amendments) at sensitive receptor locations and any noise / vibration related insulation scheme and or attention / measures related conditions. The assessment shall include and consider all noise mitigation related conditions to cover verification of all noise sources collectively.

Reason: *To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan (2006)*

Odour / Fume:

24. No development shall commence until details of equipment / systems for the purpose of extraction and/or filtration and/or abatement of fumes and or odours has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until the approved schemes have been implemented in full and subject to a programme of maintenance.

Reason: *To protect the health and quality of life / amenity of nearby and future residential premises in accordance with South Cambridgeshire District Council Local Development Framework Development Control Policies DP/3, NE/15.*

Transport and Access

25. The development shall not be occupied until a Travel Plan has been submitted and approved in writing by the Local Planning Authority. The Travel Plan shall include the provision for 'staff welcome packs' and monitoring of cycle and car parking on site.

Reason: *In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Cycle and Pedestrian Access

26. The development shall not be occupied until details of the footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented including a route to a minimum width of 2.5 metres along Cowley Road.

Reason: *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

27. The development shall not be occupied until the Busway has been extended to the station and shall include a 4m wide footway/cycleway alongside with connections to Nuffield Road and Moss Bank.

Reason: *In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

28. Prior to the commencement of construction of the access track alongside the Busway within the site details of the access route to the development through Bramblefields LNR has been submitted and approved in writing by the Local Planning Authority footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development .

Reason: *In the interests of highway safety and to mitigate the impact of the use of the link on ecology in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2, TR/4, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 4/6,4/8, 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Monitoring

29. The use of the station interchange shall not be commence until a scheme for monitoring the usage of the facility for the first two years of occupation has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented with regular reports being provided to the Local Planning Authority at a frequency to be agreed within the scheme.

Reason: *In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Traffic Management

30. The development shall not be occupied until a Traffic Management Plan for all modes of transport has been submitted and approved in writing by the Local Planning Authority. The approved plan shall be implemented in full.

Reason: *In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policies 8/2, 8/3 and 8/4 of the Cambridge City Council Local Plan (2006)*

Archaeology

31. No development shall take place until a programme of archaeological work has been undertaken in accordance with a written scheme of investigation which has been submitted to and approved writing by the Local Planning Authority.

Reason: *To secure the provision of archaeological excavation and the subsequent recording of any remains in accordance with policy CH/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007).*

Amenity

32. The development shall not be occupied until a Litter Management Plan has been submitted and approved in writing by the Local Planning Authority. The plan shall include details of regular litter picking around the site and the provision of additional litter bins on site considering but not exclusively the station entrance, bus stops and car parking areas, as appropriate, shall be submitted in writing to the Local Planning Authority for approval. The approved plan shall be implemented in full.

Reason: *In the interests of the visual amenities of the locality and to protect the amenities of nearby residential occupiers appropriate in accordance with policies DP/1, DP/2, of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/11 of the Cambridge City Council Local Plan 2006*

33. Prior to the commencement of construction of the station building and public square a phased scheme for the delivery of public art shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.

Reason: *In the interests of high quality design in accordance with policy SF/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and policy 3/7 of the Cambridge City Council Local Plan (2006).*

APPENDIX C: CAMBRIDGESHIRE QUALITY PANEL REPORT

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Cambridge Science Park Station and Interchange

Date: 17th June 2013

Venue: Shire Hall Room 128, Shire Hall, Cambridgeshire County Council,
Cambridge

Time: 12:30-16:30 (includes site visit)

Quality Panel Members

Robin Nicholson (Chair)

David Prichard

Canda Smith

George Hazel

Lynne Sullivan

Simon Carne

Panel secretariat and support

Juliet Richardson (Cambridgeshire County Council)

Antony Proietti (Cambridgeshire County Council)

Judit Carballo (Cambridgeshire County Council)

Local Authority Attendees

Tim Watkins (Development Management Officer, Cambridgeshire County Council)

David Atkinson (County Planning, Minerals and Waste Business Manager, Cambridgeshire County Council)

John Pym (Senior Planning Officer, South Cambridgeshire District Council)

Bonnie Kwok (Senior Urban Designer, South Cambridgeshire District Council)

Mike Salter (Transport Assessment Manager, Cambridgeshire County Council)

Sophie Pain (Senior Planning Officer, Cambridge City Council)

Glen Richardson (Head of Urban Design, Cambridge City Council)

Ian Dyer (Lead Engineer Cambridgeshire County Council)

Applicant and Representatives

Chris Poultney (Team Leader-Public Transport Projects, Cambridgeshire County Council)

Stan Doyle (Director, Atkins Global)

Quintin Doyle (Lead Architectural Designer, Atkins Global)

Duncan Whatmore (Urban Designer, Duncan Whatmore Urban Design & Architecture)

1. Scheme description and presentation

Architect/Designer Atkins Global

Developer Cambridgeshire County Council

Planning status Pre-determination

2. Overview

The Cambridge Science Park Station and Interchange application proposes a new railway station, and an interchange facility providing access onto the wider public transport network (bus, cycle and pedestrian links).

The proposed new railway station development will include a station building with passenger waiting facilities, toilets, a ticket office, retail floor space and amenity space. The development will also include two main line platforms and a bay platform with a footbridge (with lift) providing access over the main lines and operational sidings from the station building to the platforms. Other aspects to the development include car parking (approximately 450 spaces) and cycle parking, hard and soft landscaping and vehicular access from Cowley Road.

The development seeks to create an interchange facility providing access onto the wider public transport network. Chesterton Interchange will enable travellers to switch between all modes with access for pedestrians and cyclists, bus users, car drivers and passengers, and heavy rail users. The interchange will be linked into the existing guided 'Busway' network by a short length of new bus route to implement a longer section of busway, which has planning permission, but not yet built. As confirmed by Mark Prisk, Minister for Housing, the Government recognises the important role the creation of the new Cambridge Science Park Station will play in serving the development of Northstowe.

The site covers approximately 13 hectares and it is located within the ward of Milton. To the north of the proposed site lies industrial development on Cowley Road; former railway engineering depot sidings, an operational aggregates rail terminal and Cambridge Sewage Works. To the east of the site is the main West

Anglia main railway, and beyond the railway line gypsy and travellers' sites and land in industrial uses off Fen Road. To the west of the site is the St Johns Business Park and to the south of the site are the Nuffield Road allotments / Bramblefields Local Nature Reserve and wider residential area of East Chesterton.

An Area Action Plan (AAP) is currently being prepared, which will consider holistically the longer term development proposals for the Station and wider, surrounding area. South Cambridgeshire District Council and Cambridge City Council will be consulting on the AAP during the summer.

3. Cambridgeshire Quality Panel views

Introduction

The Panel were pleased to see the scheme at the pre-determination stage and welcomed the intention for the proposals to form part of a wider development area. The Panel considered this to be both an exciting and important scheme which had huge potential in terms of transport but also wider implications in terms of setting a high standard for the regeneration of this part of the city.

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter.

Community

The Panels comments on the community aspects of the scheme principally covered the site in relation to the wider area. The Panel noted that given the links to the main business centres to the north of the City the area has the potential to expand from being just a station to containing facilities for the wider community. The Panel therefore questioned whether the station was of the right size with the right level of facilities, and planned opportunities for expansion.

Given the importance of the wider context the Panel welcomed that an Area Action Plan (AAP) was being developed for the wider area and that this process

was being led by the local authorities, working collaboratively together to develop a shared vision.

The Panel considered that the AAP needs to envisage and anticipate how the site and wider area may evolve and highlight the tensions that may arise (e.g. the likely increase in land value to the east of the railway line). Currently there is a large number of Gypsy and Travellers' pitches located the east of the proposed railway station. Concerns over amenity issues such as the impact of noise and visual amenity on the nearby Gypsy and Traveller community were raised by SCDC officers at the meeting. Given the significant implications and pressures on the land to the east of the railway line, the Panel considered that this area should be included in any development proposals and assessment.

The Panel acknowledged the problems that smells from the sewage treatment works could cause to the site and looked forward to the modernisation of the facility.

Connectivity

The Panel welcomed the proximity of the station to a number of key business areas in Cambridge, such as the Science Park, Business Park and St Johns Innovation Centre; and residential neighbourhoods such as Fen Ditton and Chesterton. Proximity to these areas gives a good opportunity for the site to maximise access to the station by sustainable modes of transport. The Panel also welcomed the potential for future railway connections with London, Ely, King's Ling and Birmingham.

However, the Panel considered that not enough work had been undertaken on where people were coming from and the links into the site, particularly from key areas such as the Science Park and from the south west of the site. They questioned whether this work has been done and if so how it can be best represented.

The Panel had concerns regarding the circulation of users and access across the site. For example:

- Bus stop – clarity required as to whether cyclists and buses were coming down the same road;
- Potential conflict between cyclists coming from the north and pedestrians using the ‘square’;
- Taxis and private cars – are they going to use the same drop-off point? If so need to make sure that enough space is provided to allow the traffic to move smoothly.
- Are there any plans to slow down specific users, using the landscape, when they are arriving at the train station?
- Concerns were raised over the lack of escalators in this large-scale railway station, as the proposals only include lifts, and how this could impact on accessibility within the station building and the platforms.

The Panel recommended that analysis is carried out, as part of the application, to provide details of; where people are coming from (and how), how they move around the site and the areas of potential conflict are minimised, and how these elements may change over time.

The Panel queried the nature of the bike storage and how it was going to be delivered. In particular the Panel questioned whether the bike sheds would incorporate double-stacking bike storage.

Character

The Panel highlighted the significance of the scheme as a ‘gateway’ to Cambridge. For a number of people this will be their first impression of Cambridge and this part of the city. As such the character of the area is of great importance. However, the Panel considered that currently the scheme has not captured the magic of arriving in Cambridge. There needs to be more work undertaken on this aspect and a greater reference in the design to the local Cambridge and Science Park context reflected in the scheme (in terms of architecture and landscape).

The Panel liked a number of elements of the scheme design (including PVs on roof of cycle shed, links to history through the Game of Life proposals), but needed to know more regarding the evolution of the design process and what has shaped the design of the building.

The Panel noted that there was very little information provided on the inside of the building and challenged whether the experience/journey from departing a train to arriving outside the station building could be explained. This simple journey through the building needs to be celebrated.

The Panel acknowledged the functionality of the building design but considered the architecture to be quite stiff and uninspiring. The design work needs to reflect that the new station belongs to the 21st century. In particular the Panel considered that the site and building should be built to last and be able to evolve in the future. Considerations of future expansion are essential (e.g. leave room for future inclusion of an escalator rather than just lifts and stairs) and the Panel thought that the nature of the building design as it is could be problematic when designing future capacity.

The quality of the architecture helps define the space. The Panel considered that the outside areas need more enclosure as places are usually defined by their edges.

The design of the landscape elements of the site are critical and it is important that the landscape character matches the architecture in terms of it being logical, robust and maintainable. However, the Panel considered that the current geometry was wrong and that there were areas of land which will become eroded away due to people's desire lines. The Panel recommended that the landscape proposals were simplified in order to provide an improved design.

The Panel suggested that fun elements needed to be added to the proposals to make it a pleasurable experience. These could be small elements (e.g. levers at Boston station were used as an example) which add a sense of fun to the experience and at a low cost. In particular the Panel were interested in regards to what could be accommodated within the space at the front of the building which can help transform it into a 'place' e.g. innovative use of ticketing at the front of the building or replication of Game of Life design on pavement. There is

opportunity for hi-tech elements given the link to the neighbouring Science Park. These elements, which have the potential to be incorporated into art projects for the scheme, need to be investigated further.

Other comments that the Panel had on the character aspects of the scheme are as follows:

- Too much emphasis on the stair views, which needs to be illustrated;
- The proposed bridge between platforms should be more than just a link and the architecture (and structure) of this element of the scheme needs to be improved e.g. because this element terminates a vista;
- Question whether public toilets are located before entering the platforms?
- Is there protection/enclosure provided from those moving from the building to the bus stops?
- The Panel welcomed the incorporation of the 'Game of Life. However, need to ensure that it is made to work for the scheme rather than being controlled by it.
- How is the name of the scheme (Cambridge Science Park Station) reflected and represented? Links to signage/logo. How does this relate to the Science Park image?
- Less concern by 3-storey size of building or the impact on the land to the east.

Climate

The Panel highlighted the importance of long life design and questioned whether the Station was self-sufficient in terms of energy use, and if not why? The Panel suggested that a clear, visual reminder of energy consumption would help focus attention as to how much energy was being used, which could be innovatively presented with possible links to public art proposals on site.

The Panel commented on the use of swales, which as well as providing sustainability benefits can also help provide landscape character.

4. Conclusion

The Panel acknowledged that this is a fantastic and intriguing project which is a huge opportunity to develop something important, that can be one of the Cambridge landmarks and gateway into the city. But it needs to be excellent to achieve this.

However, the Panel noted that the current designs do not yet show this. The design needs to improve to elevate the scheme about a normal train station, with the Panel believing that it would not be too onerous to make improvements to the design quality that would quite dramatically alter and improve the development.

The key issues raised by the Panel are highlighted below (these replicate the comments made in the main body of the report, further details of which can be found above):

- The station area needs to retain the ability to expand in the future and provide a range of community facilities;
- Good location in relation to key business and residential areas. However, further work required on links to the site, where people are coming from, and how this may change in the future;
- Concerns regarding circulation of users and access within the site; there are a number of areas of potential conflict. Further analysis required on this aspect;
- Greater reference and connection to local Cambridge and Science Park context within design of the scheme;
- More information required on design process;
- More information required on internal building design and the 'journeys' of those using the facility, demonstrating how the station design, e.g. through architectural language, built form, materials, etc., would help create a memorable experience for visitors;
- Design of building needs to improve (currently quite stiff and uninspiring) and reflect status as new station belonging to the 21st century;

- Station building needs to be built to last and be able to evolve and expand in the future (e.g. include enough space to introduce escalators if needed in the future);
- Outside areas need more sense of enclosure (places often being defined by their edges);
- Landscape design needs to be re-considered and simplified (designed around desire lines);
- Include 'fun' elements and make it a pleasurable experience (opportunity to link with hi-tech nature Science Park/incorporate as part of public art proposals). In particular, opportunity to use space in front of the buildings;
- Importance of long life design and self-sufficiency – visual reminder of energy use;
- Use of swales – no details. Important both in terms of sustainability and providing landscape character.

The Panel appreciated that a number of these elements may have already been undertaken; however, the presentation didn't fully cover all the aspects of the scheme.

The Panel considered that the importance of the scheme demands that the changes highlighted above are made and further work is undertaken.

The Panel noted that although this review was for the Station scheme it had a wider context and forms a larger area of development. The long term future implications need to be considered now to avoid creating any tensions and issues, which in the future become showstoppers. The Local Authorities need to be taking the lead in the long-term planning proposals for the wider area.

The Panel therefore welcomed the news that an AAP was going to be developed for the wider area and that Cambridge City Council and South Cambridgeshire District Council are working in partnership to develop this document. However, notwithstanding the concerns raised by the LPA regarding the existing use of land as gypsy and traveller sites (one of area's most significantly deprived

populations), the Panel suggested that the land to the east side of the railway line is included within any plans.

The Panel considered that the AAP needs to envisage and anticipate how the site and wider area may evolve and the tensions that may arise (e.g. with land to the east of the railway line). In the wider context the AAP will provide more direction of what type of place we would like to live in. Given the potential pressure on land to the east of the railway, now is the time to be considering the issues in regards to the wider area.

The Panel recognised that the area is going to be very popular once the Station is built, and the properties and surrounding land will increase in value. The Panel questioned whether there is any opportunity to capture this value to help fund further improvements to the area (e.g. relocation of sewage treatment works).

The Panel would welcome seeing the plans again, at a later stage, as part of the iterative design process. Ongoing Panel input is important and will help to refine and develop the proposals. The Panel would also encourage being consulted on the draft AAP for the area, in order to help ensure that the quality for the wider area is embedded as early as possible.

APPENDIX D: PLANNING APPLICATION DOCUMENTS

- Tree Report 2013
- Construction Environmental Management Plan - Date April 2013
- Decommissioning Management Plan - Date March 2013
- Report into the Findings of Extended Phase 1 Habitat Survey and Protected Species Scoping Exercise - Date May 2013
- Report into the findings of an extended Phase 1 Habitat Survey and Protected Species scoping exercise of land at Chesterton Sidings, Cambridge – Date 2012
- Report into the Findings of Species Specific Surveys – Date May 2012
- Report into the findings of species specific surveys of land at Chesterton Sidings, Cambridge – Date 2012
- Planning Statement – Date June 2013
- Bramblefields Management Plan – Date 2003 to 2013
- Chapter Headings for Ecological Management Plan – Date February 2013
- Ground Investigation Report and Land Contamination Assessment - Date March 2013
- Archaeological Desk Based Assessment and Watching Brief – Date July 2013
- Landscape and Visual Impact – No date supplied
- Landscape and Visual Impact, Written Response from CCiC on Proposed Viewpoints – Date February 2013
- Lighting Observatory Map – Date April 2013
- Transport Statement – Date April 2013
- Site Waste Management Plan – No date supplied
- Car and Cycle Parks Management Plan – Date March 2013
- Design and Access Statement – Date April 2013
- Environmental Statement Main – Date April 2013
- Health Impact Assessment – Date June 2013
- Utilities Assessment Main – Date March 2013
- External Lighting Layout – Date April 2013 - Plan Reference: 5110967/EL/1001/63/C
- Statement of Community Involvement – Date March 2013
- Supplementary Phase 1 and Botanical Survey: Cambridge Science Park Station within the proposed Station Interchange Area – Date stamped received 17/10/2013
- Cambridge Science Park Station and Interchange Supplementary Invertebrate Survey – Date stamped received 17/10/2013
- Cambridge Science Park Station and Interchange Supplementary Bat Activity Survey – Date stamped received 17/10/2013
- Supplementary Phase 1 Survey Nuffield Road access land for the Cambridge Science Park Station Interchange – Date stamped received 17/10/2013
- Effects on Population – Noise and Vibration – Date stamped received 17/10/2013
- Lighting – Date stamped received 17/10/2013
- Design and Access Statement Addendum – Date stamped received 17/10/2013

- Photovoltaic Orientation Plan – Date stamped received 17/10/2013
- Additional Transport Data – Date stamped received 17/10/2013
- Post Planning Submission Report – Date stamped received 17/10/2013
- Illustrative Cowley Road Proposal – Date stamped received 17/10/2013
- RECAP Cambridge Science Park – Date stamped received 17/10/2013
- Energy Use – Date stamped received 17/10/2013

Plans

- Landscape/Ecology Mitigation Plan – Date 20/02/2013 - Plan Reference: 5110967/LP/00/001
- Landscape/Ecology Mitigation Plan - Station (southern end) & Interchange Area – Date 20/02/2013 - Plan Reference: 5110967/LP/00/002
- Landscape/Ecology Mitigation Plan - Cowley Road ETC. – Date 20/02/2013 - Plan Reference: 5110967/LP/00/003
- Landscape Sections Sheet 1 of 2 – Date 20/02/2013 - Plan Reference: 5110967/LP/00/005
- Landscape Sections Sheet 2 of 2 – Date 20/02/2013 - Plan Reference: 5110967/LP/00/006
- Location Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/001 REV A
- Existing Site Plan 2 – Date 20/02/2013 - Plan Reference: 5110967/AL/00/002 REV A
- Proposed Elevations South Plan – Date 20/02/2013 - Plan Reference: 5110967/AE/00/P02 REV B
- Proposed Elevations East Plan – Date 16/11/2013 - Plan Reference: 5110967/AE/00/P03 REV B
- Proposed Location Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/003 REV B
- Proposed Site Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/004 REV B
- Indicative Landscaping Details Station Square – Date 16/11/2013 - Plan Reference: 5110967/LP/00/004
- Proposed Sections Sheet 1 – Date 16/11/2013 - Plan Reference: 5110967/AS/00/010 REV B
- Proposed Concourse Level Plan – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P10 REV B
- Proposed Sections Sheet 2 – Date 16/11/2013 - Plan Reference: 5110967/AS/00/011 REV B
- Proposed Mezzanine Level Plan– Date 20/02/2013 - Plan Reference: 5110967/AL/00/P11 REV A
- Bridge Level Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/P12 REV A
- Proposed Roof Plan – Date 20/02/2013 - Plan Reference: 5110967/AL/00/P13 REV A
- Proposed Cycle Parking Roof Plan and Elevations – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P14 REV A
- Transport Mode Overlay – Date 16/11/2013 - Plan Reference: 5110967/AL/00/P15 REV A
- Existing Open Mosaic Habitat - Date received 17/10/2013

- Existing Open Mosaic Habitat Removed- Date received 17/10/2013
- Existing Open Mosaic Habitat Retained - Date received 17/10/2013
- Potential Off-site Mitigation Areas - Date received 17/10/2013

