

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 19th March 2014

Application Number	13/1827/REM	Agenda Item	
Date Received	20 December 2013	Officer	Sophie Pain
Target Date	21 March 2014		
Ward	Castle		
Site	Lot 3 located within land between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire		
Proposal	Reserved Matters Application (access, appearance, landscaping, layout and scale) pursuant to 11/1402/S73 for 232 residential units, including 87 one bedroom key worker units and 140 two bedroom key worker units and 5 four bedroom shared key worker units, including a semi-basement car park and cycle parking, a flexible community space, residential car parking courts for wider local centre uses and the adjacent access Lane from the primary street to the residential courts, landscaping, utilities and associated ancillary structures.		
Applicant	University of Cambridge		
Recommendation	Approval		
Application Type	Major	Departure:	No

The above application(s) have been reported to the Planning 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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APPENDICES

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1	Site Planning History
2	Map of the 'Lots' within Phase 1
3	Layout Plans and Computer Generated Images
4	Quality Panel Minutes

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 to 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 submitting applications for a variety of uses forming 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 Appendix 1 provides a summary of the site history and details of recent applications that have been submitted. Most recently, the application for the Western Edge and Lot 1 comprising of the supermarket, energy centre, health centre, police office and 117 key worker units were determined by the JDCC last month, the community centre and nursery are being reported to this same committee, and a further application for 73 key worker residential units is currently pending determination.

- 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, Disability Consultative Panel, JDCC and the NW Community Forum.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site subject to this reserved matters application sits towards the south of the wider site, and on the south west corner of the first phase of development. It lies around 180 metres to the north of Madingley Road Park and Ride. With regard to residential properties, the Lot is located approximately 200 m from Lansdowne Road to the east and 500 m from Trinity Farm and Arcady to the north, located on Huntingdon Road within Girton Parish. The entire site lies within Cambridge City Council's administrative boundary.
- 1.2 The proposed building addresses four important areas of public realm. To the south and west is the primary street, to the north are the two parking courtyards with Lot 2 beyond and to the east is the access lane which serves the parking courts and service yard affiliated with Lot 1 further to the east.
- 1.3 The site is not located within a Conservation Area, and no protected trees sit within the application site, although the site does sit adjacent to protected Green Belt land.

2.0 THE PROPOSAL

- 2.1 The planning application seeks approval for the construction of 232 key worker units together with a flexible use space at ground floor. Also included within this application is the access lane to the east and the two residential parking courtyard to the north of the site, both of which are important pieces of public realm and will be maintained by the applicant.
- 2.2 The buildings on this Lot are divided into 7 individual blocks with a central 'spine' building that runs through the middle, north to south, providing for a flexible community space at ground floor level and a public route through the Lot. This route joins the primary street to the south, to the parking courtyards and the market square beyond to the north of the Lot. The mix of units predominantly provides for 1 and 2 bed units, although there are 5 four bedroom units with communal living spaces for the occupants, which will be used for shared living accommodation.
- 2.3 With regards to the access lane, this runs between Lots 3 and 1 and provides parking for the local centre along its western edge. This street leads into the two parking courtyards, which are shared surface areas and provide for car parking which is both for the local centre and visitor parking for the key worker units. These courtyards are landscaped with trees and grass kerbs, which provide a balance to the high quality hard landscaping materials.

2.4 The reserved matters application is accompanied by the following documents:

1. Planning Statement
2. Design and Access Statement
3. Biodiversity Survey & Assessment (Amended)
4. Transport Statement (Amended)
5. Surface Water Drainage Strategy (Amended)
6. Noise Insulation Scheme
7. Site Waste Management Plan
8. RECAP Waste Toolkit (Amended)
9. Sustainability and Energy Statement
10. Utilities and Foul Sewerage Assessment
11. Piling Risk Assessment
12. Addendum to Transport Statement (Amended)

2.5 Following the consultation period, and officer assessment of the application, amended strategies have been received (as identified above) along with clarification on a number of other issues and some revised drawings. These revised drawings also consist of an amendment to the height of the parapet around the building of no more than 200 mm.

2.6 Further consultation regarding the proposed amendments has been undertaken.

3.0 RELEVANT SITE HISTORY

3.1 See Appendix A

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
NW4: Site and Setting
NW5: Housing Supply
NW6: Affordable Housing
NW7: Balanced and Sustainable Communities
NW11: Sustainable Travel
NW16: Public Transport Provision
NW17: Cycling Provision
NW18: Walking Provision
NW19: Parking Standards
NW24: Climate change and Sustainable Design and Construction
NW25: Surface Water Drainage
NW26: Foul Drainage and Sewerage Disposal
NW27: Management and Maintenance of Surface Water Drainage Systems
NW28: Construction Process

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

6.1 External Consultations

Environment Agency

22nd January 2014

Following a response from the Consultant, URS, it is accepted that due to the large balancing ponds and reuse of water, the correct method for calculating storage volumes for the site is accepted.

15th January 2014

No objection in principle to the application but would like detail provided regarding the method for calculating the storage volumes for the site. The report that was used tends to underestimate the rainfall in the East of England and therefore the Flood Estimation Handbook should be used instead.

The principles of the foul water and surface water drainage strategies are considered to be acceptable.

During construction, it will be important to manage the surface water correctly to prevent any pollution.

Cambridgeshire County Council (Highways & Transportation)

3rd March 2014

The amended statement is acceptable.

21st February 2014

The outstanding issues have been resolved although there are some small inconsistencies that should be rectified in an amended statement.

16th January 2014

The Transport Statement provides acceptable proposed mitigation measures for the development. Further information has been requested for clarification purposes in order to explain how the peak trips generated by the site have been calculated from the total daily trips. This is in order to inform the evidence base and ensure that it is robust.

Cambridgeshire County Council (Growth and Economy Team)

A RECAP Waste Toolkit has been completed for Lot 7 which is consistent with the Minerals and Waste Core Strategy Policy CS28 and this is welcomed.

The information submitted with this application includes a site waste management plan which contains an audit of waste arising from the site. The audit itself is clear and provides an estimate of waste arising, of 4,034m³ for this Lot.

No objection to the proposals in principle, given that a site wide CEMP (Condition 52 of 11/1114/OUT) has been approved and that a Contractors Method Statement will be submitted prior to the development of the reserved matters application. These documents will ensure that the development site maximises the reuse, recycling and recovery of inert e.g. soils, and construction waste streams, throughout the construction phases of the development.

Architectural Liaison Officer

No objection, the overall development is quite permeable and any areas of concern are mitigated by the use of active entrances providing good natural surveillance. During the next level of design, there will be a need to demonstrate that the underground parking be gated and that the doors accessing the accommodation blocks are controlled. However, at this stage, the DAS does state that the building will be built to meet Secured by Design Standards and that further discussions are welcomed.

Quality Panel

The Quality Panel viewed the application at the pre-application stage on 06 August 2013. Their comments are set out in full within Appendix 4.

6.2 Internal Consultations

Urban Design and Conservation

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

Head of Streets and Open Spaces (Landscape)

19th February 2014

The University's Estate Management department will manage the areas and although not every point has been addressed, we are satisfied that by asking for information, the applicants have considered the appropriateness and robustness of their proposals and are convinced they are acceptable.

9th January 2014

Strong support for the proposed development, subject to the clarification of some detailed comments relating to the planting proposed on the access lane and residential courtyards. This is to ensure that the planting and trees are not damaged by vehicles or trampled by pedestrians.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

18th February 2014

Following review of the amended strategy, final calculations and details for the surface water collection features are required and a condition has been recommended.

7th January 2014

Generally the strategy is supported but there is a particular concern that needs addressing prior to determination of the application. This is to provide an adequate method of pollution control for the underground car park.

Other matters include the need for the surrounding roads to be served by linear drainage, gullies and swales which are to an adoptable standard, and that the flow routes are not provided for the whole of the redline boundary. These are matters that can be conditioned if necessary.

Head of Streets and Open Spaces (Nature Conservation Officer)

Supportive of the submitted report and proposed ecological enhancements including the installation of integral bird boxes. Furthermore, they are satisfied that this plot is not suitable for the provision of bat lofts.

Head of Planning Policy (Sustainability Officer)

The detailed and comprehensive level of information that has been presented in relation to the approach being taken as part of Lot 3 to deliver an exemplar development that meets the requirements of the AAP is fully supported.

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

5th March 2014

In principle the proposals are acceptable. A condition should be imposed so that the detailed layout of the cycle parking can be agreed and that positions for additional visitor cycle parking can be introduced to the south and west of the scheme.