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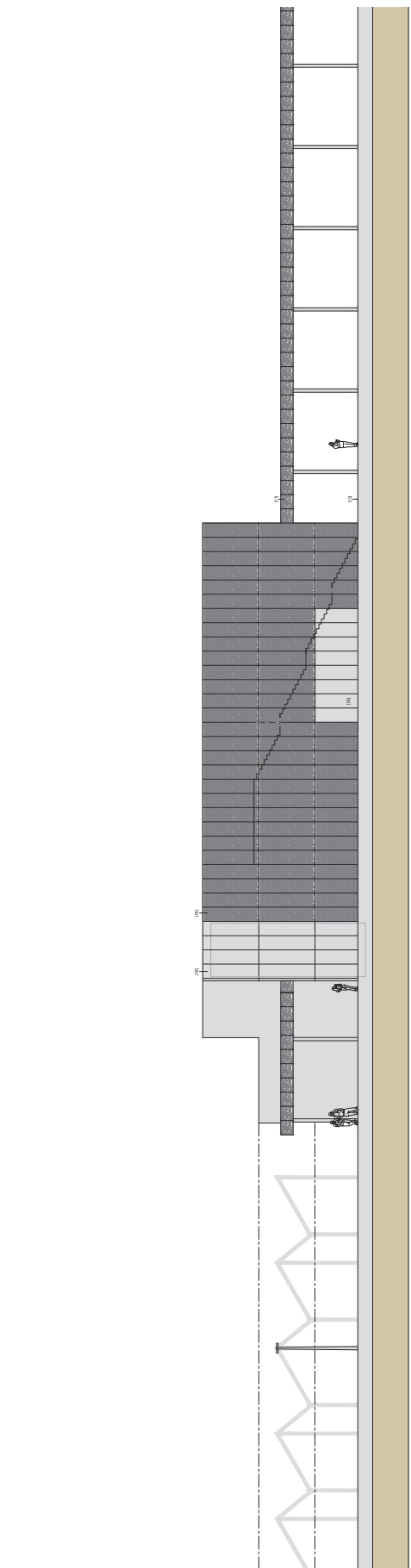
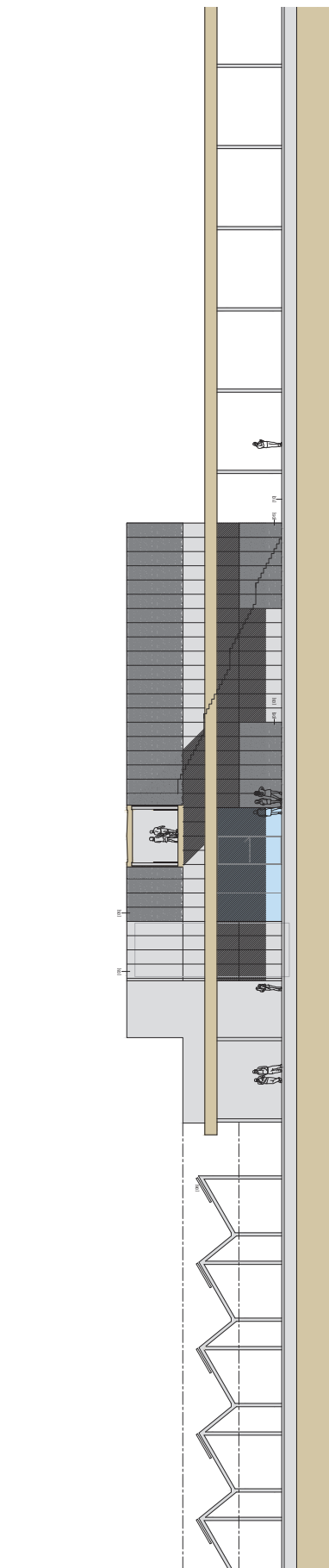
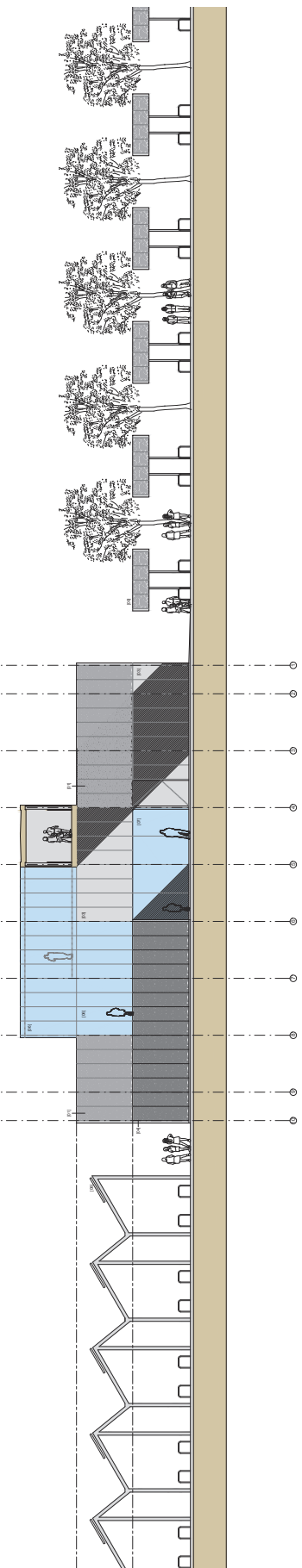
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CAMBRIDGE SCIENCE PARK STATION INTERCHANGE

PROPOSED SITE PLAN



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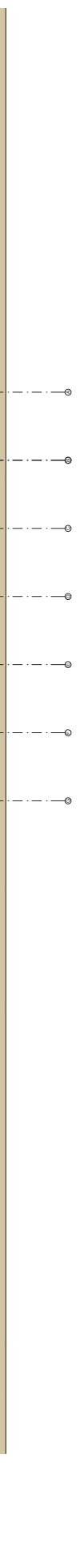
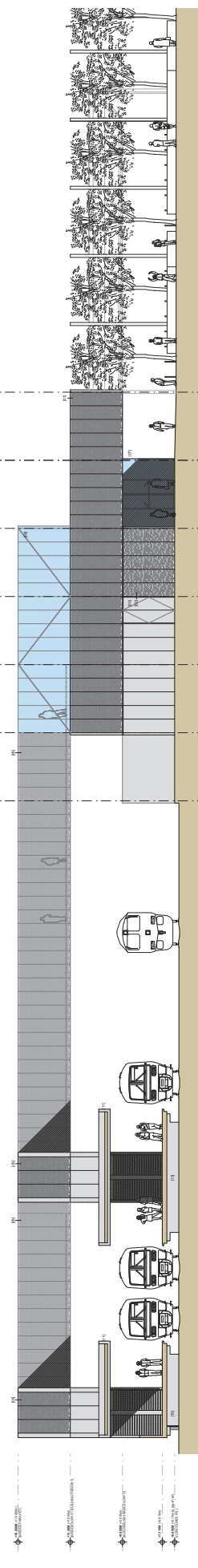
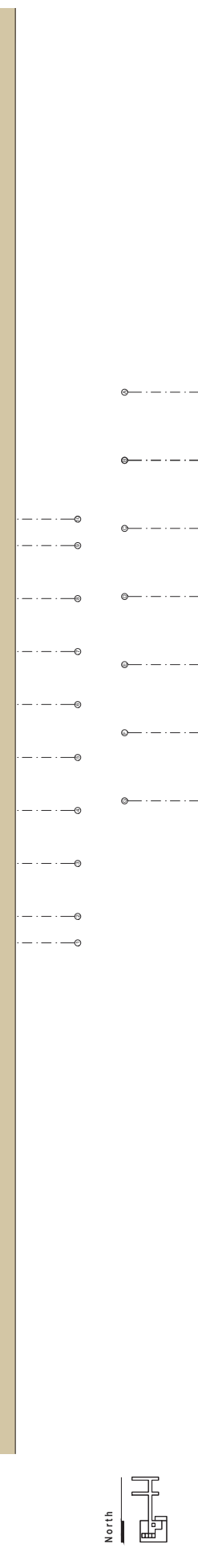
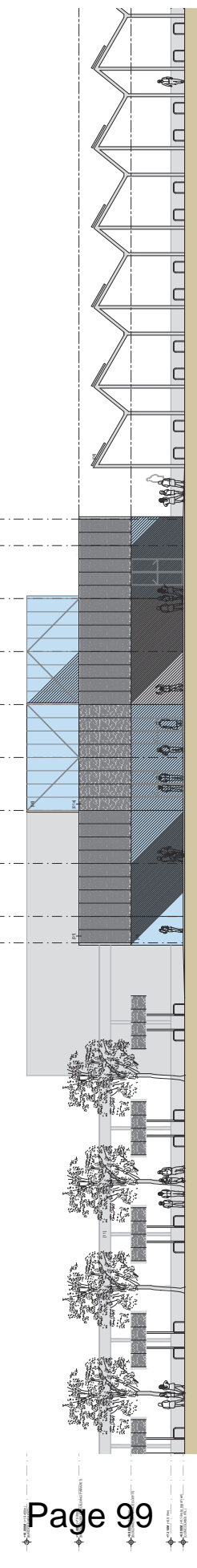
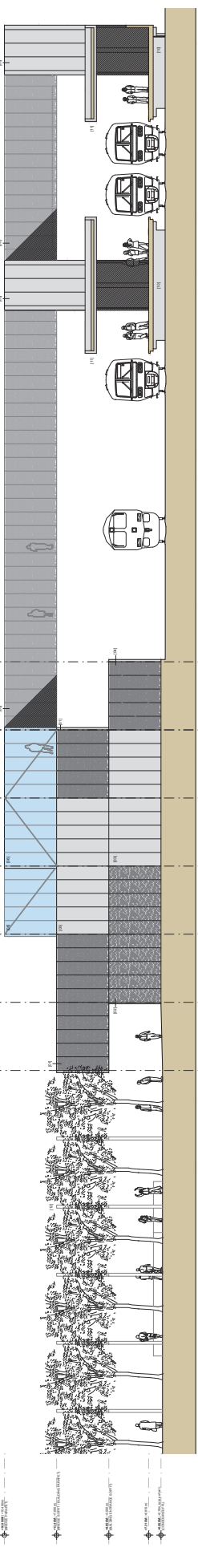
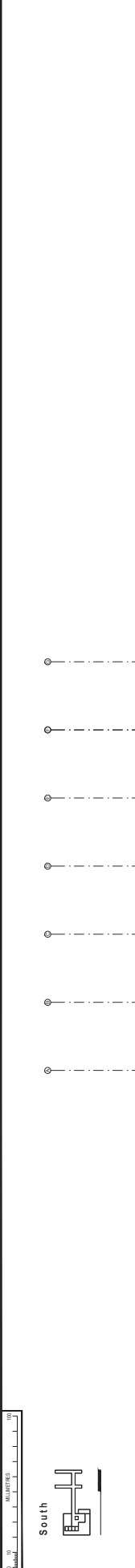


Cambridge Science Park Station Interchange

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 CAMBRIDGE SCIENCE PARK STATION INTERCHANGE
 PROPOSED ELEVATIONS
 Scale: 1:100
 Date: 10/08/2017
 Project: 5110987 A E 00 PD3 A

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CLIENT: EAST OF OXFORD RAILWAY OPERATIONS
PROJECT: EAST OF OXFORD RAILWAY OPERATIONS
LOCATION: STATION INTERCHANGE, STATION INTERCHANGE, STATION INTERCHANGE
DATE: 10/01/2013

DESIGNER: ATKINS
PROJECT MANAGER: [Name]
DESIGNER: [Name]

REVISIONS:

| NO. | DESCRIPTION | DATE |
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CAMBRIDGE SCIENCE PARK STATION INTERCHANGE

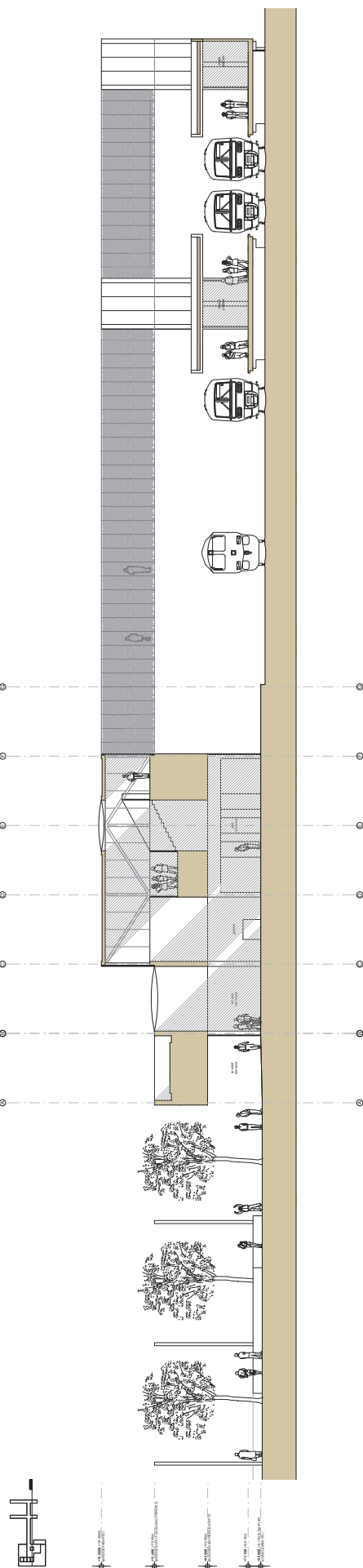
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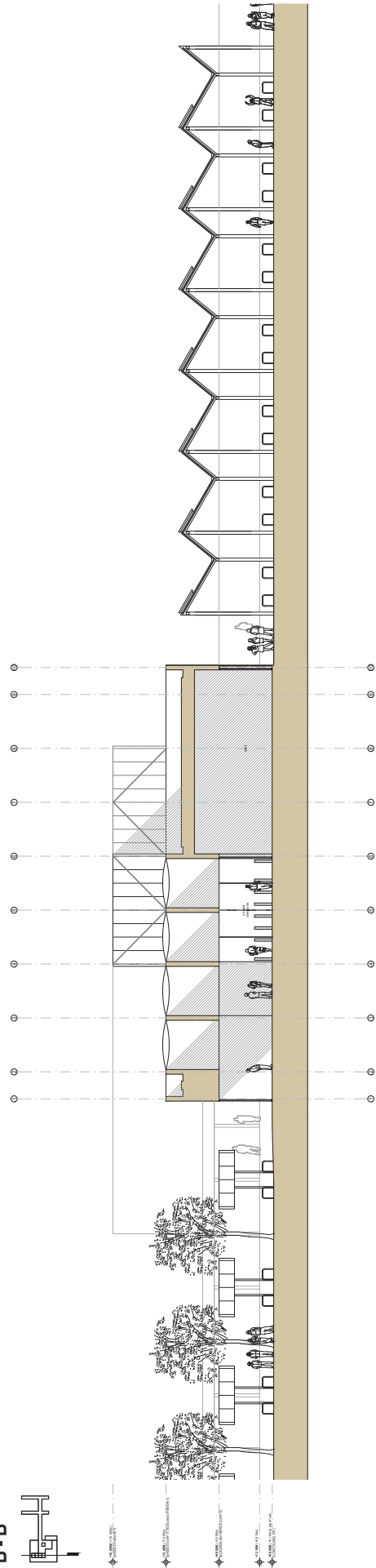
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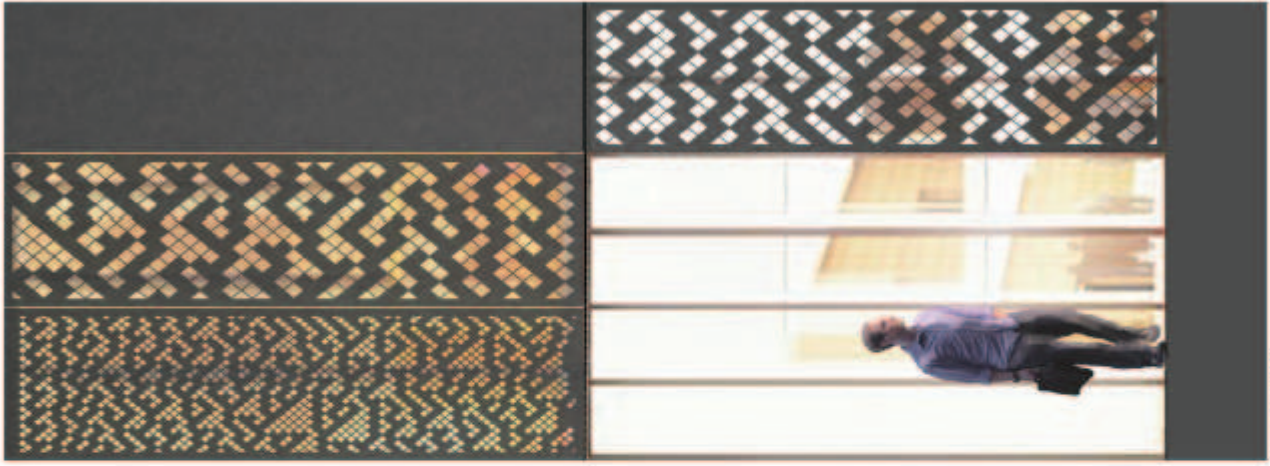
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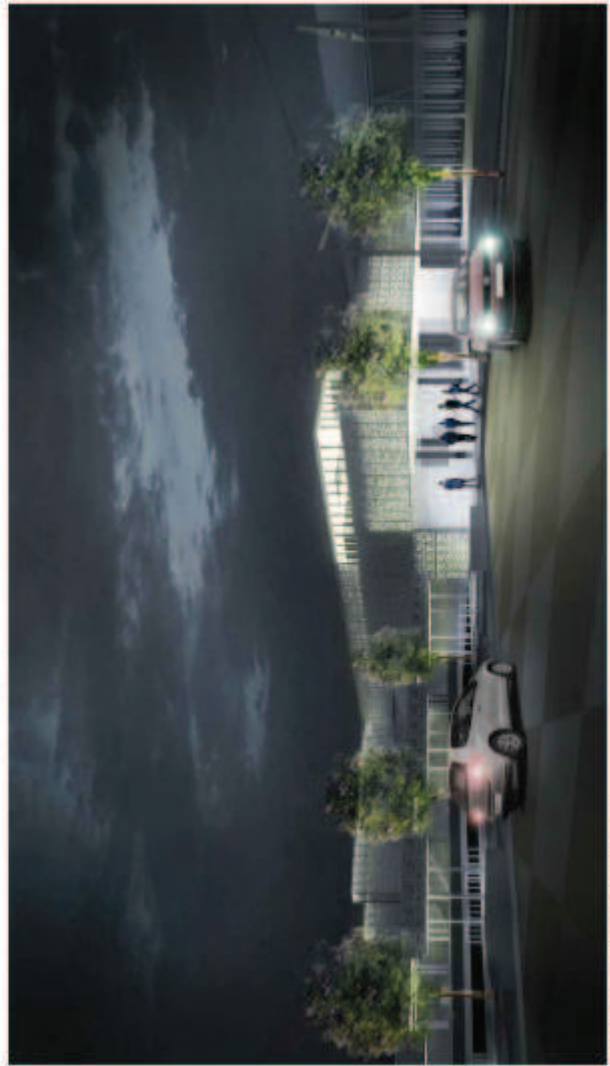




PART ELEVATION



APPROACH FROM WEST LOOKING EAST



APPROACH FROM NORTH LOOKING SOUTH

Agenda Item 5

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 18th December 2013

| | | | |
|---------------------------|---|--------------------|-------------|
| Application Number | 13/1401/REM | Agenda Item | |
| Date Received | 20 September 2013 | Officer | Sophie Pain |
| Target Date | 20 December 2013 | | |
| Parishes/Wards | Castle | | |
| Site | Primary Road located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire | | |
| Proposal | Reserved matters (access, appearance, landscaping, layout and scale) of 11/1114/OUT (North West Cambridge Scheme) for: (1) The Primary Street surface finishes including seating, bins, bollards, cycle parking, underground bin laybys, surface water drainage swales, hard and soft landscaping. (2) Phase 1 infrastructure including buried services and utilities, drainage pipework and engineered swales, ground slabs and sub-surface works for utility structures, initial Western Edge earthworks, surface water lagoon excavation, two stage channel and engineered road build up on utility corridors. | | |
| Applicant | University of Cambridge | | |
| Recommendation | Approve with conditions | | |
| Application Type | Reserved Matters | Departure: | No |

| | | | |
|---------------------------|---|--------------------|--------------|
| Application Number | S/2037/13/RM | Agenda Item | |
| Date Received | 20 September 2013 | Officer | Emily Harvey |
| Target Date | 20 December 2013 | | |
| Parishes/Wards | Girton | | |
| Site | Primary Road located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire | | |
| Proposal | Reserved matters (access, appearance, landscaping, layout and scale) of S/1886/11/O (North West Cambridge Scheme) for: (1) The Primary Street surface finishes including seating, bins, bollards, cycle parking, underground bin laybys, surface water drainage swales, hard and soft landscaping. (2) Phase 1 infrastructure including buried services and utilities, drainage pipework and engineered swales, ground slabs and sub-surface works for utility structures, initial Western Edge earthworks, surface water lagoon excavation, two stage channel and engineered road build up on utility corridors. | | |
| Applicant | University of Cambridge | | |
| Recommendation | Approve with conditions | | |
| Application Type | Reserved Matters | Departure: | No |

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| A | Plan of the 'Lots' within the Phase 1 Masterplan | |
| B | Plans and Computer Generated Images | |
| C | Quality Panel Reports | |

0.0 INTRODUCTION

- 0.1 This is a reserved matters application that has been submitted as part of the wider North West Cambridge site. The wider site sits to the northwest of Cambridge, and to the south of Girton Village, between Huntingdon and Maddingley Road. The application site is located across the shared boundary between Cambridge City Council and South Cambridgeshire District Council and is covered by the North West Cambridge Area Action Plan (NWCAAP) 2009, a joint document adopted by both Cambridge City Council and South Cambridgeshire District Council reflecting the fact that the site sits within both administrative boundaries.
- 0.2 The Joint Development Control Committee (JDCC) resolved to grant approval of the outline planning applications (11/1114/OUT and S/1886/11) on 8th August 2012 subject to the completion of the S106 agreement, which was signed on 22nd February 2013. In November 2013 two Section 73 applications (S/2036/13/VC and C/13/1402/S73) were approved, which allowed for a variation in heights within some local centre locations.
- 0.3 The approvals relating to the entire site are for a mixed-use development and comprise of to 3,000 dwellings (of which 1,500 are to be affordable key worker units), 2,000 student bed spaces, 100,000sqm of employment floorspace (of which at least 60,000sqm will be academic employment space), a primary school, open space, recreational facilities, and a local centre which includes retail and community facilities, a hotel, police office, health facilities, senior living accommodation and an energy centre.
- 0.4 The JDCC has since determined a number of strategic conditions, namely; a Site Wide Phasing Plan (condition 5) the Design Code (Condition 7), a Youth and Play Strategy (Condition 9), the Site Wide Drainage Strategy (Condition 26) and Construction Environmental Management Plan (Condition 52). In addition to this a number of other strategic conditions have been approved relating to the whole site.
- 0.5 The applicants are now working up the detail of Phase 1 of the site, of which this application is part. The first phase will be based around the local centre and will provide for a mix of key worker housing, market housing, student accommodation as well as the community facility, the primary school, health facility and local centre uses such as foodstore, café and hotel.
- 0.6 A number of Reserved Matters Applications have been submitted pursuant to the outline permissions; for Earthworks (S/0857/13/RM and 13/0537/REM) approved by the JDCC in July 2013, Lot 5 for 325 post graduate bed spaces (13/1400/REM and S/2044/13/RM) which is being

considered at this meeting, this application, and two further applications that will be determined early next year for the Western Edge (S/2533/13/RM and 13/1740/REM) and 'Lot 1' which includes the foodstore, health facility, retail space, police touchdown space, energy centre and key worker housing.

- 0.7 This proposal has been discussed with officers as part of comprehensive pre-application work for Phase 1 along with presentations to the Cambridgeshire Quality Panel, JDCC and the NW Community Forum.

1.0 SITE DESCRIPTION/ AREA CONTEXT

- 1.1 The site which forms the subject of this reserved matters application comprises of Phase 1 which is located towards the centre of the wider site, close to the boundary between Cambridge City Council and South Cambridgeshire District Council. The application site boundary includes 'tendrils', which extend to the north east, north west and south of the local centre to incorporate all areas of proposed development, which is sought through this application. These are explained in further detail within the next section.
- 1.2 The application site is bounded by Huntingdon Road to the north east, the M11 to the west and Madingley Road to the south. The nearest residential properties are those which are located near to the junctions of the primary street and the existing highway network. To the north east there is Trinity Farm and Drumsellan, within Girton Parish, while to the south are Rosemary Cottages and Landsdowne Road within Castle Ward to the east of the Madingley Road junction.
- 1.3 The primary street addresses a variety of different contexts as it passes through the site. The approach from Madingley Road seeks to retain the rural feel before passing along the southern edge of the local centre with residential buildings to either side. Along the North West the road passes Veteran Oak Gardens before leaving the site past the primary school and playing fields, with a parkland character and onto Huntingdon Road.
- 1.4 The site is not located within a Conservation Area. Within the application boundary is the Veteran Oak, which is the subject of a Tree Preservation Order and lies to the north of the primary street. There are no works proposed to the Oak or within the 22.5 m radial protection area as part of this application. It merely falls within the application boundary in this instance.