19th February 2014

A plan is required that clearly marks where the cycle parking is for each block. Following this clarification, then consideration needs to be given to the detailed layout of the storage areas and that there is no conflict between doors and parked cycles.

Head of Environmental Services

No objection to the application providing that the recommended conditions and informatives are imposed that relate to the construction of the development in accordance with the submitted noise assessment and its associated methods of mitigation.

Disability Consultative Panel (Meeting of 31st October 2013)

Proposals were generally considered acceptable, points were raised about the enforceability of cycle parking and the location of visitor car parking spaces.

7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

Girton Parish Council

Approved, providing that there is adequate car and cycle parking provision.

Neighbour Representations

The following organisations have made neutral representations:

- 6 All Souls Lane (on behalf of Nineteen Acre Field Residents Association) who have no comment to make on the application.

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. Design, Layout and Materials
3. Landscape and Public Realm
4. Mixed and Balanced Community
5. Drainage and Utilities
6. Ecology
7. Transport
8. Residential Amenity
9. Waste
10. Construction
11. Public Art
12. Conclusion
13. Recommendation

Principle of Development

8.3 The application is a reserved matters application (detailing appearance, landscaping, layout and scale) pursuant to the approved (section 73) outline approval 13/1402/S73. This application must therefore be read in context of the outline approval and 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 The outline consent granted includes approval for up to 3000 residential units, of which 50% will be affordable key worker units. This is one of the first detailed applications for residential units (different to the 325 student bedspaces approved), and therefore the total number of units sit under the approved quantum. A table identifying the total of units approved and pending determination is shown below:

Tenure type	Approved	Pending	Total	Outline Limit
Key Worker Housing	117	305	422	1500
Market Housing	0	0	0	1500
Student Bedspaces	325	0	325	2000
Total	442	305	747	5000

8.5 The proposal also includes the access lane to the east of the key worker units, which is identified within the street hierarchy contained within the Design Code. This street will link into the Primary Street, which was granted approval at the December 2013 meeting of this Committee. The access lane shall be used by vehicular traffic, including the waste collection trucks, in order to access the underground waste bins located on the parking courts and vehicles accessing the service yard of Lot 1.

Compliance with Parameter Plans and Strategic Conditions

- 8.6 The proposal complies with all of the parameter plans as approved under the section 73 outline approval ref: 13/1402/S73.
- 8.7 This proposal falls within two use class designations 'Residential' and 'Complementary Mixed Uses' within the land use parameter plan (PP04). The proposed development is compliant with this parameter plan. The proposal also complies with both of the heights PP 05 and 06; the details are discussed below in the design section. The proposal complies or is not relevant to all other Parameter Plans (01-Zones, 03- Open Space and Landscape, 07- Topography, 08- Huntingdon Road Utilities and 09- Madingley Road Utilities).
- 8.8 The proposed development sits within the first phase of development as identified in the Phasing Plan approved under condition 5 of the outline consent. There are no Youth and Play Facilities proposed through this application, but that is consistent with the site wide strategy approved under condition 9. Compliance with other strategic conditions are assessed under the relevant sections below such as the Design Code (Condition 7) under the design section, and Surface Water Drainage (Condition 26) proposals within the drainage section.
- 8.9 This proposal links in with a the local centre and key worker car parking strategies as well as the approved car club strategy all of which are referred to as necessary below.
- 8.10 Subject to the detail of these assessments below, the proposal is consistent with the description, and quantum of development set out in the outline approval. Furthermore the proposal complies with the approved parameter plans and strategic conditions linked to the outline approval.

Design, Layout and Materials

- 8.11 Lot 3 is located within the Local Centre and has key frontages to the Primary Street (south and west), residential parking courts and market square to the north and Lot 1 and associated access lane to the east. The proposal was considered by the Cambridgeshire Quality Panel at a pre-application stage and their comments have been addressed within the paragraphs below and/or in paragraph 8.33 at the end of this section. Their comments are set out in full at appendix 4 of this report.

Height and Massing

- 8.12 Heights are varied across the scheme, ranging from 3-5 storeys, which offers variation and responds well to the design opportunities and constraints.
- 8.13 The scheme is predominantly 3-4 storeys in height, which is considered to be appropriate to the location of the site, close to the local centre. This

scale has been established within the parameter plans and guidance set out within the Design Code for the neighbouring Lots. The backbone or spine of the scheme is signified by building A, named the 'Spine building' which runs on a north to south axis and forms one of the tallest elements of the proposal at a height of 5 storeys, along with Building C located in the south eastern corner. Both these buildings work well to define routes particular those through the site and reinforce the legibility of the scheme.

- 8.14 The southern elevation fronting the primary street is of a considerable length, however, the placement of pedestrian entrances and exits have assisted with breaking up the massing of this elevation, which is discussed below in the relevant section. In addition to this, the variation in building heights assist to break up the mass of the scheme and create an articulated roofscape, which will change as you progress along the street.
- 8.15 Overall, it is considered that the proposed scale and massing of the scheme is successful in placemaking terms and articulates the legibility of the development. Heights and roofscapes are sufficiently varied and in massing terms, the proposed buildings fit well within their context; define key entrances, gateways and vistas; and respond positively to views as people enter the wider site from the Madingley Road approach. None of the proposed buildings on the site breach the heights established by the parameter plans and the scheme accords with the principles set out in the design code relating to height and massing.

Layout and Design

- 8.16 The block structure and design follows the guidance for the Local Centre set out in the design code, in particular the principles established within 'Block Type 6 – Residential Perimeter Block' and 'Block Type 8 – Local Centre Mixed Use Block.' The arrangement of buildings provides well defined edges to the adjacent streets and the location of the 'Spine Building' provides a well-defined public route through the development from the Primary Street to the south, to the residential parking courts in the north and the market square beyond.
- 8.17 A series of separate buildings, seven in total have been arranged to form two landscaped courtyards within the scheme one to either side of the 'Spine Building.' It is considered that the gaps between buildings assist to moderate the mass by helping to break down the longer facades and provide physical and visual connections. A feature of the Spine Building is that it projects at its northern end into the parking courts to the north. This detail is considered to successfully define and enclose the southern edges of the two parking courts and provides a physical form that divides these into two smaller areas.
- 8.18 The design and purpose of the pedestrian route has evolved during pre-application discussions. This was because of concerns relating to the legibility and future users understanding of the pedestrian route, which were raised by both officers and the Cambridgeshire Quality Panel. In response to these concerns, the architects reconsidered the positioning of

the buildings to either side of the public route and by manipulating their locations, increased the width of this route from 6.3 m to 8.3 m. To provide some context, the width of Rose Crescent is approximately 6.5 m. As such, 8.3 m is a generous width, which provides a substantial and inviting space.

- 8.19 The combination of this increased entrance width, a reduction of the canter-levered overhang associated with the upper floors of the Spine Building, the repositioning of maintenance access stairs and the removal of the gates within the entrance itself, has resulted in a significant improvement to the quality and legibility of the pedestrian route through the Lot. The width of the pedestrian route through the Lot is perceptually and physically much wider than other gaps between buildings, which creates a much clearer hierarchy of entry points and contributes to an improved understanding for users as to which access points are public or private.
- 8.20 One of the secure pedestrian entrances to the semi-basement car park has been located towards the southern end of the 'Spine Building' in order to develop a level of activity generated by residents of this Lot and others, who have access to their car parking space beneath the scheme. The revised design of the pedestrian route through the scheme is therefore supported and we feel the proposed approach addresses the issue raised by the Quality Panel.
- 8.21 With regard to the layout of the apartments, those located on the northern, eastern and southern elevations are accessed from a covered external gallery located on the inner side of the building. The flats in these locations are all have two bedrooms. Within the two corner blocks (C and F) and the Spine Building, these are made up of 1, 2 and 4 bed apartments which are accessed via cores on the ground floor and take their individual access off of internal corridors. These four types of apartment layout provide variety to the development, ensuring that sufficient overlooking and surveillance is provided by the different living spaces.

Active Frontages and Entrances

- 8.22 The degree of activity and interaction along the Primary Street was a key design issue discussed at pre-application stage, with the lack of direct access to and from the street being an issue raised both by officers and the Quality Panel.
- 8.23 When officers explored with the architects ways of improving the activation along the primary street, it became evident that this site has a combination of constraints that has made this objective more difficult to achieve in this instance. In summary, these are that there is a 2m level difference from north to south, the semi-basement car park increasing the internal floor levels, and in order to obtain Code Level 5, all properties need level access into the ground floor. All of these factors came together on the

southern elevation, onto the primary street, where officers and the Quality Panel, were seeking improved access into properties.