2.0 THE PROPOSAL

- 2.1 This application seeks approval for two particular groups of works. The first relates to the construction of the primary street, including the surface finishes, underground waste bunkers, surface water drainage swales and hard and soft landscaping.

- 2.2 The primary street is the principal vehicular route which flows through the centre of the wider development site, circumnavigating the local centre. This road extends along the eastern boundary of the Madingley Road Park and Ride before forming a 'C' shape to the west and curving to the east so that it exits the site onto Huntingdon Road opposite the Hotel Felix. The street is to be offered for adoption to Cambridgeshire County Council and has been designed in such a way that vehicle speeds are kept low, no more than 20 mph and that there is no priority of user at junctions along the street. Along the length of the street there are segregated cycle and pedestrian routes to either side.
- 2.3 The primary street network forms a link through the site connecting Madingley Road in the south and Huntingdon Road in the north. It also provides the main accesses to all the Lots within Phase 1 of the development, as well as providing for two of the three access approach routes into the development. As such, it is considered as the route with the most strategic importance.
- 2.4 The second group of works are those that seek consent for Phase 1 infrastructure. This includes a variety of works which comprise of;
- **Buried Services and Utilities –**
Installation of all utilities ducts and drainage pipework along the boundaries of plots that abut the streets, in order to enable connection as each Lot obtains reserved matters approval.
 - **Ground Slab for potable water station –**
Installation of a concrete base slab for the non-potable water treatment plant located in the south of the Western Edge. The remainder of the facility will be brought forward as part of the Western Edge reserved matters application.
 - **Western Edge earthworks –**
Proposal to construct the formation of the bunds on the Western Edge using the soil arisings from the construction of the primary street and excavation of utilities installation. The landscaping or 'finishing' of the Western Edge has been applied for through the reserved matters application for the Western Edge.
 - **Surface Water Lagoon Excavation –**
Excavation of the surface water lagoon in the south of the Western Edge of its full depth, and installation of a control structure through the bund formation. This will control the rate of water discharging into the Washpit Brook in accordance with the approved Washpit Brook Flood Reduction Scheme.
 - **Two Stage Channel –**
Modification are proposed to the Washpit Brook in order to create a second stage channel in order to provide additional flood water storage.

| | | |
|------------------------------|---|-----------------------|
| | Police; Primary Health Care; Primary School; Nurseries (Class D1); Hotel (130 rooms); Energy Centre; and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks. | |
| 13/0279/FUL | The use of land to provide a temporary access road from Madingley Road into the North West Cambridge site during construction for a period of 10 years, associated works including laying out of the road, creation of a surfaced vehicle turning and inspection area, a pedestrian link for site operatives, a storage area, a security kiosk and barrier and drainage. | Approved |
| 13/0537/REM and S/0857/13/RM | The stripping of topsoil and its temporary storage, stockpiling of materials for the period of construction works, removal of areas of hardstanding, the clearance of vegetation and associated felling of trees, the installation of a temporary security fence and the construction of a temporary access road and temporary car parking area for up to 350 vehicles for a period of 10 years. | Approved |
| 13/1258/FUL | Highway embankment construction; gabion retaining wall construction; drainage and land drain construction; installation of fencing; carriageway and footway reconstruction; installation of buried infrastructure, including traffic signal ducting and associated landscaping. | Approved |
| 13/1402/S73 and S/2036/13/VC | Section 73 application to vary condition 69 (Drawing Numbers) of 11/1114/OUT and S/1886/11. | Approved |
| 13/1400/REM and S/2044/13/RM | Reserved matters (access, appearance, landscaping, layout and scale) of 11/1114/OUT and S/1886/11/O (North West Cambridge Scheme) for: Post Graduate Accommodation comprising 325 student bed spaces, associated porters lodge, cycle parking, hard and soft landscaping, strategic drainage works, associated ancillary structures, part of strategic green corridor and part of strategic cycle and pedestrian route. | Pending Consideration |

4.0 **PUBLICITY**

| | | |
|-----|-------------------------|-----|
| 4.1 | Advertisement: | Yes |
| | Adjoining Owners: | Yes |
| | Site Notices Displayed: | Yes |

5.0 **POLICY**

5.1 **National Planning Policy Framework (2012)**

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making

5.2 **North West Cambridge Area Action Plan (2009)**

NW2: Development Principles

NW11: Sustainable Travel

NW13: Vehicular Access

NW14: Madingley Road to Huntingdon Road Link

NW16: Public Transport Provision

NW17: Cycling Provision

NW18: Walking Provision

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

6.1 **External Consultations**

Environment Agency

29th October 2013

This application builds upon the proposals that were agreed as part of the outline permissions. Therefore, if the two stage channel has evolved from the outline stage, then a revised model should be submitted and reviewed by the Agency.

Other comments related to good practice regarding foul water, surface water drainage and pollution controls.

Cambridgeshire County Council (Highways)

3rd December 2013

The amendments have addressed a substantial number of the comments made previously. There are some final matters that remain such as ensuring that the tree pit details are correctly constructed to support the road can be achieved through an appropriate condition.

14th October 2013

Detailed points regarding the use of hard paving materials on a road that will be offered for adoption by Cambridgeshire County Council as well as dimensions of the carriageway at certain points.

Cambridgeshire County Council (Growth and Economy)

No objection to the proposal and consider that the City ecologists will comment on the application as appropriate.

Cambridgeshire County Council (Flood and Water Team)

Prior written consent will be required from the Flood and Water Team before the commencement of any works which affect the flow of ordinary watercourses throughout the site in accordance with the Land Drainage Act.

Cambridgeshire Constabulary (Architectural Liaison Officer)

From a crime reduction and community safety perspective, there is no objection to this application.

Natural England

The proposal does not have any direct or indirect impacts on the Traveller's Rest Pit SSSI and as a result there are no substantive comments to make on this application.

Quality Panel

The Quality Panel viewed the application twice at the pre-application stage on 30 July 2013 and 10th September 2013. Both sets of their comments are set out in full within Appendix A and a response is provided to their comments at paragraph 8.29 of this report.

6.2 Internal Consultations

Urban Design and Conservation

29th November 2013

The Urban Design Team supports the revised material for the raised tables and ramps as detailed on the amended drawings and DAS. However, the final tone of the block work will be crucial to ensure that there is a strong enough contrast between the carriageway and raised tables. Recommendation that a condition is attached which requires sample panels of the block work to ensure this contrast is achieved and that the streetscape represents the character and quality illustrated within the CGI's.

18th October 2013

The proposed design for the Primary Street has the potential to create a new high quality street, that contains elements that will help to promote lower speeds, so that a balance between people, place and traffic can be achieved. As a result, it is considered that the design of the Primary Street is compliant with the approved design code, and the application is supported in urban design terms.

Head of Streets and Open Spaces (Landscape)

25th November 2013

The amendments to the application are supported providing that conditions relating to details of railings, walls and bridges; hard material samples and the earthworks relating to the Western Edge.

23rd October 2013

The proposals are supported in principle, although additional information relating to tree species, wider soft landscaping proposals and coordination with the Western Edge have been sought prior to the determination of the application.

Head of Streets and Open Spaces (Nature Conservation Officer)

29th November 2013

The amendments have satisfactorily resolved comments made on 23rd October.

23rd October 2013

The proposals are supported in principle, although clarification is sought regarding the position of the newt tunnel and its location within the Ridge and Furrow field.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

29th November 2013

The proposals for the primary street are fully supported although conditions have been suggested that require specific details relating to culvert, dam and headwall details. The principle concern is the lack of detail relating to the earthworks for the Western Edge, although the required information has been stated and this can be required through a prior to commencement condition.

22nd October 2013

Generally the clarifications sought can be addressed by condition, although there is one point that needs to be addressed prior to the determination of the application. This relates to the phasing of the proposed works, particularly the location of soil arisings from the Primary Road and underground infrastructure to the Western Edge. If these are not undertaken early enough this could increase the risk of flooding downstream.

Head of Streets and Open Spaces (Cycling and Walking Officer)

There are some minor clarifications that need to be addressed, but the proposed development is generally supported and addresses the principles set out within the approved Design Code.

Head of Environmental Services

No objection is raised to this application. Condition 52 of the outline permission relating to a Construction Management Statement will apply to this development and as such the site specific environmental health matters will be addressed through the imposition of this condition.

Waste and Refuse

Request for confirmation that the lay-bys are large enough for the refuse vehicle to access it and that the proposed surfacing around the hoppers will be appropriate.

7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

7.1 Girton Parish Council

The application was discussed at the Parish Council meeting on 28th October 2013. Subsequently officers have responded to a question that was noted in the minutes which related to the use of zebra crossings.

7.2 Neighbour Representations

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

- 6 All Souls Lane (on behalf of Nineteen Acre Field RA) who have no comment to make on the application.
- 40 Dodford Lane, Girton
- 42 Dodford Lane, Girton

Whose objections can be summarised as:

- The drainage strategy (for this application) states that surface drainage works will be completed prior to occupation of the buildings in this plot, the drainage infrastructure implementation is likely to be phased through the construction implementation.
- The implication of this is that there will be increased flood risk for properties downstream until construction as finished and the proposal is occupied.
- The report, in one instance, says that flooding is accommodated for in a 1 in 100 year event including 30% climate change, when it should be 1 in 100 year event plus 30% climate change, which is stated elsewhere in the report. This should be clarified.

Following the submission of amended strategies, the surface water strategy was shared with those who made previous representations. In response to this one owner/occupier of the following address, made further representations;

- 40 Dodford Lane, Girton

The representation can be summarised as follows;

- Concern regarding the validity of the modelling of water flows in the Washpit Brook in different documents.
- Concern that the drainage documents do not refer to the potential impact of the future re-modelling of the A14 may have upon the existing culverts that exists on the NW Cambridge site.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

1. Principle of Development
2. Compliance with Parameter Plans and Design Code
3. Primary Street Design and Layout
4. Transport Impacts
5. Landscaping
6. Ecology
7. Street Drainage
8. Phase 1 Infrastructure
9. Noise and Contamination
10. Amenity of Future Residents
11. Car and Cycle Parking
12. Waste
13. Conclusion
14. Recommendation

8.2 The application is split into two separate elements. The first are matters relating to the primary street design and surface finish, including soft landscaping, incorporation of swales and bin and car parking laybys. The second are proposals relating to the underground infrastructure, which

includes the laying of utilities and pipework throughout phase 1 into each of the Lots, the formation of the surface water lagoon, two stage channel and formation of the bunds within the area of the site known as the Western Edge. For this reason, the assessment will use headings to clearly indicate which element of the proposal is being assessed.

Principle of Development

- 8.3 The application is a reserved matters application (detailing appearance, landscaping, layout and scale) pursuant to the approved outline approvals C/11/1114/OUT and S/1886/11/O. This application must therefore be read in the context of the outline approvals, the relevant policy framework which is the North West Cambridge Area Action Plan (NWCAAP) and strategic documents that have subsequently been approved through the discharge of conditions.
- 8.4 Within the NWCAAP, policy NW14 establishes the principle of a vehicular connection between Madingley Road and Huntingdon Road. The requirements are that these streets are designed to passively encourage low speed, and that the network of streets on the site gives priority to cycling and walking. As such, the proposed development adheres to the commitment to provide a connection through the site and for this reason is in accordance with the NWCAAP.

Compliance with Parameter Plans and Design Code

- 8.5 The parameter plans and associated statements, which were approved as part of the outline application, fix the key principles for the development. As detailed below, the proposals and proposed layout accords with the parameter plans.
- 8.6 PP 1 – Zones: The proposals accord with the parameter plan in that the proposed development is located within Zone B which is the developable area that includes the pedestrian, cycle and vehicle routes.

PP 2 – Access: As set out in this parameter plan the proposals conform to the area zone within which the primary street may be constructed upon. The pedestrian and cycle routes are located in accordance with the parameter plan and link the proposed development to the surrounding area by means of the access points on both Huntingdon and Madingley Road.

PP 3 – Open Land Landscape Areas: The earthworks proposed within Primary Open Land 1, 2, 3 and 5 are consistent with the parameter plans and that the finished surface and use will be determined by subsequent reserved matters applications.

PP 7 – Topography: The finished ground contours are in compliance with the parameter plan and are no more than +/- 2.5 m.

- 8.7 The design of the primary streets has been formulated through much discussion with stakeholders. Cycling officers secured segregated cycleways on the primary roads to promote cycling through the development as part of the outline planning consent and segregated cycleways have been located away from the main vehicular carriageway, between the landscaped areas and the footway (some cyclists may still choose to use the main carriageway). The benefit of this was not just to move cyclists away from the traffic ensuring less confident cyclists would be able to use them, but it also had the effect of bringing the street trees and landscaping closer to the carriageway visually narrowing the road which would influence drivers to reduce traffic speed consistent with NWCAAP policy.
- 8.8 The primary street design as set out within the design code requires multiple functions within the the Primary Street; providing for the underground bin system, segregated cycleways, drainage swales, and a non-adoptable strip to include the pipe for decentralised energy. The surface level design also has to fulfil the objective of being designed to encourage low speeds (20mph maximum). In order to do this a narrow road form is proposed (6.1m width) with no centre line, and provides regular 'events' in the road designed to breakdown the linear nature of the carriageway and to ensure that drivers will not pick up speed.
- 8.9 In conclusion, the proposed development is in accordance with policies contained within the NWCAAP, Parameter Plans and Design Code and successfully fulfils the principles which were envisaged within the original planning policy for this site. The principle of the Primary Street in this position was approved through the outline permission and cannot be revisited through the determination of this application. For this reason, this application seeks permission for the final finishes of the primary street.

Primary Street Design and Layout

- 8.10 The primary street junctions are located in prominent positions on Huntingdon and Madingley Road and for this reason are important within the wider street scape of these two arterial roads. The primary street itself has an important role within the development site and its setting between buildings needs to be carefully considered.
- 8.11 In terms of the design of the proposed primary street the key principles established through the Design Code are to achieve lower vehicle speeds and create a safer environment for pedestrians and these are inherent to the proposed design, which has been brought forward through the submission of this application.
- 8.12 These key principles that are referred to in this report are in summary;
- Narrow carriageway widths of 6.1 m;
 - A series of events along the street, by way of raised tables at regular intervals and informal 3 m wide pedestrian crossings to reinforce the pedestrian presence and priority.

- A series of secondary events through a change in surface of the carriageway. In conjunction with the raised tables, this will mean that there will be an 'event' at approximately 40 m intervals.
- The visual carriageway width is reduced through the presence of street parking along with the location of street trees closer to the carriageway.

Approach Roads

- 8.13 Within the Design and Access Statement, the experience of the primary street has been communicated through the use of a series of illustrations, helping to identify the character and context of this important route.
- 8.14 There are different characters to each of the approach roads. Madingley Road will maintain its rural character and will be lined with hedgerows and native trees, while Huntingdon Road will have a parkland character with views towards the south east over the playing fields and primary school.
- 8.15 The design of the street in this location is a carriageway of 6.1 m and an off road segregated path to either side for pedestrians and cyclists. These paths are designed for one way use, hence their location to either side. They provide a 2 m cycle way and 2 m wide footbath, in accordance with the approved widths in the Design Code.
- 8.16 As referred to earlier, the segregated cycleways have been included along the length of the primary street and these routes have been located away from the main carriageway as an alternative to on-road cycling, providing a safe route through the development, promoting sustainable means of travel.
- 8.17 In order to reduce vehicle speeds, landscaped islands have been included on these approach roads to provide a deflection in the road and remove the linear quality of the road, which may otherwise lead to increased speeds. These islands will be planted with an understory mix and trees, to soften their appearance. Furthermore, it also has the benefit of signaling a change in the context for drivers thereby informing them of how to act in this development and reinforcing the mindset for their speed to be kept low.

'Events' in the Street

- 8.18 An important principle of maintaining low vehicle speeds along the length of this street is to design in 'events'. At the stage of approving the Design Code, discussion focused around the form of these 'events'. Examples of these could be a visual change in material for a courtesy crossing (designed to be generous to pedestrians) or a tight gateway through the use of landscaping. Elements such as channel blocks to (visually) narrow the road further, tight corner radii and on street parking all contribute to delivering reduced vehicle speeds. This approach is fully supported within Manual for Streets 1 and 2 (MfS1 &2), and has the support of the Highway Authority. Furthermore, the design has been brought forward in

accordance with the principles and details contained within the Design Code.

- 8.19 The design includes, raised tables which are located where the primary street meets with either a secondary street, tertiary street or Green Corridor, thereby creating a junction. These will be at grade with the side road or Green Corridor and completed in blockwork that will be of a colour to visually contrast with the carriageway that will be finished in asphalt.
- 8.20 The purposes of these 'events' are to achieve a visual break in the carriageway and to reduce the linear quality of the road, thereby promoting slower speeds. Incorporated into these raised tables are 3 m wide pedestrian crossings, which use the same blockwork as the pedestrian footway and this will assist in reinforcing to drivers to expect pedestrian and cyclists crossing in these locations.
- 8.21 The design of the street also incorporates secondary 'events' which are a wide change in surface and colour that will help to divide the linearity of the longer stretches of 'road' between the raised tables at junctions. This means that in conjunction with the raised tables, an 'event' within the highway will occur almost every 40m in accordance with the criteria set out in the design code.

Design of the Ridgeway Crossing at Veteran Oak Gardens

- 8.22 There are some locations where the raised tables contribute to placemaking such as adjacent to the Veteran Oak Gardens at the important North West corner of Lot 5, and adjacent to green corridor 1 south of Lot 5. Here the raised table covers an expansive area of the primary street in a location where the Ridgeway crosses and the public open spaces of the gardens. At this key interchange there are two movement corridors, north-south and east-west by different modes of transport and for this reason the slower speeds are required as well as the removal of priority at this interchange.
- 8.23 The design of this element of the primary street also contains a deflection because of the presence of the root system belonging to the Veteran Oak. As part of pre application discussions a 'Boundary Tree' Management Plan has been submitted and agreed by both authorities. This plan stipulates a root protection area whose radius is no less than 22.5 m around the tree. The location of the primary street sits outside of this protected area and is the reason why there is a deflection in the street has been necessary in this location. It also has the additional benefit, like the approach roads of reducing the linear quality of the road and promoting slower speeds.

Use of Hard Materials

- 8.24 The proposed palette of materials is considered to be appropriate to the context of the site and has the potential to deliver a unified and high quality street scene.

- 8.25 With regard to the raised tables, the principle of using a block paviour is acceptable, although a condition (1) is recommended to ensure that the colour of these provides a strong visual contrast with the black of the carriageway asphalt thereby creating visual breaks along the length of the road. Officers are seeking a finished appearance as illustrated in the CGI's contained within the Design and Access Statement.
- 8.26 This road will also be offered for adoption to the County Council and for this reason, significant discussions have been on-going with officers at the County Council to ensure that the materials used for the surface of the primary street, both vehicular and footway can be maintained by them in perpetuity. By proposing these materials, both officers and the applicant can be reassured that should works need to be undertaken by utilities companies for example, that the replacement surfacing will be a like for like replacement. This is to ensure that the high quality is maintained in the long term on this development.

Quality Panel

- 8.27 The Cambridgeshire Quality Panel reviewed the proposal twice, once on 30th July 2013 and once on 10th September 2013. The Panel were supportive of the scheme but did express some areas of concern in their minutes from 30th July meeting. These were considered by the applicant and resulted in adjustments, which were presented to the Panel on 10th September. The Panel were pleased to note that the issues and recommendation previously provided had been addressed. Both sets of Panel minutes are attached in full to Appendix C. The points below relate to the most recent set of comments by the Panel, each of these are addressed in turn below.

Issue

- (i) The Panel noted that the scheme used a number of different materials and questioned whether this could be simplified. There could be long-term maintenance issues in terms of matching the quality of the original material after maintenance work has been carried out, particularly considering the range of materials that are proposed. This could have an impact on the look of the public realm.

Response

Following amendments to the application during the course of the determination process, the palette of materials has been simplified with the use of the reconstituted stone block paving featuring along the footpaths and informal crossings. The manufactures of the stone paviour have confirmed that this will form a standardised product and for this reason, will be available for the County Council to obtain in the event that replacements are needed either through damage or following maintenance work. The agreement of materials has been a collaborative process with the County Council to ensure that long term maintenance of the proposed materials can be guaranteed in the future.

Issue

- (ii) The Panel questioned the rationale of having cycleways on both sides of the road and whether this resulted in the street sections being particularly wide.

Response

This has been addressed through the assessment of the applications compliance with the parameter plans and design code as approved under the discharge of condition 5 of the outline permissions. Both the County Council and cycling officers (who liaise with local cycle organisations) support the approach proposed.

Issue

- (iii) The Panel noted that the design of the scheme is now much clearer. However, they questioned whether the low design speed could be achieved particularly in the early stages, when the character would be one of a road rather than a street. This would encourage the use of higher speeds and potentially set behaviours which would then be difficult to change. The Panel also discussed the difficulties of designing the street layouts ahead of the designs of the adjacent buildings.

Response

The street has been designed so that from the outset the 'events in the street are in situ. As outlined within the design sections, these events provide clear visual breaks in the carriageway and reduce its linear form. These events are located approximately every 40 m and therefore it will be difficult for motorists to gain fast enough speeds in-between the events. For this reason, officers are confident that even in the early stages, slow speeds will be obtained and that positive behaviours will be established from the outset.

With regard to the layouts of the buildings, through pre-application discussions approximately 60% of the Lots along the Primary Street are in discussion and therefore officers are confident that the 'events' in the street are in the correct locations. The design code, along with the illustrative masterplan gives confidence that future development will not be prejudiced.

Issue

- (iv) The Panel queried the planting regime on the vacant plots and whether there is an opportunity for using these productively before they are developed. The Panel considered the interim treatment of the primary street and whether the western edge of the street could be sheltered through planting.

Response

This query will be discussed further with the applicants. There is the possibility to introduce temporary landscaping on vacant plots in order to improve the visual appearance of the street.

- 8.28 In conclusion, the final finishes and design layout of the primary street provides an attractive route through the development site given its strategic importance and successfully delivers the correct level of formality with appropriate proportions for all modes of transport. The design has been delivered in accordance with policies contained in the NWCAAP, approved parameters and the approved Design Code and achieves those objectives as set out in paragraph 8.12 of the report. For these reasons, officers are supportive of the proposed development and consider that it accords with policies NW2 and NW14 of the NWCAAP.

Transport Impacts

- 8.29 This reserved matters application seeks to deliver the circuitous vehicular connection between Madingley Road and Huntingdon Road and brings forward a street that accords with the junction details that were approved through the outline permissions, which in turn were informed by the Transport Assessment that accompanied the Environmental Statement.
- 8.30 The primary street is being delivered as part of the phase 1 development and has been designed to cater for the anticipated traffic, pedestrian and cycle movements that will be generated from the completed development, which is anticipated to be 2026.
- 8.31 Along the primary street network, there are five key junctions, whose design has been produced in accordance with the design code and The Design Manual for Roads and Bridges. The Highway Authority have reviewed this information and found it to be satisfactory.
- 8.32 One of the key junctions within the development is that between the primary street to the north west of Lot 5 and the radial arm of the street, which travels towards Huntingdon Road (West).
- 8.33 This junction has been designed for the point in time when the radial arm will be brought forward in accordance with condition 45 of the outline permissions. This condition requires the Huntingdon Road junction (West) to be opened for vehicular access prior to the occupation of the first academic or commercial building. Referring to the Phasing Plan, which has been approved by the Committee earlier this year, these works would fall into Phase 5, whose indicative timing is approximately 2018-2019.
- 8.34 The submitted transport assessment refers to the commitment to monitor the traffic flows along the primary street and that should the need for signalisation arise in the future, this is being future proofed now with ducting being installed at the outset. The design of the primary street has been carefully considered and there is confidence that such signalisation should not be needed, however there is the comfort that a long term vision has been adopted and that the space and technology can be accommodated if required.

- 8.35 For these reasons, the proposed development is considered to be compliant with the NWCAAP (2009) policies NW13 and NW14.

Public Transport Provision

- 8.36 As part of the approved permission, a number of transport conditions were imposed including one (39) which related to the submission and approval of a bus stop strategy. A strategy has been submitted to both of the local authorities to address this condition and this strategy is presently under consideration by officers and will be determined separately.
- 8.37 The strategy includes, two pairs of bus stops that are provided for on the primary street, one each on the approach roads from Madingley and Huntingdon Roads, which is in accordance with the Bus Stop Strategy. There are a further 3 pairs of bus stops located elsewhere on the site, one within the local centre itself and two along the arm of the primary street that extends out to the Huntingdon Road West junction in the later phases.

Pedestrian and Cycling Routes

- 8.38 As required by policy within NWCAAP, the development should provide safe and convenient pedestrian and cycle routes to encourage sustainable means of travel. This has been achieved along the length of the primary street with segregated pathways to either side.
- 8.39 On the shared cycle and footway there is a slight up-stand between uses that provides delineation between the uses in conjunction with the use of a different surface material. The design of this proposal has been undertaken in such a way that the behaviour of users should be counter intuitive and that it is clear how to use the spaces.
- 8.40 There have been some comments raised, that during peak hours, the primary street will be difficult to cross using the uncontrolled 'courtesy crossings' and that as a minimum the crossings should be designed to allow for signals or a zebra crossing to be installed in the future should there be demand.
- 8.41 In response to this, the design of the primary street does incorporate the ducting so that signals could be retrospectively fitted if needed at key junctions, for example where the two arms of the primary street meet to the north west of Lot 5. In saying this, the environment of the primary street has been designed to achieve low vehicle speeds, where no one mode of transport has priority over the other, in order to ensure that pedestrians and cyclists will have confidence to cross the street in the knowledge that other road users will stop. The height and surface treatment of the raised tables and courtesy crossings indicate to drivers that they are within a space where courtesy to other users needs to be exercised. Officers, including the Highway Authority have every confidence that this model for the primary street is safe and will be effective for all users, but that if needed, signalisation can be incorporated in the future without any detriment to the development.

- 8.42 The Walking and Cycling Officer has noted that there are a small number of instances where cyclists turning right out of a junction, may have to continue on road for a little distance, before being able to join the off road cycle path. This occurs in a single location where Green Corridor 1 joins the primary street. In this location there are clearly legible alternative routes to key destinations are available and in the view of officers this single instance across the site is not considered to be detrimental to the strategic cycling routes across the site.
- 8.43 Tactile (blister) paving has been incorporated where the raised tables are flush with the adjacent kerb in order to identify where the kerb would have been, providing navigational guidance for some disabled users. Other wayfinding methods are also incorporated into the proposed development such as the upstand along the centre of the shared path, minimising unnecessary paving which could lead to confusion for vulnerable users. Through the safety audit and adoption process by the County Council, a view will be taken about other instances where other types of tactile paving may be required.
- 8.44 It is considered that the proposed development is in accordance with NWCAAP (2009) policies NW17 and NW18.

Highway Safety

- 8.45 The Highway Authority have reviewed the proposed development and through the submission of amendments, most concerns and points of clarification have been addressed. There remain some outstanding items that can be agreed through the imposition of an appropriate condition(s). These are that the revised tree pits details for those adjacent to the highway need to provide support, otherwise the structure of the highway may sink (condition 8). The other matter is that the bond between small setts that are proposed around the hoppers of the underground bins need to be considered in more detail (condition 2).
- 8.46 The final proposals are still to be tested through the safety audit and adoption process by the County Council. However, in order to ensure that this process is as efficient as possible, extensive dialogue has taken place with officers at the County Council to ensure that their requirements have been picked up at this early stage.

Landscaping

- 8.47 The visual quality of this route through the wider site is important and a tree planting scheme has been proposed which reinforces this. The scheme seeks to reinforce the different characters of the street, from the rural appearance on the approach from Madingley Road, through the more developed and formal sections of the road around the local centre, to the parkland character that leads out to the Huntingdon Road junction. This was a matter that the Quality Panel interrogated and were supportive of in their latest comments.

- 8.48 The landscaping proposals comprise the inclusion of native woodlands and hedgerows along the approach roads, with key views marked by larger trees such as an Oak or Walnut tree, which are considered appropriate. Along the primary street as its skirts around the perimeter of the local centre, the proposal is for Italian Alder trees to sit within the swales and on the opposite side of the street, Lime trees.
- 8.49 The positioning of the trees has been carefully considered during the evolution of the Design Code. The requirement for segregated cycleways had the benefit of bringing the trees closer to the carriageway, visually narrowing the road and reducing speeds, consistent with NWCAPP policy. Furthermore, as the design has developed and the location for utilities has been fixed, co-ordination plans have been submitted, which demonstrate that the tree pits and utilities runs do not conflict, thereby ensuring that the health of these trees will be successful in the long term.
- 8.50 As the street is being offered for adoption, there has been considerable discussion across the joint authorities to ensure that the selection of tree species is acceptable and are adoptable by the County Council. A Landscape Maintenance and Management Plan has been submitted which identifies how to manage and maintain the tree species to enable the landscape vision to be realised.
- 8.51 As such, with regard to the Primary Street element of this application, the proposed landscaping is considered to be acceptable and will enhance and provide a welcome setting to this fundamental piece of infrastructure.

Ridge and Furrow Field

- 8.52 There are some minimal works to the Ridge and Furrow field which is situated to the east of the Madingley Road approach. These include additional native hedgerow species which will be incorporated into the existing hedgerows in order to disguise the required new fencing and to provide additional screening to the boundary of the fields along the western boundary of the field which backs onto residential properties on Lansdowne Road and the eastern boundary, which runs parallel to the primary street. No other works are proposed to this land of distinctive character.

Green Corridor 9 Landscaping

- 8.53 The proposals include the delivery of Green Corridor 9, which is located to the north of Park and Ride site and runs southeast – southwest, linking up to the area of the site known as the Western Edge, providing a key piece of strategic landscaping and surface water drainage features.
- 8.54 This area features a 7 m wide swale which has 1:3 gradient slopes that will be planted with native grasses and will be responsible for carrying water from the development to the Western Edge site. To the north of this is a 3

m wide path, this winds through the corridor and provides both a pedestrian and cycle link in landscaped surroundings.

- 8.55 To the south is an important existing hedgerow that will be retained with a new pond created to the west, adjacent to the primary street, which will contribute to providing an enhanced ecological corridor. This new feature will be set alongside an orchard, which will provide an attractive landscaped edge to the east side of the primary street, as it approaches the first junction in the development. To the north east of this Green Corridor is a low level street, which provides access to the future allotments and playing fields to the south as well as an adventure play area for children, whose final finishes will be addressed through the Western Edge reserved matters application currently under consideration by the local planning authorities.
- 8.56 The landscaping proposals for the those areas identified above are considered to be appropriate and will bring forward proposals that are fitting for the wider development and will enhance existing landscaping features appropriately. The Green Corridor will be managed by the applicant and as highlighted, discussions have been undertaken with the County Council regarding tree species choice to ensure that these are maintainable within the County Council's constraints. For these reasons the proposed development is considered to be acceptable and is in accordance with policy NW2 of the NWCAAP (2009) and the approved parameter plans and Design Code.

Ecology

- 8.57 As part of the application, a biodiversity survey and assessment was also submitted. The principles of this biodiversity survey are broadly in line with those established within the North West Cambridge Biodiversity Strategy (2012) that was approved as part of the outline application.

Primary Street

- 8.58 As part of this assessment, mitigation measures have been incorporated to protect species from the proposed development. Along the primary road these include the road gullies being offset from the kerb in key locations as a newt protection measure and the inclusion of dropped kerbs along the road have been provided to allow easy access across the road for amphibians.
- 8.59 Officers consider that these measures are in line with those identified within the site wide strategy and that these proposed mitigation measures will provide real value to the wildlife on site and should encourage new wildlife and enhance biodiversity to the application site and surrounding area.
- 8.60 Incorporated into the design of the primary street is a newt tunnel, which runs from the park and ride pond to the Ridge and Furrow field on the east. The Nature Conservation Projects Officer initially raised some

concern about the location of this tunnel as it funnelled the newts into an area in the Ridge and Furrow field, which was likely to be trampled by cattle and tractors.

- 8.61 Following additional clarification of this, the Project Ecologist, has provided information and drawings which demonstrate that the newts leaving the tunnel will be funnelled away from the gateway between the 2 Ridge and Furrow fields using ledges which are attached to the wing walls. Using these ledges the newts will be guided to a strip of planting designed to strengthen the hedgerow between the Ridge and Furrow field allowing them to then find the most appropriate route from there.
- 8.62 Relating to the wider application site, in locations where there are infrastructure works occurring, the second stage channel adjacent to the Washpit Brook has been designed to provide a habitat of particular value for water voles with a ponded area for great crested newts and that the green corridor to north of the park and ride site is being designed to encourage the great crested newts to colonise new habitat within the western edge.
- 8.63 The Nature Conservation Projects Officer considers that this approach is acceptable and that the proposed mitigation measures that have been incorporated are in accordance with the site wide biodiversity strategy. It is considered that the proposal is compliant with the NWCAAP (2009) policy NW2.

Street Drainage

- 8.64 Condition 27 of the outline consents require any reserved matters application to come forward with a detailed surface water drainage strategy, that shows how the detailed drainage for the proposal fits into the wider approved strategy.
- 8.65 The surface water features relating to the primary street comprise of swales that are located either to the south or west side of the street. These swales will convey highway runoff from the road gullies before discharging the water to the detention basins in the Western Edge, via the wider drainage network. The principle of controlling the velocity of the swales is through gradients that have been kept relatively shallow in combination with careful selection of ground cover and diameter of pipework. Technical officers have requested that a condition (5) is imposed to provide final details of this along with erosion protection and lining measures if necessary. These will all assist in the function of these important surface water features. These design features are in accordance with the Design Code and site wide Surface Water Drainage Strategy.
- 8.66 There are some final details that remain outstanding that will require the submission of information relating to the physical details of the headwalls, dams and culverts are sought through the imposition of an appropriate condition. The landscaping officer has also requested that details of any bridges and balustrades are conditioned appropriately.

- 8.67 It is considered that with the imposition of the suggested conditions the proposal is compliant with the NWCAAP (2009) policy NW25.

Phase 1 Utilities

Utilities

- 8.68 This element of the proposed development essentially seeks to facilitate the installation of service utilities and drainage pipework as part of the Phase 1 construction.
- 8.69 These include statutory utilities including power, gas, potable water and telecoms. There will also be provision for connections to the University's fibre optic network, broadband, digital television, non-potable water and the district heating network. In order to future proof the development, there are spare ducts to be provided which could be used for future technologies, communications to the underground bins or CCTV.
- 8.70 Normally, as part of granting planning permission, making the connections to existing utilities and services is included within the approval. However, in this instance, an extensive network of cabling and pipework needs to be laid across Phase 1, in order to enable the occupation of the development. In order for this to be achieved, duct runs are to be laid to the boundaries of the plots adjoining the highway.
- 8.71 Where this creates utilities corridors, such as along Bus Gate Street and other minor streets, the proposal is to engineer the road base into its final form in these locations. In principle, officers are supportive of this proposal, but to proceed with the works would be at the applicants discretion, given that the finished surfaces of the streets will come forward in subsequent reserved matters applications and if there is a requirement for changes to be made, then officers will require these in order for the future development to not be prejudiced.
- 8.72 A non-potable water treatment plant is proposed in the Western Edge reserved matters application currently under consideration. As part of this application, the concrete base slab which measures 18 m by 10 m is proposed with the remainder of the facility being brought forward through the detailed reserved matters application for the Western Edge. Given the advanced nature of the design for this plant, officers are comfortable with this base slab in the proposed location. With regard to other concrete base slabs which were included within the application for electrical substations and foul pumping station, these have been withdrawn from the application, given that discussions with the local authorities are not advanced enough to be certain that the slabs are sized correctly.

Western Edge

- 8.73 The application also proposes to construct the formation of the bunds on the Western Edge site using the soil arisings from the construction of the

primary street and excavation throughout phase 1 for installation of utilities, which is in order to comply with the Sustainability Strategy, as approved under the outline consent. The proposals are for the Western Edge to be engineered within the envelope of the landscape design, which was approved as part of the outline consent and an appropriate area left for the topsoiling and landscaping. The landscaping or 'finishing' of the Western Edge has been applied for through the recently submitted reserved matters application (S/2533/13/RM).

- 8.74 In conjunction with building the bunds, the proposal incorporates the excavation of the surface water lagoon, in the south of the Western Edge to its full depth with a control structure established through the bund to the Washpit Brook, in accordance with the Washpit Brook Flood Reduction Scheme approved under condition 28. The principle of the control structure is supported by technical officers, although the specific details of it have been request through the imposition of a condition.
- 8.75 The detailed surface water strategy initially raised objection from technical officers at the local authorities, the Environmental Agency, and some residents based on the assumed construction phasing which initially identified the strategic work required to the Washpit Brook to ensure that there is no increase of volume entering the Brook would be completed prior to occupation of the buildings. This has been amended via an updated strategy which now states that the construction of the Washpit Brook alleviation channel (including the flow control device) and the main Phase 1 surface water drainage network and retention lagoon will take place as part of the first works at the development to ensure that pollution control protection and attenuation provision is in place for the Phase 1 development.
- 8.76 The detailed surface water drainage strategy will ensure that the impact of the development downstream is consistent with that which exists under current greenfield conditions. In addition, through condition 28 of the outline planning consent, the applicant has committed to improving the site discharge beyond that greenfield run off rate by proposing works through the Washpit Brook Flood Reduction Scheme which will actually reduce peak flow from the site, an improvement of around 26% for a 1 in 20 year event.
- 8.77 Furthermore, modifications are proposed to the Washpit Brook in places in order to allow the creation of a second stage channel, to provide additional flood water storage.
- 8.78 While the principle of using the arisings from the phase 1 infrastructure are supported, the detail of how this will be achieved without detriment to the surface water drainage strategy and final landscape are absent from the application. For this reason, a condition is recommended that requires these details prior to the commencement of development.

Foul drainage

- 8.79 Within the application, connection points and demarcation chambers are to be provided for future plots or phases of development, which will then connect into the strategic foul drainage network, via an adopted rising main as set out in the site wide strategy (condition 30 of the outline consent).

Noise and Contamination

- 8.80 The proposed development will be in accordance with the site-wide Construction Environment Management Plan (CEMP) as approved through condition 52 of the outline permissions. In addition to this, prior to the commencement of development, two further conditions require the submission of information, these relate to lighting and the site specific contractors construction method statement. The view of officers is that through the discharge of these two strategies there is the mechanism to ensure that the construction of the primary street will not adversely harm the amenity of existing residents and commercial businesses near to the site.
- 8.81 With reference to contaminated land, intrusive investigations have been undertaken across the Phase I Development and recorded the absence of significant contamination. As such, the only remaining information that is required are details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.
- 8.82 It is considered that the proposal is compliant with the NWCAAP (2009) policies NW2 and NW28.

Amenity of Future Residents of the Site

- 8.83 With regard to future residents of the site, condition 50 of the outline application requires each residential development to submit a noise assessment, which details noise mitigation measures that may be required. The noise assessed for these future properties includes the vehicle noise that will be generated by the primary street. Obviously through the design of the street, 'events' have been incorporated which minimise vehicle speeds, but there will be noise generated and for this reason this will be assessed on a Lot by Lot basis.
- 8.84 It is considered that the proposal is compliant with the NWCAAP (2009) policy NW2.

Car and Cycle Parking

- 8.85 The primary street provides for a level of on street car parking which is for the use of visitors to the development who are visiting residents.
- 8.86 The design of the primary street includes provision for 29 on street parallel car parking spaces as part of the overall visitor parking provision for phase 1. These spaces shall be either delivered on street (as proposed within

this application) or within residential parking courts, for example those located to the north of Lot 3.

- 8.87 The visitor spaces will be the subject of pay and display restrictions for a maximum of two hours and will be enforced by the County Council as this street will be offered for adoption. Furthermore, there are 4 of the 5 car club spaces that will be delivered in phase 1.
- 8.88 The car parking spaces are generously sized as they are parallel spaces. The individual parking spaces themselves are 2.5 m wide, but including the recess of the parking bay, they are 2.9 m which allows for a driver/passenger to open their door without interfering with the carriage way. In addition to this, the lengths of the parking bays are 6 m and therefore, the parallel parking bays can be used for the purposes of disabled parking. There are a further 3 designated disabled spaces located on the access road to the Green Corridor, primarily for the purposes of visiting the open spaces. The dimensions of the proposed car parking spaces are in accordance with the Design Code, in that there should be no more than 3 parking spaces per bay and that these are recessed from the carriageway for a visibility splay set-back with a chamfer to either side.
- 8.89 Cycle parking is located adjacent to the primary street at key entrances to parkland. These are in two locations, the junction of Green Corridor 1 and the junction of the Ridgeway and Veteran Oak Gardens. It is proposed that there will be 7 Sheffield stands in each location, providing 14 spaces, which is considered acceptable. The location of these stands relate to the nearby uses, such as the open spaces and by locating them off of the primary street, it ensures that no obstruction to the shared path can occur. If visiting the local centre for example, then appropriately placed cycle parking will be provided for in those locations.
- 8.90 It is considered that the proposal is compliant with the NWCAAP (2009) policy NW17.

Waste

- 8.91 As part of the primary street design, bin laybys are integrated into the function of this road. As part of this application, the installation of the underground bin bunkers are sought as part of the phase 1 infrastructure along the primary street as well as the surface finishes of the bin laybys.
- 8.92 The bin laybys are sized to accommodate the largest type of refuse vehicle and is 3.4 m in width to allow for an arm to be lowered for vehicle stability when emptying the bins. The proposed surface of these laybys are surfaced using the reconstituted stone paviour in a herringbone pattern which will provide the structure needed to support the weight of the refuse vehicle. A smaller alternative pattern of paviour will be used around the bin hoppers to demarcate the bin layby appropriately.

- 8.93 As part of the application, tracking diagrams have also been submitted, which demonstrate that the largest vehicle would be able to use the primary street, without causing an obstruction.
- 8.94 It is considered that the proposal is compliant with the NWCAAP (2009) policy NW2.

Third Party Representations

- 8.95 The majority of comments made by representations have been addressed through the above report.
- 8.96 The outstanding representation has identified that none of the drainage documents refer to the potential impact of the rebuilding of the Girton Interchange when the future re-development of the A14 takes place as this could affect the culverts on the existing site. While this is an important development, if the improvements to the interchange do go ahead, then consideration of it on the drainage network will be considered at that time. It is not for this application to consider other proposed developments that are located outside of the applicants control, as the A14 proposals are.

9.0 CONCLUSION

- 9.1 The proposal has been developed in line with approved parameter plans and site wide strategic strategies, and has evolved further through detailed discussions with officers at the local authorities. The design of scheme is well considered and responds well to the site constraints and neighbouring proposals, and follows through on the exemplar approach to sustainability set out within the outline consent. The proposal complies with the adopted NWCAAP and is therefore recommended for approval.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. Prior to the commencement of works, a Phasing Plan shall be submitted to and approved by the local planning authority in writing. Unless otherwise agreed in writing by the local planning authority, the works shall be carried out in accordance with the approved phasing plan.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that major infrastructure provision is provided in time to cater for the needs and impacts arising out of the development. North West Cambridge Area Action Plan Policies NW1, NW2 and NW30.

2. Prior to any works commencing within a phase as agreed under condition 1, samples of the materials to be used in the construction of the external surfaces of that phase which include, kerbs, footways, cycleways, carriageway, raised tables, bin laybys and on-street car parking bays shall

be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (NWCAAP policy NW2)

3. Notwithstanding the approved plans listed below, all of the concrete slabs associated with the construction of proposed utility structures, except for the non-potable water slab identified on Plan No. NWC1-URS-ON-051-XX-DRG-CE-8007 PA2 do not form part of this Reserved Matters permission.

NWC1-AEC-LA-SWC-XX-DRG-LD-4202 P02
NWC1-AEC-LA-SWC-XX-DRG-LD-4208 P02
NWC1-AEC-LA-SWD-XX-DRG-LD-4502 P02
NWC1-AEC-LA-SWD-XX-DRG-LD-4508 P02
NWC1-URS-ON-070-XX-DRG-CE-8028 PA1
NWC1-URS-ON-070-XX-DRG-CE-8032 PA1

Reason: There is insufficient design information for these elements to be fully assessed and therefore the location of these slabs is premature and may prejudice future development of the site. (NWCAAP policy NW2).

4. The development hereby approved shall be constructed in accordance with the surface water drainage strategy document titled "North West Cambridge – Primary Street and Infrastructure Reserved Matters Application Surface Water Drainage Strategy dated November 2013 (Ref: NWC1-URS-ON-LTW-XX-RPT- CE-0003 PA2).

Reason: To ensure the development does not increase the risk of flood downstream. (NWCAAP Policy NW25)

5. Prior to any works commencing within a phase as agreed under condition 1, detailed drawings need to be submitted which supply details relating to the following for each phase. Development shall be carried out in accordance with the approved details.
 - i) All culverts; dams; headwalls; inlets and outlets
 - ii) Confirmation of the use of linings within the swales;
 - iii) The control structure on the Washpit Brook.
 - iv) The means for controlling the velocity within the swales and the erosion protection measures for the swales.

Reason: To ensure the development does not increase the risk of flood downstream and that the visible features are appropriate. (NWCAAP Policies NW2 and NW25)

6. Prior to the construction of the newt crossing, drawings at a resolution of 1:50 shall be submitted to and approved by the local planning authority to provide detail of how the proposed newt crossing beneath the primary street will join together with the existing ditch and culvert. The approved details shall be implemented upon construction of the newt crossing and

shall be retained unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the development does not increase the risk of flood downstream and that the visible features are appropriate. (NWCAAP Policies NW2 and NW25)

7. Prior to commencement of the first phase of development as identified within condition 1, a Western Edge Earthworks Statement shall be submitted to and approved by the local planning authority. This statement shall include the following;
 - i) The means of constructing the bunds and management of the subsoils to avoid compaction;
 - ii) The means of managing the topsoil in order to ensure its future use is not compromised;
 - iii) A phasing programme of construction which should include the provision for a temporary landscape treatment, should there be a delay in the construction of the finished landscape.