- 8.24 In response to these comments, a revised layout was submitted whereby entrance lobbies were provided to access the two corner blocks (C and F) from the primary street. These were accompanied with the provision of a secondary entrance to those ground floor flats that are located between the buildings, where controlled (via a gate) access points are located for the admission of residents only. The combination of these additional entrances mean that there is a sequence of access points every 25 – 30 m along the primary street, which are a mixture of public and private entrances. Careful consideration was given to the balance of entrances, because to introduce too many would dilute pedestrian movements. Officers consider that the submitted proposals strikes this balance and will ensure that there will be a steady flow of people entering and exiting throughout the day.
- 8.25 These changes along with the decision to reposition rooms within the ground floor units so that living/dining spaces now overlook the street, rather than study/second bedrooms, now results in a southern facade which provides a good degree of interaction and activation with the Primary Street and successfully addresses the principles set out within the design code.
- 8.26 It is considered that the shared lobby entrances into the two corner buildings are particularly successful, both architecturally and functionally. The entrances which are clearly identifiable and highly transparent engage directly with the street, and overall create a human scale to the Primary Street. For these reasons, officers consider that the proposed approach has adequately addressed the issue raised by the Cambridgeshire Quality Panel.

Elevations and Materials

- 8.27 The overall approach to the design of the elevations is supported. The elevations have a playful quality to them and the deep and chamfered window reveals, have the potential to create a visually rich and bold backdrop to the public realm. The architectural language of the windows has also been successfully translated into building entrances from the street. The treatment of the lower part of the Spine Building not only works well with the softer appearance of the internal courtyard elevations, but also successfully contrasts with the 'outer' facades, which will help guide people through the Lot.
- 8.28 The design of cycle storage areas on key corners, were the subject of discussion at pre-application stage amongst officers and the Quality Panel. The Panel in particular, questioned the location of cycle storage on key corners expressing concern that they would not be 'attractive additions' to the streetscene.

- 8.29 Following this comment, the architects undertook further work on these areas, in particular on the north east corner, which is seen on the approach to the Lot from the Market Square. Amendments were made so that the external appearance of the cycle storage areas reflect the architectural language of the scheme, so for example, the windows now incorporate the deep reveals seen on the windows of the residential properties. Similarly, the cycle storage area on the Primary Street is clad with wooden battens, which complements the lower level of the 'Spine Building, and does not dominate or detract from the streetscene.
- 8.30 In order to ensure that the Panel's concerns have been addressed, visuals have been provided across the residential courts to identify the cycle storage area at the north of the Spine Building. The area is treated with timber batons, which are spaced at intervals to allow sight into and out of the cycle parking area, but without a complete view of rows of cycle parking. The view of officers is that this is an appropriate treatment to this edge, that it will generate pedestrian and cyclist movements and that a level of security is provided by the controlled views into and out of the cycle parking area. For this reason, it is considered that this use has been appropriately treated and for this reason, addresses those points expressed by the Panel.
- 8.31 This development proposes a simple palette of materials which will complement the emerging palette proposed on the first phase of the wider development. There is a particular emphasis on this development to explore the use of tactile and relief brickwork in combination with open brickwork to provide ventilation to the car park and perforated steel for the window reveals, which is required to deliver natural ventilation to the residential units. A condition (1) is suggested that requires sample panels of all external materials to be provided.

Conclusion

- 8.32 In conclusion, the final finishes and design layout of the scheme has successfully responded to the place-making opportunities of the site. This scheme has developed and adapted following discussions with officers and the Quality Panel to incorporate improved legibility of the site and activation with key frontages. It is considered that the proposals will create a high quality and well-designed scheme within the centre of North West Cambridge. The design has been delivered in accordance with policies contained in the NWCAAP, approved parameters and the approved Design Code. For these reasons, officers are supportive of the proposed development and consider that it accords with policy NW2 of the NWCAAP.

Quality Panel

- 8.33 The Cambridgeshire Quality Panel reviewed Lot 3 on 6th August 2013. The Panel welcomed the varied massing and courtyard configurations as well as the ambition of communal living, but did express some areas of

concern including suggestions in their minutes from the meeting (attached as Appendix 4).