In order to support the assessment of the above information, the following details shall be included;

- iv) A larger scale plan with dimensions and sizes of all of the features, including the two stage channel, bund and lagoon
- v) Levels at no more than 20m centres and at significant changes of level
- vi) Cross sections at 20m intervals
- vii) Full details of the physical appearance of all structures such as culverts and flow control structures
- viii) Details of any lining of any features

Plans shall be supplied showing how the approved scheme is compatible to any approved landscape works in the Western Edge that are subject to a separate planning approval.

Development shall be carried out in accordance with the approved drawings.

Reason: To ensure that the development supports the agreed surface water drainage strategy, potable water strategy and Washpit Brook Flood Reduction Scheme and does not increase the risk of flood downstream. (NWCAAP Policies NW2 and NW25)

8. Prior to the construction of any tree pits adjacent to the primary street, full details shall be submitted to and approved in writing by the local planning authority, demonstrating that the vertical sides are appropriately constructed to support the substrate of the road construction. Development shall be carried out in accordance with the approved drawings.

Reason: That the tree pits are correctly constructed so that the carriageway does not sump or collapse and compromising the safety of the street for future users. (NWCAAP policy NW2)

9. The development, hereby permitted, shall be carried out in accordance with the following approved plans and documents:

SITE LOCATION PLANS

SITE LOCATION PLAN NWC1-AEC-ON-ZZZ-M2D-TP-0004 PA1

SITE LOCATION PLAN CAMBRIDGE CITY COUNCIL NWC1-AEC-ON-ZZZ-M2D-TP-0001 PA1

SITE LOCATION PLAN SOUTH CAMBRIDESHIRE DISTRICT COUNCIL NWC1-AEC-ON-ZZZ-M2D-TP-0005 PA1

PRIMARY STREET AND LANDSCAPING DRAWINGS

DRAWING INDEX NWC1-AEC-LA-XXX-XX-DRG-LD-4100 P02

REFERENCE SHEET KEY PLAN NWC1-AEC-LA-XXX-XX-DRG-LD-4101 P02

HARDWORKS MATERIALS SCHEDULE NWC1-AEC-LA-SWD-XX-DRG-LD-4200 P02

HARDWORKS PLAN 1 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4201 P02

HARDWORKS PLAN 2 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4202 P02

HARDWORKS PLAN 3 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4203 P02

HARDWORKS PLAN 4 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4204 P02

HARDWORKS PLAN 5 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4205 P02

HARDWORKS PLAN 6 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4206 P02

HARDWORKS PLAN 7 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4207 P02

HARDWORKS PLAN 8 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4208 P02

HARDWORKS PLAN 9 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4209 P02

HARDWORKS PLAN 10 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4210 P02

HARDWORKS PLAN 11 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4211 P02

HARDWORKS PLAN 12 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4212 P02

HARDWORKS PLAN 13 OF 13 NWC1-AEC-LA-SWD-XX-DRG-LD-4213 P02

SECTION KEY PLAN NWC1-AEC-LA-SWD-XX-DDE-LD-4300 P02

PRIMARY STREET DETAIL PLAN 1 NWC1-AEC-LA-SWD-XX-DDE-LD-4301 P02

PRIMARY STREET DETAIL PLAN 2 NWC1-AEC-LA-SWD-XX-DDE-LD-4302 P02

HUNTINGDON ENTRY ROAD SECTION 01 NWC1-AEC-LA-SWD-XX-DDE-LD-4303 P02

HUNTINGDON ENTRY ROAD SECTION 02 NWC1-AEC-LA-SWD-XX-DDE-LD-4304 P02

HUNTINGDON ENTRY ROAD SECTION 03 NWC1-AEC-LA-SWD-XX-DDE-LD-4305 P02

PRIMARY STREET SECTION 04 NWC1-AEC-LA-SWD-XX-DDE-LD-4306 P02

PRIMARY STREET SECTION 05 NWC1-AEC-LA-SWD-XX-DDE-LD-4307 P02

PRIMARY STREET SECTION 06 NWC1-AEC-LA-SWD-XX-DDE-LD-4308 P02

PRIMARY STREET SECTION 07 NWC1-AEC-LA-SWD-XX-DDE-LD-4309 P02

MADINGLEY ENTRY ROAD SECTION 10 NWC1-AEC-LA-SWD-XX-DDE-LD-4310 P02

MADINGLEY ENTRY ROAD SECTION 11 NWC1-AEC-LA-SWD-XX-DDE-LD-4311 P02

GREEN CORRIDOR 9 DETAIL PLAN NWC1-AEC-LA-SWD-XX-DDE-LD-4312 P02

GREEN CORRIDOR 9 SECTION 14 NWC1-AEC-LA-SWD-XX-DDE-LD-4313 P02

GREEN CORRIDOR 9 SECTION 15 NWC1-AEC-LA-SWD-XX-DDE-LD-4314 P02

RETENTION POND SECTION 29 NWC1-AEC-LA-SWD-XX-DDE-LD-4315 P02

VETERAN OAK GARDEN SECTION 38 NWC1-AEC-LA-SWD-XX-DDE-LD-4316 P02

SECTIONS 39, 40 AND 41 NWC1-AEC-LA-SWD-XX-DDE-LD-4317 P02

FURNITURE AND BOLLARDS NWC1-AEC-LA-SWD-XX-DDE-LD-4318 P02

FENCING NWC1-AEC-LA-SWD-XX-DDE-LD-4319 P02

SWALE END DETAILS NWC1-AEC-LA-SWD-XX-DDE-LD-4320 P02

SWALE WALL DETAILS NWC1-AEC-LA-SWD-XX-DDE-LD-4321 P02

PAVING PATTERN DETAILS NWC1-AEC-LA-SWD-XX-DDE-LD-4322 P02

PLANTING SCHEDULE - 1 OF 4 NWC1-AEC-LA-XXX-XX-DDE-LD-4401 P02

PLANTING SCHEDULE - 2 OF 4 NWC1-AEC-LA-XXX-XX-DDE-LD-4402 P02

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BIODIVERSITY SURVEY AND ASSESSMENT SEPTEMBER 2013

INFORMATIVES:

1. In discharging condition 2, information should be included that provides details of the materials proposed for restraining balustrades around headwalls, bridges across swales as well as the bonding between the reconstituted stone pavements type 2, which are located around the underground bin hoppers.
2. In discharging condition 7, this should refer to and be in accordance with the following Defra publication 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.'

Background Papers

- Application File 11/1114/OUT
- Application File S/1886/11/O
- JDCC Report of August 2012

Contact details

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

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To inspect South Cambridgeshire application please contact

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Email: Emily.Harvey@scambs.gov.uk

The following pages include the following appendices

APPENDIX A - Plan of the 'Lots' within the Phase 1 masterplan

APPENDIX B - Plans and Computer Generated Images

APPENDIX C – Quality Panel Reports



Appendix 1

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Application Site

- Primary Street
- Ridge and Furrow
- Green Corridor 9

Primary Street & Infrastructure Reserved Matters Planning Application Boundary





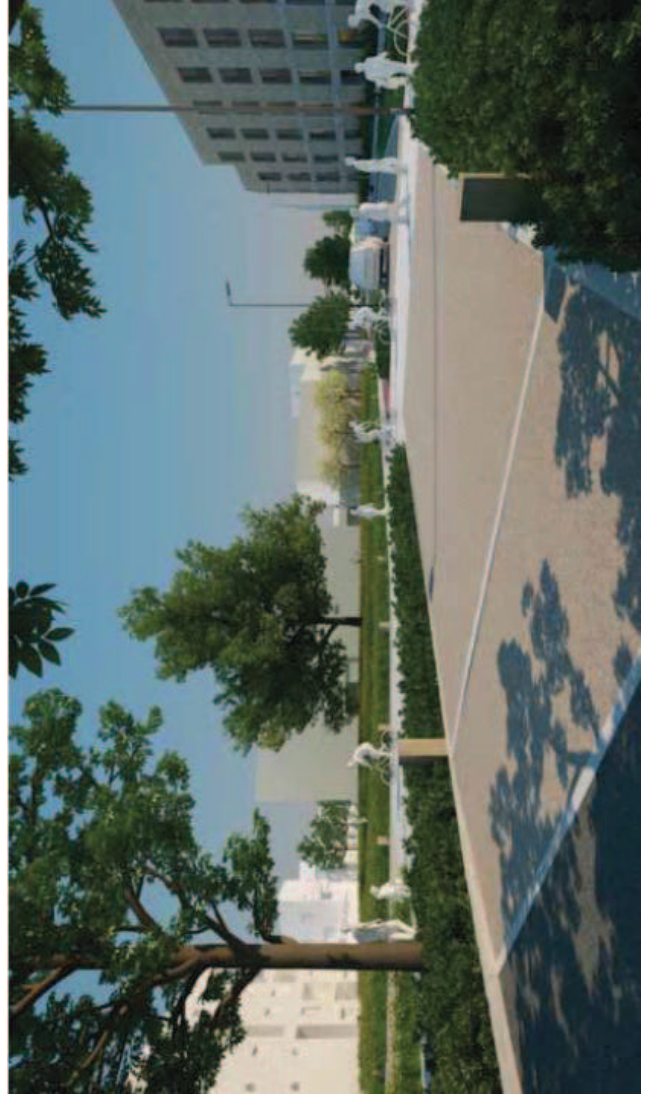
Approach road from Madingley Road



Approach to the Development



View along a section of the Primary Street



Crossing of the Ridgeway, Primary Street and
Veteran Oak Gardens



Exiting the development towards Huntingdon Road

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CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Cambridge North West (Streets- Lot A)

Date: 30th July 2013

Venue: The Pitt Building, Trumpington Street, Cambridge CB2 1RP

Time: 9:30-10:55

Quality Panel Members

Simon Carne (Chair)
David Birkbeck
David Pritchard
Lynne Sullivan
Canda Smith
Oliver Smith

Panel secretariat and support

Juliet Richardson (Cambridgeshire County Council)
Judith Carballo (Cambridgeshire County Council)

Local Authority Attendees

Mark Parsons (Cambridge City Council)
Michael Osbourn (South Cambridgeshire County Council)
Sophie Pain (Cambridge City Council)
Sinéad O'Donoghue (Cambridgeshire County Council)
Ian Dyer (Cambridgeshire County Council)
Nicholas Wyke (Cambridgeshire County Council)

Applicant and Representatives

Emma Askew, University of Cambridge
Roger Taylor, University of Cambridge
Jonathan Rose, AECOM Masterplanning
Rosanna Law, AECOM Masterplanning
Warren Osborne, AECOM Landscape
Jason Shinoda, AECOM Landscape
Sam Archer, AECOM Sustainability
David Smith, URS
Melissa Enderby, AECOM Planning
Heather Topel, AECOM Planning



1. Scheme description and presentation

Architect/Designer AECOM/URS
Developer Cambridge University
Planning status Pre Application Stage

2. Overview

The North West Cambridge site is located to the north west of Cambridge City and straddles land within the administrative areas of both South Cambridgeshire District Council and Cambridge City Council. The site sits at a strategic gateway location between key approaches into Cambridge City, Huntingdon Road and Madingley Road. The site is screened by existing development and does not have significant frontage, aside from the M11 which defines the western boundary of the site. The historic core of Cambridge is 1.5 – 2 km from the site and within easy reach on both foot and bicycle. To the north of the site, approximately 4 kms from the city and the other side of Huntingdon Road is Girton, a village of 4,500 people. Adjacent sites which impact the development of North West Cambridge include Darwin Green (1, 2, & 3), and West Cambridge.

The development is the subject of a planning permission, dated February 2013.
The development proposals include:

- At least 3,000 new homes (of which 50% will be for University and College staff), including family, detached, semi detached and terraced housing and apartments;
- 100,000 sq.m. of academic and commercial research space, providing further research facilities for the University, along with specialist employment premises and local job opportunities.
- Accommodation for 2,000 University students;
- A local centre including a supermarket and unit shops, a new primary school, a nursery, public health care, police touchdown facilities and community facilities (two additional nurseries will be provided in other locations across the site);
- Sustainable Urban Drainage systems to manage flood risk, encourage wildlife and to provide an attractive landscaped environment; and
- New green spaces and improved access to the countryside.

The development will be delivered to Code for Sustainable Homes Level 5 for residential development and BREEAM Excellent for non-domestic buildings.

The community centre at Gravell Hill farm is expected to open in autumn 2013. This gives an opportunity to Cambridge University for working closely with Local Authorities.

First completions on site by March 2015.



3. Cambridgeshire Quality Panel views

Introduction

The Panel welcomed the opportunity to review lot A of Cambridge North West Development which includes primary, secondary and tertiary streets. It is crucial that the quality and design of the roads are of high quality in order to provide a positive impact for those living and using the area.

The Panel were pleased to see that Cambridge University has encouraged discussion between the different lots.

The Panel's advice below reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter.

Community

The Panel recognised the importance of Cambridge University managing parking zones by an application parking permit system, prioritising who needs them the most, and the option of free club car membership from day one.

The streets will be the glue that holds the development together. However the designs were poorly presented and understanding the aims behind the detail rather than the coding advice was not possible.

Connectivity

The Panel raised some concerns about how much traffic this development would generate from people coming from Histon Road to the Park and Ride but it was noted that this development is unlikely to generate high volume of traffic.

"Incidents" in the less urban parts of the primary street have been introduced but there was no detail to describe how these would affect the connectivity through the site.

Character

The Panel recommended that primary, secondary and tertiary roads should be named as streets to avoid confusion. It is important that their quality as low speed environments is part of the design.

The Panel criticised the lack of design development, sketch ideas and detailed drawings on the proposal, the absence of a narrative, made it difficult to see what takes place as you travel along the road. This reduced the opportunity for the Panel to comment on the proposal.

When the infrastructure development is built, the street appearance will require signing and other features that were completely absent from the design. Ill considered signing will deteriorate the quality of the place.

Reliance on design code diagrams meant that consideration of each form for secondary and tertiary streets and their relationship to the emerging lots was not possible.

There was no discussion possible of street lighting and the quality of lighting across the street public realm.



Climate

Refuse collection depends on street containers. These are significant objects and will require a high level of maintenance and management. They will have a major impact on the street scene.

There were some concerns raised over SUDS and swale capacity and its proximity to the primary road. It was noted that the extension of swales is based on studies after 70 years of rain. The Panel questioned why the designers have selected plants that demand a lot of water and the number of plant variations used.

Secondary and tertiary roads will not be adopted as they offer flexibility for permeable paving.

4. Conclusion

The Panel considered the proposal to be poorly illustrated, lacking character and failing to provide a description of the overall plan and its development as a design from the stage of coding. It would have been beneficial to have a set of drawings referring to “vision” to demonstrate the character of the possible public realm, then taken into detail for the Panel’s discussion.

The flythrough shown went some way towards a better representation but suffered from lack of character, difficulty in orientation and speed. If this is to be used again it needs to be properly prepared.

The key issues and recommendations raised by the Panel are highlighted below (these replicate the comments made in the main body of the report, further details of which can be found above):

- The Panel recommended reducing the amount of tarmac initially proposed.
- The design and access statement for this design (which was not presented) is a key document. Lack of detail and cross sections means the design fails to provide a full perspective of the overall scheme. A clearer picture of the street appearance such as what a primary route will look like needs to be covered.
- Street corners, lot access points and incidents, all require design input and explanation.
- What are the important views and how does the street design bring focus?
- How are street signed and destinations signposted?
- Location and quality of lighting was not addressed?

Further comments were made on the public realm in the discussion on Lot 4 and 5.



CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Cambridge North West: Streets (Lot A)

Date: 10th September 2013

Venue: Room 0A2, Castle Court, Cambridgeshire County Council, Cambridge

Time: 9:30-12:15

Quality Panel Members

Robin Nicholson (Chair)
David Birkbeck
George Hazel
Lynne Sullivan
Oliver Smith
Simon Carne

Panel secretariat and support

Antony Proietti (Cambridgeshire County Council)
Judith Carballo (Cambridgeshire County Council)

Local Authority Attendees

Dinah Foley-Norman (Principal Landscape Architect, Cambridge City Council)
Mark Parsons (Principal Planning Officer, Cambridge City Council)
Sophie Pain (Senior Planning Officer, Cambridge City Council)
Bonnie Kwok (Senior Urban Designer, South Cambridgeshire District Council)
David Hamilton (Landscape Design Officer, South Cambridgeshire District Council)

Applicant and Representatives

Heather Topel (University of Cambridge)
Gavin Coull (University of Cambridge)
Jim Strike (AECOM Planning)
Tom Smith (AECOM Landscaping)
Warren Osborne (AECOM Landscaping)



1. Scheme description

Architect/Designer Aecom

Developer University of Cambridge

Planning status Reserved Matters Stage (Pre-application)

2. Overview

The North West Cambridge site is located to the north west of Cambridge City and straddles land within the administrative areas of both South Cambridgeshire District Council and Cambridge City Council. The development is the subject of an outline planning permission, dated February 2013.

The Panel reviewed the design of the Streets (Lot A) on 30th July 2013. Since that time, and following the Quality Panel report, further work has been undertaken on the design of the scheme.

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

3. Cambridgeshire Quality Panel views

The Panel were pleased to note that the issues and recommendations provided by the Quality Panel on the Streets proposals at the previous meeting had been addressed.

The Panel considered that signage and street lighting for the scheme will be very important elements and impact on the design of the overall proposals. It was acknowledged that these issues were still being worked on.

The Panel noted that the scheme used a number of different materials and questioned whether this could be simplified. There could be long-term maintenance issues in terms of matching the quality of the original material after maintenance work has been carried out, particularly considering the range of materials that are proposed. This could have an impact on the look of the public realm.

The Panel questioned the rationale of having cycleways on both sides of the road and whether this resulted in the street sections being particularly wide.

The Panel noted that the design of the scheme is now much clearer. However, they questioned whether the low design speed could be achieved particularly in the early stages, when the character would be one of a road rather than a street. This would encourage the use of higher speeds and potentially set behaviours which would then be difficult to change. The Panel also discussed the difficulties of designing the street layouts ahead of the designs of the adjacent buildings.

The Panel queried the planting regime on the vacant plots and whether there is an opportunity for using these productively before they are developed. The Panel considered the interim treatment of the primary road and whether the western edge of the road could be sheltered through planting.

The Panel questioned the relationship of the primary street to the secondary streets. The Panel was pleased to learn that there would be a hierarchy of materials marking the transition from primary to secondary and tertiary roads'.

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The Panel raised the issue of rat running, but noted that this proposal was in line with the outline approval and the County's transport strategy for North West Cambridge. The Panel advocated the use of a "monitor and manage" approach in order to respond to the future transport implications.



The Panel noted the continuing role of the master developer and long-term responsibility.

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Agenda Item 6

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 18 December 2013

| | | | |
|---------------------------|--|--------------------|--------------|
| Application Number | 13/1400/REM | Agenda Item | |
| Date Received | 20 September 2013 | Officer | Mark Parsons |
| Target Date | 20 December 2013 | | |
| Parishes/Wards | Castle | | |
| Site | Lot 5 located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire | | |
| Proposal | Reserved matters (access, appearance, landscaping, layout and scale) pursuant to 11/1114/OUT and S/1886/11/O (North West Cambridge Scheme) for: Post Graduate Accommodation comprising 325 student bed spaces, associated porters lodge, cycle parking, hard and soft landscaping, strategic drainage works, associated ancillary structures, part of strategic green corridor and part of strategic cycle and pedestrian route. | | |
| Applicant | University of Cambridge | | |
| Recommendation | Approve with conditions | | |
| Application Type | Reserved Matters | Departure: | No |

| | | | |
|---------------------------|--|--------------------|--------------|
| Application Number | S/2044/13/RM | Agenda Item | |
| Date Received | 20 September 2013 | Officer | Emily Harvey |
| Target Date | 20 December 2013 | | |
| Parishes/Wards | Girton | | |
| Site | Lot 5 located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire | | |
| Proposal | Reserved matters (access, appearance, landscaping, layout and scale) pursuant to 11/1114/OUT and S/1886/11/O (North West Cambridge Scheme) for: Post Graduate Accommodation comprising 325 student bed spaces, associated porters lodge, cycle parking, hard and soft landscaping, strategic drainage works, associated ancillary structures, part of strategic green corridor and part of strategic cycle and pedestrian route. | | |
| Applicant | University of Cambridge | | |
| Recommendation | Approve with conditions | | |
| Application Type | Reserved Matters | Departure: | No |

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APPENDICES

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0.0 INTRODUCTION

- 0.1 This is a reserved matters application that has been submitted as part of the wider North West Cambridge site. The wider site sits to the northwest of Cambridge, and to the south of Girton Village, between Huntingdon and Madingley Road. The site is covered by the North West Cambridge Area Action Plan (NWCAAP) 2009, a joint document adopted by both Cambridge City Council and South Cambridgeshire District Council reflecting the fact that the site sits within both administrative boundaries. The NWCAAP is therefore the policy basis for the assessment of any applications on this site.
- 0.2 The Joint Development Control Committee (JDCC) resolved to grant approval of the outline planning applications (11/1114/OUT and S/1886/11) on 8th August 2012 subject to the completion of the S106 agreement, which was signed on 22nd February 2013. In November 2013 two Section 73 applications (S/2036/13/VC and C/13/1402/S73) were approved, which allowed for a variation in heights within some local centre locations.
- 0.3 The approvals relating the entire site are for a mixed-use development and comprises up to 3,000 dwellings (of which 1,500 are to be affordable key worker units), 2,000 student bed spaces, 100,000sqm of employment floorspace (of which at least 60,000sqm will be academic employment space), a primary school, open space, recreational facilities, and a local centre which includes retail and community facilities, a hotel, police office, health facilities, senior living accommodation and an energy centre.
- 0.4 The JDCC has since determined a number of strategic conditions, namely; a Site Wide Phasing Plan (condition 5) the Design Code (Condition 7), a Youth and Play Strategy (Condition 9), the Site Wide Drainage Strategy (Condition 26) and Construction Environmental Management Plan (Condition 52). In addition to this a number of other strategic conditions have been approved relating to the whole site.
- 0.5 The applicants are now working up the detail of Phase 1 of the site, of which this application is part. The first phase will be based around the local centre and will provide for a mix of key worker housing, market housing, student accommodation as well as the community facility, the primary school, health facility and local centre uses such as foodstore, café and hotel.
- 0.6 A number of Reserved Matters Applications have been submitted pursuant to the outline permissions; for Earthworks (S/0857/13/RM and 13/0537/REM) approved by the JDCC in July 2013, the Primary Street, with underground infrastructure (13/1401/REM and S/2037/13/RM) which is being considered at this meeting, this application, and two further applications that will be determined early next year for the Western Edge (S/2533/13/RM and 13/1740/REM) and 'Lot 1' (13/1748/REM) which

includes the foodstore, health facility, retail space, police touchdown space, energy centre and key worker housing.

- 0.7 This proposal has been discussed with officers as part of comprehensive pre-application work on Phase 1, as well discussions with building control officers, and presentations to the Cambridgeshire Quality Panel, JDCC, Disability Panel and the NW Community Forum.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site subject to this reserved matters application sits central to the wider site, and to the western side of the anticipated first phase. It lies around 250 metres north of the Madingley Park and Ride, and around 400 metres away from the nearest residential properties on Huntingdon Road and Conduit Head Road. All of the site, save for a small area on the north western part of the site lies within the City Council boundary.
- 1.2 The proposal when put in context of the masterplan covers an entire parameter block, and addresses four important elements of public realm. The Primary Street (part of the circuitous route around the local centre) is located to the west and north, the Ridgeway (strategic cycleway) lies to the west, and a Green Corridor (linking the local centre with the western edge) lies to the south. Appendix 1 shows this application (identified as Lot 5) located within the Phase 1 development.
- 1.3 The site is not located within a Conservation Area, and no protected trees sit within the application site, although the veteran oak, subject to a Tree Preservation Order lies to the north east of the application site, on the other side of the primary street.

2.0 THE PROPOSAL

- 2.1 The proposal is for 325 student rooms along with ancillary facilities that sit alongside these such as car and cycle parking, landscaping, drainage infrastructure, and communal facilities that include a Porter's lodge, reception desk, postroom, IT hub room, laundry room and study area.
- 2.2 There are four main buildings; two 'U' shaped buildings, a linear building, and a single 'pavilion' building that are arranged to create a series of courtyards and spaces both in the public and private realm. These buildings vary in height to respond to the site constraints and levels. The scheme is predominantly three and four storeys in height with a five storey element at the north western corner. The communal element is situated in the south eastern corner adjacent to the Ridgeway and local centre.
- 2.3 The proposal also includes two elements of the public realm. The first is the Green Corridor (part of Green Corridor 1 in the design code) which sits to the south of the buildings and forms part of the link between the local centre and the western edge. This Green Corridor comprises a large swale, which forms part of the wider drainage strategy of the site, with bridges that pass over the swale connecting either side of the pavilion building. Tree planting within, and on the southern edge of the swale, is

proposed along with a shared surface area that will provide vehicular access into the entrance court for this proposal, and for servicing of the local centre uses beyond this site to the east. At the eastern end of the swale the green area expands out to create a terraced lawn which connects the post graduate accommodation and the public realm.

- 2.4 The second is a small section (from the Primary Street to the local centre) of the 'Ridgeway', which when fully completed will be a pedestrian and cycle only connection running from Bunker's Hill to Storey's Way, through the heart of the development. The Ridgeway is approximately 20 metres in width (building to building) which includes a 3m wide cycle route, 3m and 2m wide pedestrian paths, raised planters and other planted areas, (which includes thresholds to the buildings either side of the Ridgeway) that vary in type and width along the route.
- 2.5 Although two separate applications have been submitted, this is to reflect the cross-authority boundary nature of the proposed development and for administrative purposes only. The proposal for the purposes of assessment in policy terms should be considered as one. This single report therefore covers both applications.
- 2.6 The reserved matters applications are accompanied by the following documents:
1. Design and Access Statement
 2. Detailed plan and elevational drawings
 3. Planning Statement
 4. Transport Assessment
 5. Landscape Management and Maintenance Plan
 6. RECAP waste toolkit
 7. Site Waste Management Plan
 8. Surface Water Drainage Strategy (amended)
 9. Utilities and Foul Sewerage Statement
 10. Piling Risk Assessment
 11. Sustainability and Energy Statement
 12. Biodiversity Survey and Assessment (amended)
 13. Noise Insulation Scheme (amended)
- 2.7 Following the consultation period, and officer assessment of the application, three amended strategies were received (identified above) along with clarification on the parking numbers for the proposed development. A small addendum to the amended noise report has also been received.

3.0 **RELEVANT SITE HISTORY**

| Reference | Description | Outcome |
|-------------------------|--|----------|
| 11/1114/OUT & S/1886/11 | Proposed development comprising up to 3,000 dwellings; Up to 2,000 student bedspaces; 100,000 sq.m. employment floorspace, of which: up to 40,000 sq.m. commercial floorspace (Class B1(b) and sui generis research uses) and at least 60,000 sq.m. academic floorspace (Class | Approved |

| | | |
|------------------------------|---|-----------------------|
| | D1); up to 5,300 sq.m. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 sq.m. net floorspace); Senior Living, up to 6,500sq.m. (Class C2); Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries (Class D1); Hotel (130 rooms); Energy Centre; and associated infrastructure including roads (including adaptations to Madingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks. | |
| 13/0279/FUL | The use of land to provide a temporary access road from Madingley Road into the North West Cambridge site during construction for a period of 10 years, associated works including laying out of the road, creation of a surfaced vehicle turning and inspection area, a pedestrian link for site operatives, a storage area, a security kiosk and barrier and drainage. | Approved |
| 13/0537/REM and S/0857/13/RM | The stripping of topsoil and its temporary storage, stockpiling of materials for the period of construction works, removal of areas of hardstanding, the clearance of vegetation and associated felling of trees, the installation of a temporary security fence and the construction of a temporary access road and temporary car parking area for up to 350 vehicles for a period of 10 years. | Approved |
| 13/1258/FUL | Highway embankment construction; gabion retaining wall construction; drainage and land drain construction; installation of fencing; carriageway and footway reconstruction; installation of buried infrastructure, including traffic signal ducting and associated landscaping. | Approved |
| 13/1402/S73 and S/2036/13/VC | Section 73 application to vary condition 69 (Drawing Numbers) of 11/1114/OUT and S/1886/11. | Approved |
| 13/1401/REM and S/2037/13/RM | Reserved matters (access, appearance, landscaping, layout and scale) of 11/1114/OUT (North West Cambridge Scheme) for: (1) The Primary Street surface finishes including seating, bins, bollards, cycle parking, underground bin laybys, surface water drainage swales, hard and soft landscaping. (2) Phase 1 infrastructure including buried services and utilities, drainage pipework and engineered swales, ground slabs and sub-surface works for utility structures, initial Western Edge earthworks, surface water lagoon excavation, two stage channel and engineered road build up on utility corridors. | Pending Consideration |

4.0 **PUBLICITY**

| | |
|-------------------------|-----|
| 4.1 Advertisement: | Yes |
| Adjoining Owners: | Yes |
| Site Notices Displayed: | Yes |

5.0 POLICY

5.1 National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making

5.2 North West Cambridge Area Action Plan (2009)

All Policies contained within the Area Action Plan are relevant.

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

6.1 External Consultations

Environment Agency

Comments relating to amended drainage strategy

Previous concerns have been addressed through the amended strategy.

Original Comments

There are two points within the strategy that need further attention.

- The proposed timing of the drainage works- this need to ensure that there is no increase of flood risk downstream at any point during construction not just upon occupation.
- Insufficient information covering the Ridgeway and Green Corridor which are within the red line of the application.

Other comments relate to the applicant allowing for flow exceedence away from the property to avoid ponding, and a series of good practice guidance notes and general informatives are provided for the applicant's attention.

Natural England

Natural England are satisfied that the proposal will not have any negative impacts on the SSSI. Equally it is satisfied that the biodiversity mitigation and enhancement proposals proposed are in accordance with the agreed site wide strategy.

Natural England are also supportive of the detailed landscape maintenance and management plan submitted.

Cambridgeshire County Council- Highways

The transport impact, parking strategy and other matters relating to the impact of the proposal have been addressed within the permission for the over-arching masterplan for NW Cambridge.

Proposals here are in accordance with the masterplan, there is therefore no objection. The streets within the application are intended to remain private, maintained and administered by the University. While the parking provision is a lot less than the maximum allowable it is considered acceptable and backed up by an overarching strategy.

Cambridgeshire County Council- Growth and Economy Team

The targets and key performance indicators within the site waste management plan are welcomed, as are the waste management procedures.

Reference within the Sustainability Statement to segregation of waste and the inclusion of 'bring sites' is supported and in line with the RECAP requirements.

Architectural Liaison Officer

The site is an unknown quantity in terms of crime risk and there is concern over the open nature of the site highlighted by the connectivity section of the design and access statement. The site should be capable of becoming secured at all times of the day which could deal with any crime and disorder issues that could occur in the future.

Quality Panel

The Quality Panel viewed the application at the pre-application stage on 30 July 2013. Their comments are set out in full within Appendix 3.

6.2 Internal Consultations

Urban Design and Conservation

Urban Design Officers consider that the proposals will create a high quality and well-designed scheme within the first phase of the North West Cambridge Development. The proposals comply with the approved design code and accordingly the application is supported in Urban Design terms.

Landscape

The landscaping team support the application and suggest a condition to secure the details and the management and maintenance of the landscape.

Environmental Health

There are no objections to the proposals in principal. Officers have commented and suggested conditions as set out below.

The Construction impacts will be controlled through the site wide CEMP and Contractors CMS and is therefore acceptable.

It is noted that page 28 of the Sustainability and Energy Statement states that proposed external lighting design, though not fully detailed at reserved matters, will be in compliance with this and the Design Code which refers to the 'Guidance Notes for the Reduction of Obstructive Light GN01:2011' by the Institute of Lighting Professionals and the recommendations listed in the 'Clean Neighbourhoods and Environment Act, 2005'. This is welcomed but this element needs to be conditioned.

The amended Noise Insulation Scheme has been submitted in response to condition 50. The report provides details of the noise insulation scheme for Lot 5 and demonstrates how the planning condition and informative requirements are to be achieved. A condition has been suggested to ensure that the noise insulation scheme is constructed in accordance with the approved plans. A noise condition is also suggested to deal with plant noise.

There are no objections from a contaminated land or air quality point of view, and an informative is suggested to cover housing standards.

Head of Streets and Open Spaces (Drainage)

Comments relating to amended drainage strategy

The revised information submitted has addressed all of the original comments on the application.

There is now a commitment to provide the strategic elements of the surface water drainage strategy prior to any surface water being discharged from this site into the Washpit Brook. This will ensure there will be no increase in flows into the Brook during the construction period and therefore will also be in accordance with the approved surface water drainage strategy in the long term that maintains the status quo regarding discharge from the site. There is also a commitment to implement the Washpit Brook Flood Reduction Scheme that reduces the existing flood risk downstream, prior to Lot 5 discharging any surface water.

The drainage proposals are now aligned with the landscape proposals which will minimise the risk of failure of both. The use of above ground features has been developed to an acceptable level.

There has been sufficient information submitted to have comfort that the surface water drainage proposals are a workable strategy, however details of both the attenuation storage and brown roofs need to be provided at an appropriate time in the detailed design process and prior to construction.

The utilities and foul water drainage strategy provide sufficient information to have comfort that Lot 5 can be successfully serviced by the required utilities and that there is no clash with the surface water drainage strategy or landscape proposals.

Original Comments

The strategy is generally supported but there are some areas of concern that need addressing:

- Of major concern is the proposed timing of the drainage works- this need to ensure that there is no increase of flood risk downstream at any point during construction.
- Insufficient information covering the Ridgeway and Green Corridor.
- Assessment of the floatation tanks needs to be provided which could impact on the available depth of topsoil.
- The design of the brown roofs are required prior to commencing on site.

Senior Sustainability Officer

The detailed and comprehensive level of information that has been presented in relation to this development, to deliver an exemplar development that meets the requirement of the AAP, is fully supported.

7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

Girton Parish Council

Girton Parish Council approved the proposal at their meeting of the 28 October 2013.

Neighbour Representations

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

- 6 All Souls Lane (on behalf of Nineteen Acre Field RA) who have no comment to make on the application.
- 40 Dodford Lane Girton
- 42 Dodford Lane Girton

The objections can be summarised as:

- The drainage strategy (for this application) states that surface drainage works will be completed prior to occupation of the buildings in this plot, the drainage infrastructure implementation is likely to be phased through the construction implementation.
- The implication of this is that there will be increased flood risk for properties downstream until construction is finished and the proposal is occupied.

- The report, in one instance, says that flooding is accommodated for in a 1 in 100 year event including 30% climate change, when it should be 1 in 100 year event plus 30% climate change, which is stated elsewhere in the report. This should be clarified.
- The letter from 40 Dodford Lane, also highlighted that the terminology within the biodiversity strategy implied that if a nest is found during survey work then it will be destroyed and/or removed. Confirmation is sought that this is not the case.

8.0 ASSESSMENT

8.1 The application covers three connected elements. Firstly, 'Lot 5' itself which comprises the 325 student bedspaces, along with a porter's lodge, and associated landscaping, cycle parking, car parking, and utilities infrastructure, secondly, part of the strategic cycleway (known as the Ridgeway), and finally, part of Green Corridor 1 (as named within the approved Design Code).

Principle of Development

8.2 The application is a reserved matters application (detailing appearance, landscaping, layout and scale) pursuant to the approved outline approvals C/11/1114/OUT and S/1886/11/O. This application must therefore be read in context of the outline approvals and the relevant policy framework which is the North West Cambridge Area Action Plan (NWCAAP).

8.3 The outline consent granted includes, approval for up to 2000 student bedspaces. It also included consent for pedestrian, cycle and vehicle routes as well as drainage works. The proposal is therefore consistent with the description, and quantum of development set out in the outline approval and is, in turn compliant with policy NW5 of the NWCAAP.

Design

8.4 Lot 5 is located in a prominent position within the site, the proposal fronts the primary street on two sides (west and north), the Ridgeway (a strategic cycleway) to the west, and a strategic green corridor to the south. The NW corner of the Lot will terminate the long vista along the Primary Street within future phases. The Cambridgeshire Quality Panel comments, are set out at the end of this section in para 8.37, but are addressed in the relevant section on design and landscaping below.

Height and Massing

8.5 Height on this site is controlled firstly through two parameter plans (parameter plans 05 and 06), and is further explained within the Site Wide Design Code approved through condition 7 of the outline consent. In broad terms the proposal conforms with both parameter plans, and the design code which stipulates '4 storeys generally' for this area of the site. Height and massing must however still be appropriate to its context and simply sitting under the parameter plans does not deem the proposal as acceptable.

- 8.6 The proposal has taken influence from other student and collegiate areas of the city. The proposal is loosely based on a courtyard arrangement, where the scale of the courtyards has been drawn from local influence, and a desire to provide connection with the public realm adjacent, yet still provide containment. The heights vary between mainly three and four storeys, with a five storey element in the north west corner of the site. Building heights respond to the natural slope of the land which falls some 4 metres from the NE to SW corner, and considers in depth how shading and light enters both the buildings and landscaped areas.
- 8.7 The taller elements of the scheme are generally located on the corners and key routes to help define the routes around the wider site and reinforce legibility. The highest element is strategically placed to address what will, in later phases, be a long vista along the Primary Street from the west of the wider site. The proposal provides for clear breaks in the buildings along each of the four sides of the proposal to help control the massing.

Layout and Design

- 8.8 The block structure is informed by the design code (block type 6) which requires defined edges to the streets surrounding the Lot. The layout provides a series of courtyards that are comfortably in proportion to the massing proposed, and that offer both a contained element for private use of the future occupants, but also connects physically and visually, with the surrounding public realm. The layout allows the proposal to have a main entrance that connects to the public realm and provides a focal point addressing the local centre.
- 8.9 The proposal uses a typology of the 'house' model, which arranges living accommodation and associated uses vertically around a central core. Houses range in size from 12-30 students and each (generally) comprise an entrance from the street and from the internal courtyard, cycle store, living room on ground floor and kitchen/diner on the upper floors. A typical three storey house comprises 20 bedspaces, and four storey house adding an extra 8 bedspaces.

Active Frontages and entrances

- 8.10 The proposed vertical house model benefits the wider development by providing regular active frontages onto the public realm, by way of front doors, and windows which provide a good degree of overlooking from living space, all of which contribute to the development addressing the public realm. The layout of the proposal allows permeability during the daytime, but can be secured adequately in the evening. The layout of the ground floor includes a number of uses that help to further activate and enliven the street, such as the highly transparent communal facilities at the south eastern corner, the Porter's Lodge that overlooks the Ridgeway, frequent cycle storage facilities, and the internal configuration of the bedrooms themselves.

- 8.11 House entrances are architecturally clearly identifiable from the street and are reinforced by well detailed thresholds. There is level access to all house entrances from the street. Planted privacy strips provide a good level of defensible space for rooms that are located on the ground floor. These planted buffer areas vary in depth according to the character of the adjacent street.

Elevations and Materials

- 8.12 The elevations presented propose an interesting juxtaposition between the bedroom windows that are regular in form, and the asymmetrical, vertical, sculpted forms that comprise of the main entrances to the houses, along with the shared kitchen/diners above, which helps to create a pleasing and well-ordered rhythm to the streetscene. The building elevations include deep reveals for the windows are lined with precast concrete cills and lintels, which create a feeling of solidity to the facades and provides visual interest and depth to the elevation. On the appropriate elevations a patterned metal sliding screen is set within the window that could in the future provide solar shading for occupants in line with managing climate change (see para 8.82).
- 8.13 The scheme proposes the principle of using two contrasting yet complementary bricks. The use of the 'mystique' brick (used on the Accordia development) as the main masonry material has been discussed at pre-application stage and is supported, as it has a colour tone that will add to the visual richness of the scheme, and will work well the materials that has been proposed to date for the adjacent parcel. The pavilion building will have a darker brick to add interest along the Green Corridor.
- 8.14 The proposal was presented to the Cambridgeshire Quality Panel in July at the pre-application stage (see appendix 3 and para 8.37 below), who endorsed the layout of the proposal but noted some key elements that needed addressing. Two of these elements were concerned with the northern face of the development fronting the primary street. Overall, the panel felt that this elevation needed more work, to make it more active and wondered whether the pavilion building (currently fronting the Green Corridor) could be moved into the gap fronting the Primary Street.
- 8.15 Since that meeting the design of the northern façade has evolved as a result of concerns raised by both officers and the Cambridgeshire Quality Panel. The combination of the revisions to the key corners, which has resulted in a better 'grounding' of these asymmetrical features, and amendments to the proportioning of the dogtooth white bricked area for cycle parking, has created a much more balanced façade, and a better relationship between the base of the building and the floors above.
- 8.16 Moving the 'pavilion' building (house D1) would represent quite a significant change to the scheme and upset the balance of the proposal. The character of adjacent streets would also be affected. Such a change would close off the vista and remove the intended connection between the landscape and the primary street, creating a cramped and overly dense feel to this part of the site. Furthermore, the change in levels along the

northern frontage which fall to the south west corner, would mean that a 4 storey building within the gap would compete with the feature tree and key building, and undermine the role of this important corner which terminates views down the primary street. The design of the northern facade is therefore supported and it is considered that the revised approach addresses the issues raised by the Quality Panel.

- 8.17 Another issue raised by the Quality Panel was the detailed design of the sculptural elements of key corners. The evolution of these features is clearly shown on pages 99-101 of the Design and Access Statement, and following the Panel meeting were revised to create a family of features whereby the detailed design and proportions worked on all elevations (both externally and internal), entrances and corners, but crucially looked at other factors such as the durability of quality of finish. The amendments post Quality panel meeting has adequately addressed the issues raised by the Cambridgeshire Quality Panel.
- 8.18 Permeability through the site was mentioned by both the Quality Panel (concerned that too many entrances would dilute the main entrances), and the Architectural Liaison Officer, who is concerned that it would make the proposal less secure. Although many entrances are proposed, they have a clear hierarchy which implies that the smaller entrances, which are detailed as gates within railings, are not for members of the public to walk through. The entrance court and main entrance from the Ridgeway are detailed in a different way, which will direct people within the public realm to use those entrances. It is considered that the right balance for the proposal has been struck in terms of permeability and security and all entrances are capable of being secured at night, and during the day if so required, which addresses the concerns of the Architectural Liaison Officer.

Conclusion

- 8.19 The proposal is fully supported by the city council's urban design team, and has evolved through collaborative working, public and technical consultation. It is considered that the proposal conforms to the approved parameter plans in respect of design and the approved design code, and is therefore compliant with policies NW1, NW2 and NW4 of the NWCAAP.

Landscape and Public Realm

- 8.20 With regard to landscape and public realm, there are three elements to consider: the internal landscape to student accommodation itself, the Ridgeway, and the Green Corridor. Ultimately these three elements need to tie in with each other and the other surrounding parcels of land.

Internal Landscape

- 8.21 The post graduate accommodation has been arranged in such a manner to create a clear hierarchy of three spaces, all of which vary in character

within the design, yet form part of a 'landscape journey'. The north eastern courtyard is the most private courtyard, enclosed on all four sides by buildings, although the level of enclosure varies with land levels and height of the buildings.

- 8.22 The courtyard is similar in scale to the first court at St Catharines's College and will allow for a marquee and events to take place over the formal lawn area. A privacy strip, in the form of shrub planting is provided in front of ground floor windows that look into the court. To the south of the lawn there are seating areas proposed as well as pleached hornbeams which sit between the path through the courtyards from the Ridgeway entrance, and the formal lawn.
- 8.23 The largest of the courts is the Orchard Court, which is rectangular in shape and located on the western side of the plot. This space makes full use of the change in levels across. A swale (integrated into the drainage strategy for this proposal) sits at the bottom of the slope, with the slope itself planted up with wild grasses and fruit trees. An informal mix of planting is proposed to give year round interest, as well as providing for a BBQ area and 'pocket allotments'.
- 8.24 The northern edge of this orchard court is not enclosed by buildings, and is left open affording views in and out of the proposal. Whilst this 'open edge' accommodates three disabled spaces and unloading from the primary street, the space itself is well detailed so as not to dominate or detract from the streetscene. The car park is enclosed by two formal rows of pleached hornbeams and three Ginkgo trees with benches located under the canopy's providing views into the Orchard Court.
- 8.25 The third court is the entrance court which is a mix of hard and soft landscaping connects seamlessly with the Green Corridor to the south. This court is similar in scale to that in front of Trinity College, and will enable practical elements to be accommodated such as parking, deliveries, start/end of term time drop off, but also establishes the identity of the development.
- 8.26 The hard surfacing materials within the entrance court tie in with the shared pathway (a reconstituted stone block paving in mid and light grey with some buff), as well as connecting the Ridgeway and local centre (a reconstituted stone block paving in mid and light grey).

The Green Corridor

- 8.27 The 'green' element of the entrance court continues through to the Green Corridor to the south and offers a lawned terrace that wraps around the eastern end of the swale engaging with the public realm. Stepped areas from within the northern and eastern end of the terrace ensure that it is a space where everyone will feel comfortable using the space, ensuring no visually barrier which could give the impression that it is private space for student use only. This is important given that this area accommodates the coming together of the Green Corridor, the Ridgeway, and the local centre and will therefore be a busy and diverse space.