Issue

- (i) The panel welcomed the opportunity for innovative proposals, but urged that the reasoning for choice of plans is clearly documented and that, at an early stage, tenant feedback invited to influence the briefing of later developments.

Response

This point relates to the use of galleries and the aspiration that these areas will be appropriated by residents and provides the means of developing a community. This type of ideology is particularly prevalent in Europe where it is successful and the Panel wished to understand how future residents responded to this style of living. The applicants will have a mechanism for tenants to feedback their views and this can be drawn upon to understand if future developments on this site could adopt a similar approach.

Issue

- (ii) The Panel questioned the lack of direct access to and from the street, with semi-public/private internal courts for access. There were a number of gates to the courts but it was unclear how they were going to be used or controlled. There is an aspiration of leaving the gates open all day, with the flexibility for the management and community to decide.

Response

This is addressed in paragraphs 8.19 and 8.24 of the report.

Issue

- (iii) The panel were unsure of the legibility of the main route through the proposal, which could emerge as a useful pedestrian route.

Response

This is addressed in paragraphs 8.18 – 8.20 of the report.

Issue

- (iv) There were concerns that the grouped cycle parking spaces on prominent corners, in particular the north side were not attractive additions to the street scene. As that wing is being considered for a future common room at ground level, that use would be much preferred by the Panel.

Response

This is addressed in paragraphs 8.28 - 8.30 of the report.

Issue

- (v) Level changes need more detailed consideration to improve privacy for ground level bedrooms.

Response

This is addressed in paragraph 8.103 of the report.

Issue

- (vi) The Panel thought the 1.5m wide access balconies in front of fully glazed apartments would raise privacy issues for many residents.

Response

This is addressed in paragraph 8.106 of the report.

Issue

- (vii) The Panel was surprised that this Lot might be built in two phases with temporary landscape. It would far more desirable to complete the blocks, as otherwise economies of scale would be lost.

Response

Since the Panel meeting, the applicants have confirmed that Lot 3 will be constructed all together and no longer in two phases.

Issue

- (viii) The Panel raised some concerns about the main living space facing north and queried how this relates to achieving code 5.

Response

A sustainability statement has been included with the application which contains pre-assessments of the applications to ensure that they comply with the Code. These assessments have been based upon the worst performing units within the scheme. In doing this those units still obtain code level 5 with 157 of the units achieving the maximum 3 day-lighting credits. The benefit of these units is that the units are relatively open plan and are double aspect, so there are south facing windows on all units whose light will filter through the apartments. The sustainability officer is satisfied that all units will achieve code level 5.

- 8.34 The residential squares were reviewed as part of the wider public realm development that has been brought forward by Townshend Landscape

Architects at the same meeting of the Cambridgeshire Quality Panel on 6th August 2013. The points of concern in the Panel minutes related to the Market Square rather than the residential squares.

Landscape and Public Realm

- 8.35 With regard to the landscape and public realm, there are three elements to consider; the internal landscape associated to Lot 3; the lane situated between Lots 1 & 3 to the east of the site and the two parking courts to the north of the application site. Each of these areas will be maintained by the University Estates Department and officers are satisfied that the applicants have considered the robustness of the proposals, to ensure the long term appearance of these areas. The report will take each of these individually.

Internal Landscape

- 8.36 By the nature of the arrangement of blocks, particularly the Spine Building, this Lot creates two internal courtyards for the communal use of the residents. These areas also provide the attenuation for the surface water strategy.
- 8.37 Around the outer edge of the courtyard is a private paved area that can be populated by residents of the ground floor flats to create their own private external space. Low planters also assist with demarcating the public and private areas effectively. A more public walkway is adjacent to the lawned areas and allows access to these areas.
- 8.38 Within the eastern courtyard is a field of flowers, which provides attractive soft landscaping during all seasons, with a section of lawn around this area for relaxation and socialising. Within the western courtyard is a firepit, which is a social gathering space for residents, where evening events can occur. The overarching theme for this Lot is to create a community to provide instances such as areas for gatherings, where residents can interact.
- 8.39 The hard landscaping within this area uses a palette of surface materials which is complementary to the wider palette. The use of different bonding and setts demarcates the public and private routes through the site in a successful manner.
- 8.40 The soft landscaping is seeking to create different character areas, through the use of the flower field, lawns, fruit trees and shrubs as well as providing a variation of greenery and colour throughout the year. There are a selection of trees, which are strategically placed in the site in order to create focal points through the spaces in between buildings and to create interest. These trees include fruit bearing species that provide colourful blossoms too. There are larger species that provide colour in autumn such as a Sophora with yellow leaves and an Acer which has red leaves.