- 8.28 Significant planting is proposed along the southern edge of the swale. Pollarded willow trees will line the pedestrian/cycleway in small groupings, with informal groups of birch, willow and amelanchier planted on the slopes of the swale to provide a variety of textures. Species rich grasses and wet meadow species are proposed on the lower layers of planting allowing biodiversity to emerge. Timber bridges will allow access across the swales and 'check dams' will be located at regular intervals as part of the drainage strategy.
- 8.29 The red line of this application ends at the southern edge of the hard surfaced shared pathway. The southern part of this Green Corridor will therefore come forward with the residential proposal to the south. In these instances the design code is relied upon to provide comfort that a consistent approach is adhered to. The design code (and approved parameter plans) stipulates that Green Corridors that include a swale need to be a minimum of 25m in width (building to building), the final width is dependent on the local authority being satisfied that all of the elements that the corridor accommodates can be successfully provided for.
- 8.30 The width provided for through this application is 20 metres at its narrowest point, and therefore the proposal to the south (known as Lot 2), will need to provide sufficient width to ensure design code compliance, and enable the 'vision' for the Green Corridor shown as part of this application can be realised. Conscious that trees to the south of the shared pathway would it would be the northern elevation of Lot 2, and the proposed trees would need room to establish and mature without harming the amenity of future occupiers it is considered that around an 8m set back will be required here, which would comply with the design code. Detailed design would come forward through that reserved matters application.

The Ridgeway

- 8.31 The Ridgeway will travel through many parts of the site, and will have the ability to adapt to its context depending on the character of that area. This part of the site is the most urban, running between this proposal, and a proposal opposite for housing (known as Lot 8), the design of the ridgeway, and the materials have therefore followed this context.
- 8.32 The main cycleway will be resin bonded gravel, with stone block paving (mid and light grey) for the pedestrian footway. Planting along this section of the ridgeway is more formal and ornamental in character with sweet cherry providing colour, and pin oak specimen trees at the top and bottom of the ridgeway. Some of these trees (between the cycleway and one of the pedestrian footpaths) will be set within a raised planting area. Benches are provided at regular intervals along the Ridgeway set within the ornamental ground cover between the student accommodation and the pedestrian footpath.
- 8.33 As these areas of the public realm are (under the terms of the Section 106 agreement) to be maintained by the applicant, a detailed landscape maintenance and management plan has been submitted (pursuant to

Schedule 5, part 6 of that agreement) which commits the applicant to maintaining the public realm to an agreed regime.

Conclusion

- 8.34 The three landscaped areas are well considered both in terms of their own entities, but also are strong in connecting with each other as part of the wider development. Integrated design elements such as a break in street trees on the NW corner of the lot allow for a specimen tree from within the student accommodation be a feature of the corner, show that the design has come together comprehensively. This is also true with the Green Corridor connecting with the entrance court (discussed above), and also where the hard surfacing detail from the student accommodation eastern entrance runs across the ridgeway, providing a break in the linear nature of the cycleway.
- 8.35 The landscaping principles and surface materials have been developed in consultation with the Council's technical officers, and it is considered that the proposal will provide for a rich landscape using high quality planting and materials which conforms to the approved design code, and is compliant with policies NW1, NW2 and NW4 of the NWCAAP.
- 8.36 While the materials for both the buildings, and the hard landscaping have been identified in some detail within the submitted documentation it is considered that a condition is still necessary to ensure the proposal follows through on the high quality. A condition (Condition 1) has therefore been proposed which requires the materials to be laid out on sample panels on site, with mortar, prior to commencement of development.

Quality Panel

- 8.37 The Cambridgeshire Quality Panel reviewed the on 30th July 2013. The Panel endorsed the overall layout in general but did express some areas of concern in their minutes from the meeting (attached as Appendix 3).
- (i) Northern Façade – Panel raised concerns regarding the lack of activity along the northern facade facing the primary street, which in their view was caused by the location of the disabled car park and delivery space, large cycle store and plant room.

This point has been addressed in paragraph 8.15 above

- (ii) Permeability - Panel queried whether number of routes in and out of the lot may dilute the level of activity of other routes.

This point has been addressed in paragraph 8.18 above

- (iii) Relocation of house D1 – panel suggested this building would be better located to the NW corner to close the 'gap' along the northern frontage facing the primary street.

This point has been addressed in paragraph 8.16 above

- (iv) Planting - the panel questioned the introduction of fruit trees into the courtyard and queried the purpose of the 'flower garden' which appeared as a 'display feature' rather than a place to move through.

The flower garden is a small section of the internal courtyard that aids the transition between courtyards internally, this, and the fruit trees forms part of the overall landscape concept which is fully justified within the Design and Access Statement. There is no objection to these elements from officers.

- (v) Levels – the panel suggested that more work was required in understanding the levels across the site and that the variation should be used to define spaces.

Quality Panel's comments were noted by officers who looked at this issue in subsequent meetings with the architect, and officers consider that the proposal uses levels well throughout the site, overcoming the concern of Quality Panel. Furthermore, the CGI's contained throughout the design and access statement illustrates well the change in levels.

- (vi) Bike store for house A2 – The panel were concerned that the bike shed might undermine the public elevation of this building.

The overall form of the most southerly building not only defines one of the development's three key spaces the 'Entrance Court', but also allows the development to open up to the public realm close to the key civic spaces of the local centre. The CGI's contained within the design and access demonstrate that the proposed cycle store located within house A2 will not dominate or detract from key views from within the local centre, and help to demonstrate the successful townscape qualities that this part of the scheme will bring to the public realm. The south eastern corner with its active ground floor uses, together with the trees and stepped grassed area within the Entrance Court itself, are very much the prominent features from within the public realm, and therefore officers are satisfied that the bike store will not undermine the elevations of this part of the scheme.

- (vii) Entrances – The panel felt that some entrances required further work.

Following the quality panel meeting more detail on the entrances has been received by the local authority and officers are satisfied that the detailing around entrances into the site and individual houses are supported (see in para 8.11 above).

- (viii) External bay window cladding – The panel had differing views as to their overall effectiveness and appropriateness.

Following the meeting the applicant, and architects looked again at the external cladding for the bay windows. This work took into account the views of the quality panel, see para 8.17 above.

- (ix) PV's – Panel questioned the extent of PV's on the roof and the limitations this placed upon using the roof areas for social spaces

PVs do form a substantial part of the roof space, this is a necessary part of achieving the high standards of sustainability on this site. The roof space being used for social spaces would be difficult in noise terms given the exposure of these spaces to the Primary Street (and the M11 in phase 1). The roofs are also being used as part of the sustainable drainage strategy for the site (brown roofs) so are providing multiple functions already.

- (x) Green Corridor – Panel did not receive much information about the Green Corridor.

Officers have worked through this space in detail with the applicant and architect, and are satisfied with the proposal, see paragraphs 8.27 to 8.30 above.

Conclusion

- 8.38 The proposals, since being viewed by the quality panel have moved on, taking into account panel, and officer input. All of the key issues raised by panel have in the officers' opinion been successfully resolved.

Mixed and Balanced Community

- 8.39 Policy NW7 of the NWCAAP looks to achieve balanced and sustainable communities. The policy acknowledges that student housing is likely to be provided in a number of groups distributed across each phase of the development.
- 8.40 The accommodation has been designed in vertical houses to allow for flexibility in the likely end user (a college could occupy just one house, or more). The amount, and location of student accommodation proposed through this application complies with Policy NW7 of the NWCAAP.

Drainage and Utilities

Surface Water

- 8.41 Condition 27 of the outline consents require any reserved matters application to come forward with a detailed surface water drainage strategy, that shows how the detailed drainage for the proposal fits into the wider strategy approved.
- 8.42 The drainage strategy for this proposal has been developed using a hierarchal approach looking to manage surface water as close to source as possible. Roof areas have a brown roof, which provides some level of attenuation, slowing down the run off and providing a level of treatment to the water. The smaller parking areas and external landscaping spaces have porous surfacing which will provide some attenuation, and although deep ponds are not possible on the site, two swales have been provided

along the western edge of the internal landscaping area. Cellular attenuation, with a filter trench running through the middle has been located below the swale to ensure that flooding does not occur for the 1 in 100 year event plus 30% climate change.

- 8.43 Water treatment will be provided via several elements both within the red line of this proposal such as the permeable construction of the car park, and the swale, but also through swales within the wider network and the lagoon in the western edge. Catchpits will be provided on all surface water manholes to limit the potential risk if silt and sediment entering the surface water attenuation tanks.
- 8.44 The detailed surface water strategy initially raised objection from technical officers at the local authorities, the Environmental Agency, and some residents based on the assumed construction phasing which initially identified the strategic work required to ensure that there is no increase of volume entering the Brook would be completed prior to occupation of the student accommodation. This has been amended via an updated strategy which now states that the construction of the Washpit Brook alleviation channel (including the flow control device) and the main Phase 1 surface water drainage network and retention lagoon will take place as part of the first works at the development to ensure that pollution control protection and attenuation provision is in place for the Phase 1 development.
- 8.45 The amended strategy also provides greater detail on the surface water strategy for the Ridgeway and Green Corridor, which was missing from the original strategy. The amended strategy is now acceptable to drainage officers and the Environment Agency. Two elements are still required, an assessment of the floatation tanks (this will not impact on the drainage strategy but could impact on the depth of sub soil available for landscaping), and the detailed design of the brown roofs which won't be known until a manufacturer has been chose. It is suggested that both of these elements are controlled through the imposition of planning condition.
- 8.46 The detailed surface water drainage strategy will ensure that the impact of the development downstream is consistent with that which exists under current greenfield conditions. In addition, through condition 28 of the outline planning consent, the applicant has committed to improving the site discharge beyond that greenfield run off rate by proposing works through the Washpit Brook Flood Reduction Scheme which will actually reduce peak flow from the site, an improvement of around 26% for a 1 in 20 year event.
- 8.47 This proposal also links into the site-wide non-potable water network. Code for Sustainable Homes level 5 requires maximum water demand of 80 litres per person per day. This cannot be achieved through water efficiency alone and requires some on-site recycling. Surface water recycling facilities will be provided across the site, notably storage ponds within the western edge. These storage ponds will provide attenuation storage, as well as treating the water through a series of water treatment package plants and will then redistribute non-potable water around the site for use with non-potable water usage such as toilet flushing.

Foul drainage

- 8.48 Foul water will be discharged from the proposed development to a gravity network of pipes which will connect into the existing public sewer network via an adopted rising main as set out in the site wide strategy (condition 30 of the outline consent). It has been designed to avoid other below ground utilities and generally comprises smaller lateral drains situated close to the development blocks with connections from these feeding into the main sewers. Although no response from Anglian Water has been received for this application, the proposals are in line with the strategic strategy which Anglian Water commented on. It is therefore considered acceptable.

Utilities

- 8.49 The student accommodation will connect into the site wide services network. These services will include high speed broadband supply (consistent with the agreed broadband strategy through condition 21 of the outline permission), the University's Granta internal network, telecommunications and digital TV provision via cable, LV electricity, connection to the site wide district heating, potable and non-potable water supplies. The district heating pipework will deliver low carbon hot water on the back of the energy centre provided in the future application for the supermarket, key worker housing and energy centre (known as lot 1).

Conclusion

- 8.50 Although there were initial concerns with regard to the original detailed surface water strategy, these concerns have been addressed through receipt of an amended strategy. It is therefore considered that the proposals comply with the strategic drainage strategies approved through the outline consent and Policy NW25, NW26 and NW27 of the NWCAAP.

Ecology

- 8.51 Condition 35 of the outline planning consent requires the submission of a biodiversity survey and assessment that demonstrates how that particular reserved matters application accords with the aims and objectives of the biodiversity strategy.
- 8.52 Ecological improvements will be made through the strategic landscaping within this application. The proposed swale and extensive tree planting will naturally provide valuable habitat for invertebrates and amphibians as well as foraging birds and bats. In addition, and consistent with the site wide approach identified at the outline stage, this proposal provides for 5 starling boxes and 5 house sparrow terraces located on top of the flat roof of the proposals.
- 8.53 Following neighbour representations the detailed strategy was updated for clarity and confirm that the applicants will not be destroying any active nests found in March 2014. If an active nest is found then it is protected by law, and the applicant will retain it intact until the nest is no longer in

use (i.e. until any chicks have fledged). With this clarification in place, the proposal complies with the strategic document approved at outline stage, and is therefore considered to be compliant with NWCAAP policy.

Transport

Site Access

- 8.54 There are two vehicular access points into the proposed development, one is directly from the primary street into a small parking, and drop off area, which also accommodates plant maintenance, the other is the entrance court which is accessed via a shared lane along the Green Corridor. Both of these access points are acceptable to the highway authority in highway safety terms.

Transport Impact

- 8.55 The impact of the wider development was assessed at the outline stage, and considered acceptable subject to a number of conditions and mitigation measures secured through that consent. This application falls wholly under the outline consent, within the development limits and therefore does not need to be assessed fully again. The occupation of this development along with other applications within Phase 1 will contribute towards occupations that will trigger mitigation measures within the S106 agreement.

Travel Plan Strategy

- 8.56 A Framework Travel Plan was submitted and approved as part of the outline approval. A more development specific travel plan will then incorporate and expand on that framework, through a Post Graduate Residential Travel Plan which under the terms of the S106 will need to be submitted to the County Council prior to occupation of the first unit.
- 8.57 The wider mixed use development has been designed to limit the necessity of the private car. It provides for local centre amenities (foodstore, community centre, health facilities etc.) within the site and the fact that post graduate students will be located close to their departments means that more sustainable means of travel can be used on a day to day basis. To ensure this is the case the applicant will, through the travel plan, be required to develop welcome packs or all new residents, provide adequate, secure, cycle parking, provide information on notice boards and provide free Car Club membership or all post-graduate residents. This Car Club membership (along with the provision of 5 car club cars in the first phase alone), will ensure that ownership of a car is not necessary.
- 8.58 To sit alongside this strategy, minimal car parking provision is provided for within the Student Accommodation itself, and an enforcement regime across the site (both adopted and non-adopted streets) is proposed to ensure no fly-parking takes place.

Car Parking Provision

- 8.59 The proposed car parking provision has been influenced by the above transport strategy. The seven spaces proposed relate to the seven accessible rooms on the ground floor. One space is also provided for staff parking on site.
- 8.60 The number of spaces proposed, amounts to a ratio of just over 2% of the Post Graduate accommodation. While this would appear low, the applicant has put in place a number of measures (set out in paras 8.56 to 8.58 above) which ensures that for this particular type of resident, knowing the work destination of post graduate students is almost certainly within the City Centre and/or it's peripheries, travel to work can take place either by walking, cycling or by public transport. In addition day to day amenities can be reached within walking distance via the local centre.
- 8.61 For other journeys, such as weekend trips, weekly food shop (should a student wish to use another foodstore), or late night travel, 5 car club spaces are being provided within phase 1 alone to cater for these types of journeys. This coupled with free membership to the chosen car club operator for each resident through the travel plan will ensure that this strategy works.
- 8.62 The travel plan measures, local amenities, and sustainable location of this site provide the 'carrot'. The applicant is also using the 'stick' with regard to on-site enforcement of fly parking ensuring that there is nowhere to park a car on this site unless it is within a designated bay. Visitor spaces will be controlled by permits, and local centre car parking controlled and managed to ensure that it would not be attractive for long term parking. Another limitation for post-graduate students is through the University's proctorial control, which applies to University members in *statu pupillari* (undergraduates, PGCE students, and graduate students who have not yet reached MA status). Over the last two years only 1.4% of the graduate population has been granted University Motor Licenses (to own a car) (2.5% if PGCE students are included). Applying this ratio across to this development it would be consistent with the parking spaces provided.
- 8.63 The parking restrictions proposed across this site mean that it will limit parking within the wider North West Cambridge development. Parking outside of this wider site in the surrounding residential streets is unlikely to occur due to the walking distances; however the Section 106 agreement for the outline permission factors in monies for monitoring of these streets and if street parking increases then monies are available from the applicant, through the S106 to consult residents upon, and provide for (if desired following consultation) controlled parking zones (CPZ) in the affected streets.
- 8.64 CPZs within surrounding streets is a somewhat reactive approach, and any negative impacts should first be dealt within the site itself. Should car ownership, and parking demand exceed the amount required, the applicant by way of future phases on this site has the ability to react and address the issue. The 325 units here is only 16% of the site wide provision of student accommodation and therefore greater parking

provision could, if required be provided on later phases, to both meet the other 84%, and address any under provision here. A condition is therefore suggested which requires the monitoring of license applications by post graduate students annually, which will provide data to inform future reserve matters proposals for post graduate accommodation.

Cycle Parking Provision

- 8.65 Cycle parking cannot be detached from the above car parking strategy. In order for the car parking strategy to work, it has to be coupled with safe, secure cycle parking in line with the NWCAAP standards. Cycle parking for residents is provided on a 1:1 ratio, which exceeds the standards set out within the NWCAAP (2 spaces per 3 bedspaces), and is located on the ground floor, in blocks within the footprint of the buildings (save for the pavilion building which is in an ancillary single storey building) with easy access to the public realm. Sheffield hoops are provided for, spaced in accordance with the adopted standards.
- 8.66 In addition to the residents spaces, a further 28 hoops are provided, allowing for 56 visitor spaces at key points of the proposal, with a further 14 hoops (28 spaces) at either end of the Ridgeway (although 7 of these hoops sit outside the red line of this application and within the Primary Street application) which exceeds the NWCAAP standards of one spaces every 5 bedspaces.

Public Transport

- 8.67 The student accommodation is located on average 200metres from the bus stops situated in the local centre. As part of the Section 106 agreement the applicant will upon first occupation of a residential unit (currently earmarked for a similar timeframe to occupation of the student accommodation proposed here), extend the Uni 4 bus service into the site with its existing 20 minute frequency. A Saturday service with 30 minute frequency will be introduced at the same time providing a frequent, convenient bus route to the west of Cambridge, the city centre, and Addenbrooke's.

Conclusion

- 8.68 The transport strategy on this site is aiming to be as sustainable as possible. The uniqueness of this site, both with post graduate students and key worker housing means that there is knowledge and certainty over where these people will work on a day to day basis, and means that lowering car parking ratios can be reasonably explored. The travel plan measures, public transport improvements, car club provision and cycle spaces and infrastructure all lead to the conclusion that the overall strategy is credible and the proposals in terms of transport and parking acceptable.
- 8.69 The proposals for both cycle and car parking comply with policy NW19 of the NWCAAP, which state maximum standards for car parking, and minimum standards for cycle parking (within Appendices 1 and 2 of the

NWCAAP). Access into the proposal is safe, and has raised no objections from the highway authority, and transport impact will be mitigated for through the existing Section 106 agreement. The proposal is therefore compliant with Policies NW12, NW15, NW16, NW17, NW18 and NW19 of the NWCAAP.

Residential Amenity

General

- 8.70 The proposed development will sit central to the site underneath the agreed height parameters for the outline application. It is considered that there will be no adverse impact on existing residents in terms of overlooking, overbearing or loss of light.
- 8.71 The layout and design of the proposal provides good living conditions for future occupiers. Internal space allows for a bed, cupboard and storage space, as well as a desk with shelving and an en-suite bathroom. Kitchen, and dining facilities are (generally) provided per floor, and a lounge facility per 'house'. There are also the core facilities adjacent to the porter's lodge. It is considered that all proposed bedspaces have acceptable amenity and are not overlooked; the ground floor spaces have defensible space in front of them, both internal to the courtyard and externally to the public realm.
- 8.72 External space is provided for internally within the site, in the form of shared private space, and there are more strategic green spaces located within small walking distances from the proposed development, both in the western edge, and strategic gap.

Noise

- 8.73 As part of the outline permission conditions (Condition 50) each reserved matters application is required to submit a noise attenuation/insulation scheme for residential units to protect the future occupiers against noise from the M11/A14 (during the early and late phases), as well as internal traffic noise. This site has two elevations facing the Primary Street within the site, and will form the built edge of the site facing the M11, until later phases are complete. The condition requires that the noise insulation scheme shall demonstrate that the 'good' external and internal noise levels recommended in British Standard 8233:1999.
- 8.74 The scheme submitted shows that the majority of external amenity space meets this standard, although there is a small percentage of exceedance in the NW corner of the site which is unavoidable as the site has open access to the primary street.
- 8.75 Detailed noise ingress calculations have been provided to predict internal noise levels. Depending on the façade location and level of external noise a combination of acoustic glazing configurations and through wall acoustic ventilator attenuators (incorporating a trickle vent within damper) of various net open areas and depths (220 or 420mm deep) are required, when traditional construction elements and openable windows used for natural

ventilation for comfort cooling cannot achieve internal noise level requirements. Environmental Health Officers are satisfied with the report which concludes that for the majority of study bedrooms and kitchen/living rooms the proposed acoustic/noise insulation scheme ensures that acceptable internal noise levels can be achieved both with windows/acoustic ventilators open and closed. A condition (condition 7) is suggested to ensure that the works are carried out in accordance with the approved scheme.

- 8.76 There are a number ground floor plant rooms. Cooling is to be provided to the IT server room which will require mechanical plant. Plant of this nature can give rise to noise disturbance and therefore a noise condition (condition 8) is recommended to ensure that there is no impact upon residential amenity for the students.

Solar Shading

- 8.77 High quality internal environments are expected for future residents in terms of thermal environment, natural daylight and levels of ventilation. Consideration has also been given to climate change, taking into account predictions up to 2080. The elevations have been designed to accommodate occupant controlled siding screens to provide solar shading, these can be retro-fitted as/if temperature and summer heat loads increase.

Air Quality

- 8.78 Air Quality issues, and suitable mitigation measures were addressed at the outline stage. There is no specific issues arising from this reserved matters application.

Contamination

- 8.79 Contamination issues were addressed at the outline stage through planning condition. Intrusive investigations have been undertaken across the Phase I Development and recorded the absence of significant contamination. The proposal therefore does not have any issues arising from contamination.

Sustainability

- 8.80 The vision shared by both the applicant, and the local authorities for this site is for it to be an exemplar of sustainable living, and it has long been felt that the development of this land offers an opportunity for a showcase of sustainable design and construction. Documentation at the outline stage enhanced this vision and it needs to be followed through to the detailed design stage.
- 8.81 The Sustainability Strategy is formulated around the 13 sustainability principles established at the outlined planning stage, which are based on the BioRegional One Planet Living measures, an approach which is

welcomed. It is clear that these requirements have been used to inform the design of this proposal, which includes a number of innovative and exemplar approaches such as connection to the district wide heating scheme, connection to the site wide non-potable water network and use of brown roofs.

- 8.82 The façade design has been influenced by the modelling of future climate scenarios in order to determine overheating risks. This has led to the future proofing for sliding solar shading to the facades which can be retro fitted (see para 8.12 and 8.77 above). This approach is fully supported, although the applicant is encouraged to investigate whether there is any potential to include an earlier trial of the screens on part of the scheme.
- 8.83 Overall the scheme is achieving BREEAM excellent which is in keeping with the requirements of the outline planning approval (condition 24). It is important to highlight that in a number of BREEAM categories, notably reduction of CO2 emissions, energy monitoring, low and zero carbon technologies, water consumption and construction waste management, the standards required to achieve BREEAM outstanding are being met by this proposal.

Carbon reduction and renewable energy provision

- 8.84 Condition 25 of the outline planning approval requires a 20% reduction in the carbon emissions associated with the non-residential elements of the scheme from the use of on-site renewable energy technologies. At the outline planning application stage it was agreed that this requirement would be aggregated across the site. For each of phase of non-residential development, a Renewable Energy Strategy would be required to set out the carbon reduction contributions, set against the overall 20% requirement. This Statement would need to be updated for each Reserved Matters application.
- 8.85 To this end the Sustainability and Energy Statement includes a Renewable Energy Statement. The strategy for this proposal includes connection to the site-wide district heating network and 800m² of photovoltaic panels, sized in accordance with the design standards set out in the Design Code. The information contained within Appendix 3 of that report shows that, overall, the buildings being delivered throughout 2014 as part of Phase 1 will result in a combined carbon reduction of about 17%. Of this, this particular scheme delivers a 46 tonne CO₂ reduction, which equates to about 3% of the 17%. This approach is supported.
- 8.86 The sustainability proposals integrated within this scheme meet the requirements of the outline consent, and the NWCAAP policy NW24.

Waste

- 8.87 Waste collection for the student accommodation proposed will use the underground bin system integrated within the street scene. Residential accommodation is bound by carrying distances stipulated within the design code, however more flexibility can be afforded to student accommodation

as the waste is managed internally (i.e. students will not need to dispose of their own waste bins). These bins will collect three streams; mixed (comingled) recyclables, paper and residual waste. Green waste is dealt with separately (see below).

- 8.88 The underground waste proposals have been looked at strategically across the first phase to ensure that each and every set of bins (banks in multiples of three) have sufficient capacity to accommodate the residential properties that they will serve.
- 8.89 For this particular proposal two sets of bins have been provided in front of the northern and western elevations on the primary street. Each set comprises 6 bins giving a total of 12 bins (each with a capacity of 5000 litres) to accommodate the proposal. The assumed waste generated for this proposal is based on the RECAP guidance where a 3 room flat is equivalent to 3 student bedspaces. Each 3 bed flat requires 440 litres of volume, resulting in 47,667 litres in total for the 325 bedspaces. This total sits comfortably within the 60,000 litres provide for here. The condition on the outline consents (Condition 56) requires these waste facilities to be completed and in use prior to any use of the building commencing.
- 8.90 In addition to the above green waste, which is not suited to the underground system is being dealt with through a separate on-site solution required by condition 58 of the outline planning consent (submitted concurrently with this first reserved matters application). The nature of the on-site solution is still being discussed between the applicant and the local authorities. Officers are confident that an agreed solution can be found and therefore can recommend this application for approval. A condition (condition 6) is however suggested that re-enforces the fact that the agreement for the green waste proposal has to have taken place prior to commencement of this development.
- 8.91 It is considered that the proposal complies with policy NW2 of the NWCAAP.

Construction

- 8.92 The Site Waste Management Plan (SWMP) submitted as part of this application sets out targets and key performance indicators (paragraph 4.3 of that document), and this information is welcomed; in particular the use of recycled or secondary aggregate locally sourced (within 30km) as far as practicable. The estimated waste arisings and disposal set out in the document demonstrates the applicants attempt to follow the waste hierarchy with approximately 94% of the estimated waste being diverted from landfill.
- 8.93 Also welcomed are the waste management procedures which includes a construction site compound with a designated waste storage area being incorporated into the design of this proposal at an early stage. The segregation of waste into a minimum of 8 streams which will provide secure storage with clear labelling is supported.

- 8.94 As a reserved matters application pursuant to the outline consent the construction of this proposal will have to follow the agreement procedures within the Construction Environmental Management Plan (CEMP), approved by this committee. In addition to this, condition 53 of the outline consent requires a site specific Construction Method Statement to be submitted prior to commencement of development. This will help control the construction process in terms of local impacts and residential amenity as well as controlling the our of construction works.
- 8.95 Through the submitted documentation, and the procedures already secured at the outline stage it is considered that the application complies with Policy NW28 of the NWCAAP.

Third Party Representations

- 8.96 All third party representations have been addressed within the main body of the report. One representation from 71 St Vincent's Close was received on the back of a joint neighbour letter detailing this application, the primary street application, and the Section 73 application which was reported to Committee last month. The comments within this letter referred to strategic issues and were addressed under the S73 application. They have not therefore been included within this report.

Section 106

- 8.97 The reserved matters application falls under the agreed Section 106 agreement at the outline stage. The proposed development does not give rise to any new issues that need to be secured by legal agreement.

9.0 CONCLUSION

- 9.1 The proposal has been developed in line with approved parameter plans and site wide strategic strategies, and has evolved further through detailed discussions with officers at the local authorities. The design of scheme is well considered and responds well to the site constraints and neighbouring proposals, and follows through on the exemplar approach to sustainability set out within the outline consent. The proposal complies with the adopted NWCAAP and is therefore recommended for approval.

10.0 RECOMMENDATION

13/1400/REM: APPROVE subject to the following conditions and Informatives.

S/2044/13/RM: APPROVE subject to the condition 11 only.

1. Prior to the commencement of development, except for for any underground enabling works, samples of the materials to be used in the construction of the external surfaces of the development hereby permitted, which includes external features such as windows, doors, lintols and metal panels (excluding those metal panels for sliding screens), as well as

bridges and check dams shall be submitted to and approved in writing by the local planning authority. A sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (NWCAAP policy NW2)

2. Prior to the installation of any of the metal sliding screen potentially required for solar shading, samples of the material and pattern to be used shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (NWCAAP policy NW2)

3. The development hereby approved shall be constructed in accordance with the surface water drainage strategy document titled "North West Cambridge – Lot 5 Reserved Matters Application Surface Water Drainage Strategy dated November 2013 (Ref: NWC1-URS-05-LTW-XX-RPT- CE-0003 PA2).

REASON: To ensure the development does not increase the risk of flood downstream. (NWCAAP Policy NW25)

4. Prior to commencement of development an assessment of the floatation of the tanks cited within the approved drainage strategy shall be submitted to and approved by the local planning authority. The detail should include any changes to the landscape as a result of the approved document. Development shall be carried out in accordance with the approved details.

REASON: To ensure that the landscape proposed can work in parallel with the approved drainage strategy. (NWCAAP Policy NW25)

5. Prior to commencement of development the detailed design of the brown roofs proposed shall be submitted to and approved by the local planning authority. This information shall be provided together with any variation to the approved drainage strategy which will identify any subsequent variation to the final size and design of the on-site attenuation storage. Development shall be carried out in accordance with the approved details.

REASON: To ensure the development does not increase the risk of flood downstream. (NWCAAP Policy NW25)

6. The details relating to condition 58 on the outline approval (C/11/1114/OUT and S/1886/11) for Green Waste disposal shall have

been approved by the local planning authorities prior to first occupation of development.

REASON: To ensure there is adequate means of disposing Green Waste (NWCAAP Policy NW2)

7. The development hereby approved shall be constructed in accordance with the noise insulation scheme detailed in the submitted document titled “North West Cambridge – Lot 5 Reserved Matters Application Noise Insulation Scheme dated November 2013 (Ref: NWC1-URS-05-LTW-XX-RPT- AC-0005 PA5), and Formal Addendum dated the 3rd of December relating to the first Table in Appendix D – Glazing and Ventilators Specification”

Prior to first occupation a ‘noise insulation scheme post construction completion report’ shall be submitted to and approved in writing by the local planning authority (LPA). The report shall include details of the airborne acoustic attenuation specification and/or performance standards of the external building facades structural elements and/or airborne acoustic performance test certificates (as appropriate) and confirmation of satisfactory workmanship, installation and performance.

The noise insulation / attenuation scheme as approved shall thereafter be maintained in strict accordance with the approved details in perpetuity and shall not be altered without the prior written approval of the local planning authority.

REASON: to ensure satisfactory amenity for future occupiers of the building. (NWCAAP Policy NW2)

8. Before the development hereby permitted is commenced, except for enabling works, a scheme to minimise the level of noise emanating from the ground floor plant rooms (ensuring that the noise at the nearest student room is less than or equal to the existing background level (L90)) shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before first occupation.

REASON: to ensure satisfactory amenity for future occupiers of the building. (NWCAAP Policy NW2)

9. Prior to the commencement of development, except for any underground enabling works, details of the height, type, position and angle of glare of any final site lighting / floodlights including isolux contours shall be submitted to and approved by the local planning authority. The details and measures so approved shall be carried out and maintained in accordance with the approved lighting scheme/plan.

REASON: To protect the amenity of the nearby residential properties. North West Cambridge Area Action Plan Policy NW2.

10. A report shall be submitted to the local planning authority detailing the number of license applications applied for to the University of Cambridge to own a motor vehicle from residents this development hereby approved, along with the number of these licenses approved. This shall be undertaken on an annual basis from the anniversary following first occupation, until any further student accommodation is approved on the North West Cambridge Development Site. The outcomes of this review shall inform any subsequent reserved matters applications and the parking strategy for subsequent applications for student accommodation shall address any under provision.

REASON: To protect the amenity of the nearby residential properties. North West Cambridge Area Action Plan Policy NW2.

11. The development shall be carried out in accordance with the following approved drawings and technical documents.

NWC1-05-RHP-ARC-DWG-1000 PA1
NWC1-05-RHP-ARC-DWG-1001 PA1
NWC1-05-RHP-ARC-DWG-1002 PA1

NWC1-05-RHP-ARC-DWG-0100 PA1
NWC1-05-RHP-ARC-DWG-0101 PA1
NWC1-05-RHP-ARC-DWG-0102 PA1
NWC1-05-RHP-ARC-DWG-0103 PA1
NWC1-05-RHP-ARC-DWG-0104 PA1
NWC1-05-RHP-ARC-DWG-0105 PA1

NWC1-05-RHP-ARC-DWG-0200 PA1
NWC1-05-RHP-ARC-DWG-0201 PA1
NWC1-05-RHP-ARC-DWG-0202 PA1

NWC1-05-RHP-ARC-DWG-0300 PA1

NWC1-05-RHP-ARC-DWG-7000 PA1
NWC1-05-RHP-ARC-DWG-7001 PA1
NWC1-05-RHP-ARC-DWG-7002 PA1
NWC1-05-RHP-ARC-DWG-7003 PA1
NWC1-05-RHP-ARC-DWG-7004 PA1
NWC1-05-RHP-ARC-DWG-7005 PA1
NWC1-05-RHP-ARC-DWG-7006 PA1
NWC1-05-RHP-ARC-DWG-7100 PA1
NWC1-05-RHP-ARC-DWG-7101 PA1
NWC1-05-RHP-ARC-DWG-7102 PA1
NWC1-05-RHP-ARC-DWG-7103 PA1
NWC1-05-RHP-ARC-DWG-7104 PA1

NWC1-AEA-05-LS1-XXXDRG-LD-5101 PA1
NWC1-AEA-05-LS1-XXXDRG-LD-5102 PA1
NWC1-AEA-05-LS1-XXXDRG-LD-5200 PA1
NWC1-AEA-05-LS1-XXXDRG-LD-5201 PA1
NWC1-AEA-05-LS1-XXXDDE-LD-5301 PA1

NWC1-AEA-05-LS1-XXXDDE-LD-5302 PA1
NWC1-AEA-05-LS1-XXXDDE-LD-5303 PA1
NWC1-AEA-05-LS1-XXXDDE-LD-5304 PA1
NWC1-AEA-05-LS1-XXXDDE-LD-5305 PA1
NWC1-AEA-05-LS1-XXXDRG-LD-5401 PA1
NWC1-AEA-05-LS1-XXXDRG-LD-5402 PA1
NWC1-AEA-05-LS1-XXXDRG-LD-5501 PA1

NWC1-URS-05-LTW-XXDRG-CE-0007 PA1
NWC1-URS-05-LTW-XXDRG-CE-0008 PA1
NWC1-URS-05-LTW-XXDRG-CE-0014 PA1
NWC1-URS-05-LTW-XXDRG-CE-0005 PA1
NWC1-URS-05-LTW-XXDRG-CE-0006 PA1
NWC1-URS-05-LTW-XXDRG-CE-0009 PA1
NWC1-URS-05-LTW-XXDRG-CE-0009 PA1

NWC1-URS-05-LTW-XX-RPT-CE-0004 PA1- Piling Risk Assessment
NWC1-URS-05-LTW-XX-RPT-CE-0002 PA1- Utilities and Foul Drainage
Statement
C033/BSA5/V6 – Biodiversity survey and Assessment
Lot 5 Detailed Open Space Landscape Management and Maintenance
Plan dated September 2013

INFORMATIVES

Underground enabling works

Underground enabling works for the purpose of conditions is defined as works approved under planning permissions 13/0537/REM and S/0857/13/RM (Earthworks) and 13/1401/REM and S/2037/13/RM (Underground Infrastructure within this application boundary).

Housing Health & Safety Rating System (HHSRS)

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

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

The applicant/agent is advised to contact Cambridge City Council's Residential Team, Refuse and Environment Service at Mandela House, 4 Regent Street, Cambridge and Building Control concerning fire precautions, means of escape, and the HHSRS. The proposed 'House Model' blocks are also likely to be considered mandatory licensable HMOs. The applicant is advised to contact the Residential Team to discuss this aspect of the development and possible HMO licensing.

Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Lead Local Flood Authority (LLFA). The LLFA

seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access

Background Papers

- Application File 11/1114/OUT
- Application File S/1886/11/O
- JDCC Report of August 2012

Contact details

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

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To inspect South Cambridgeshire application please contact

Name Emily Harvey
Phone Number: 01954 713253
Email: Emily.Harvey@scambs.gov.uk

The following pages include the following appendices

APPENDIX A - Plan of the 'Lots' within the Phase 1 masterplan

APPENDIX B - Plans and Computer Generated Images

APPENDIX C – Quality Panel Report

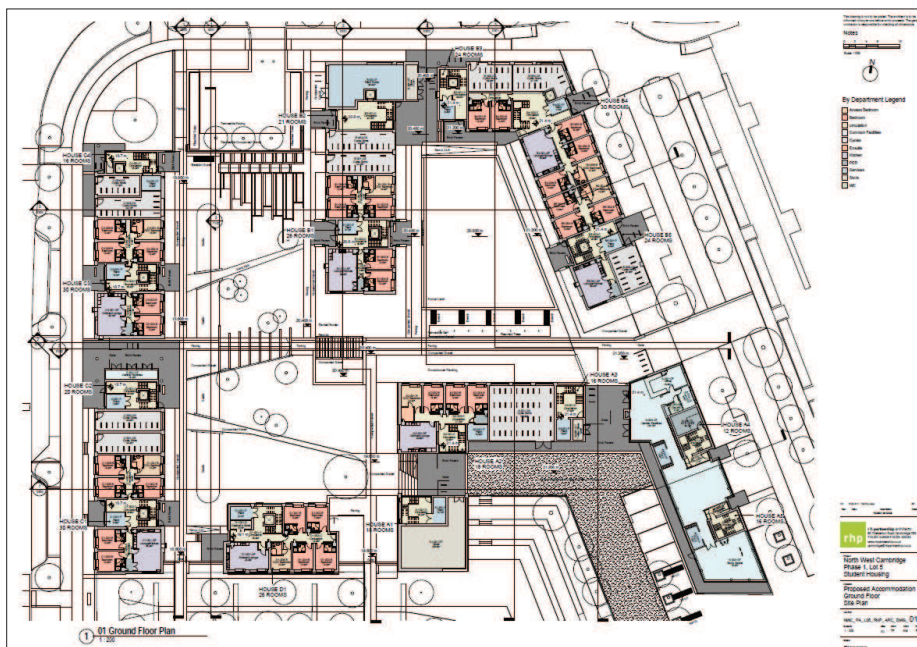


Appendix 1

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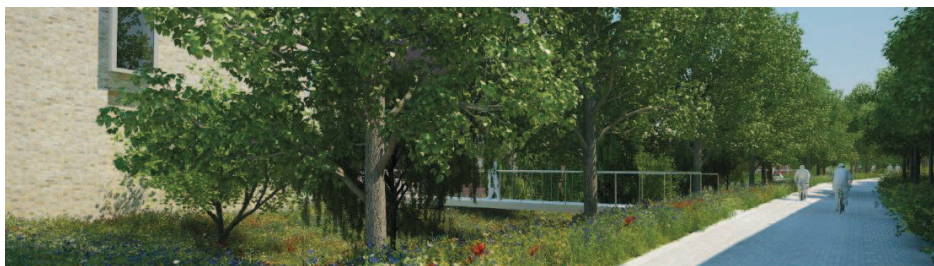
Landscaping Plan



Ground floor layout



View from Primary Road of the North West corner



View along the Green Corridor



View of the Ridgeway and Proposed western elevation



View from the Local Centre along the Ridgeway and the proposed South Eastern corner



View from entrance court towards the Green Corridor

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CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Cambridge North West (Lot 5 and Green Corridor)

Date: 30th July 2013

Venue: The Pitt Building, Trumpington Street, Cambridge CB2 1RP

Time: 13.15-14:40

Quality Panel Members

Simon Carne (Chair)
David Birkbeck
David Pritchard
Lynne Sullivan
Canda Smith
Oliver Smith

Panel secretariat and support

Juliet Richardson (Cambridgeshire County Council)
Judit Carballo (Cambridgeshire County Council)

Local Authority Attendees

Mark Parsons (Cambridge City Council)
Michael Osbourn (South Cambridgeshire County Council)
Sophie Pain (Cambridge City Council)
Sinéad O'Donoghue (Cambridgeshire County Council)
Ian Dyer (Cambridgeshire County Council)
Nicholas Wyke (Cambridgeshire County Council)

Applicant and Representatives

David Emond, RH Partnership
Andrew Drummond, RH Partnership
Warren Osborne, AECOM Landscape
Jason Shinoda, AECOM Landscape
Sam Archer, AECOM Sustainability
David Smith, URS
Melissa Enderby, AECOM Planning
Heather Topel, AECOM Planning
Roger Taylor, University of Cambridge



1. Scheme description and presentation

| | |
|--------------------|------------------------|
| Architect/Designer | RH Partnership, AECOM |
| Developer | Cambridge University |
| Planning status | Pre- application stage |

2. Overview

The North West Cambridge site is located to the north west of Cambridge City and straddles land within the administrative areas of both South Cambridgeshire District Council and Cambridge City Council. The site sits at a strategic gateway location between key approaches into Cambridge City, Huntingdon Road and Madingley Road. The site is screened by existing development and does not have significant frontage, aside from the M11 which defines the western boundary of the site. The historic core of Cambridge is between 1.5 – 2 km from the site and within easy reach on both foot and bicycle. To the north of the site, approximately 4 kms from the city and the other side of Huntingdon Road is Girton, a village of 4,500 people. Adjacent sites which impact the development of North West Cambridge include Darwin Green (1, 2, & 3), and West Cambridge.

The development is the subject of a planning permission, dated February 2013.

1.5. The development proposals include:

- At least 3,000 new homes (of which 50% will be for University and college staff), including family, detached, semi detached and terraced housing and apartments;
- 100,000 sq.m. of academic and commercial research space, providing further research facilities for the University, along with specialist employment premises and local job opportunities.
- Accommodation for 2,000 University students;
- A local centre including a supermarket and unit shops, a new primary school, a nursery, public health care, police touchdown facilities and community facilities (two additional nurseries will be provided in other locations across the site);
- Sustainable Urban Drainage systems to manage flood risk, encourage wildlife and to provide an attractive landscaped environment; and
- New green spaces and improved access to the countryside.

The development will be delivered to Code for Sustainable Homes Level 5 for residential development and BREEAM Excellent for non-domestic buildings.

The community centre at Gravell Hill farm is expected to open in Autumn 2013. This gives an opportunity to Cambridge University for working closely with Local Authorities.

First completions on site by March 2015.

3. Cambridgeshire Quality Panel views

Introduction

The Panel welcomed the opportunity to review Plot 5 of Cambridge North West Development. This is a student accommodation proposal based on a house typology.



The Panel's advice below reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter.

Community

The Panel acknowledged the interesting model of having houses that link together in a block shape. The overall impression was of a collegiate development whilst retaining the permeability and sense of public openness and access through the site.

The Panel welcomed the aspiration of creating spaces that can be left open for public access and permeability but also if necessary secured at night.

The proposal tries to minimise the number of rooms facing north and the Panel agrees with that principle. However, the Panel were concerned that the public face of the lot to the north along the primary street presented a less than attractive face. The location of the disabled car parking and delivery space, a large cycle parking store and plant room meant that this elevation was virtually lifeless.

The panel welcomed the Porters lodge building and communal facilities at the important south east corner of the development.

Connectivity

The proposal offered many ways in and out of the development, perhaps too much permeability which might lead to less activity on some of the routes. Once within the site the different public spaces were well connected though the changes in level were not adequately described on the drawings.

Character

The site is adjacent to the green corridor and the panel considered that the advantage of this had not been maximised. There was a shared sense that the house D1 overlooking the green corridor would be better located in a similar form to the north west corner, closing the open aspect and giving a better connected flow of space from semi-private courtyard to the public spaces of the green corridor. This would enhance the northern corner, the primary street activity and benefit the green corridor's qualities.

The Panel questioned whether the tree species in the green corridor are common to the rest of Cambridge, and queried introducing fruit trees into the courtyard.

The Panel were pleased with the materials used in the development, especially the use of the brick. At a later review it was stated that there was a range of bricks being proposed across the developments, which the Panel supports as a principle.



The Panel also questioned the use of the “flower” garden and considered this as a display feature rather than a place that you go through.

The Panel suggested that more work was required in understanding levels across the site and using the level differential to define spaces. The opportunity to provide a hinge point on the east - west route across the courtyards should be investigated within the courtyard

The Panel were unconvinced about the bike shed adjoining house A2 as it gave a closed and unattractive elevation on a major public aspect.

Some of the entrances did not contribute to the quality of the street scene and needed further work

The panel welcomed the sophisticated elevational treatment to windows with screens and acoustic baffles. The external metal elements as surrounds would depend on the sophistication of detailing, weathering and material specification. The Panel had differing views as to their effectiveness and appropriateness across the whole site.

Climate

The use of roofs solely for PV was questioned, the use of roof areas, some of which would be easily accessed, for social use would be advantageous. Detailed discussion of climate was not possible within the time allowed.

4. Conclusion

The Panel acknowledged the importance of this site and welcomed the community aspect of the scheme as well as the articulation of the site. In general the overall layout was endorsed. The Porter Lodge for early engagement on the site was particularly welcomed.

However, there were major concerns about the location of the disabled car park. In discussion the designers referred to the future use of the disabled car parking site for a future building. This was not part of the submission and so the Panel were unable to comment on its appropriateness however, notwithstanding that suggestion the Panel believed that a better solution would be for the use of this site in the first phase of development.

Control of pedestrian site access was touched upon. All entrances could be locked down however the designers suggested this was not the intention on a daily basis. The panel were concerned that with so many access points closing the site would be a major operation.

There needed to be better description and detail to describe levels across the site.



Green Corridor

The Panel did not receive much detail about the green corridor during the presentation and so with that lack of information the Panel were unable to comment. The landscape needs a more strategic view and more explanation and clarification.

The Panel stressed the importance of the green corridor, streets and public spaces within the development. It was disappointing that this part of the development was not better described and available to be considered by the Panel.

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