Access Lane

- 8.41 The design code identifies a route in the location proposed, although it is considered to be an access lane and of no particular significance. However, since the development of the masterplan and through the proposals for the development parcels, the role of this route has developed. This is because of the access to the service yard that is associated with Lot 1, the need for refuse vehicles to collect from the bin laybys as well as private motor vehicles reaching the parking courts to the north as visitors to either the key worker units or the local centre. For these reasons, the lane has been detailed to accommodate these requirements and an important part of this is the hard and soft landscaping proposals that accompany the application.
- 8.42 Along the access lane, are parallel and perpendicular car parking spaces along the western side of the lane in groups of approximately 4 bays, interspersed with Wild Cherry trees, which will provide colour through the spring and summer months. The access lane is not being offered for adoption to the County Council, but the applicants are conscious that the quality of the landscaping, both hard and soft should be consistent throughout the development. For this reason, the materials seen for the footpaths, car parking spaces, waste laybys will be used along this access lane, bringing forward a visually cohesive scheme. The one small difference is the surface of the carriageway, which is proposed as Axogold in this location, rather than tarmac. This provides a visual cue to drivers, that they are using an access lane to the Primary Street and that the principles of shared surfaces between users applies in this location too. This lane will need to be constructed to a load bearing standard. There is a requirement within the S106 agreement which requires all publicly accessible routes that are required for access for the collection of waste, which this lane will be to be of adequate width and load bearing requirements for such vehicles.

Parking Courtyards

- 8.43 These two courtyards form part of a series of interconnecting squares that provide a pedestrian and cycle connection from the Market Square in the east to the primary street on the west of phase 1. These courtyards are enclosed by residential buildings on all 4 sides and the overarching principles of these areas are to provide a shared surface which gives priority to pedestrians and residents as well as providing an amenity function for residents and the public to enjoy. Incorporated into this is the need to provide car and cycle parking for visitors to the residential properties in the western courtyard and local centre in the eastern courtyard.
- 8.44 The approach taken is to place the car parking spaces in the centre, with a shared circulation space around the circumference, where vehicle speeds will be low and pedestrians and cyclists will feel safe using this space. This is reinforced through the hard paving materials, with natural setts

placed at the threshold into the courtyards, which will provide a textural and noise difference to the access lane.

- 8.45 A variety of trees, including flowering species are proposed that will provide a variety of heights and colours throughout the year. These include hornbeam, silver lime and wild cherry. In order to be assured that the trees will be protected from inconsiderate parking, detailed information is contained within the Design and Access Statement. These proposals are acceptable and the applicant has demonstrated that they have considered the implications of maintaining this area of public realm.

Conclusion

- 8.46 The three landscaped areas are well considered both in terms of their own entities, but also are strong in connecting the internal and external environments of the building, as well as, in the case of the parking courtyards their function within a series of interconnecting squares. The incorporation of mature trees within the development and along the access lane and the residential courtyards, will bring an attractive landscaped appearance to these important public realm areas.
- 8.47 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.
- 8.48 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 (2) has therefore been proposed which requires the materials to be laid out on sample panels on site, with mortar, prior to commencement of development.

Affordable Housing and Mixed and Balanced Community

- 8.49 Policy NW6 along with the S106 requires 50% affordable housing across the entire site to meet the needs of Cambridge University and College key workers. Policy NW7 of the NWCAAP looks to achieve balanced and sustainable communities by ensuring that there is a suitable mix of housing types, sizes and tenure and that the affordable housing is intermingled with the market housing.
- 8.50 Within the Committee report (Paragraphs 8.180 to 8.189) at the outline stage information was presented regarding the residential mix proposed and how this could achieve a mixed and balanced community. While supporting the need for clustering across a large percentage of the site the report also identified many reasons as to why in certain areas of the site (generally around the local centre and fronting the Ridgeway) clustering to the extent that the NWCAAP requires wouldn't be possible for the mix

derived from the University's housing need. A condition (condition 22) was attached to the outline consent to clarify this.

<http://democracy.cambridge.gov.uk/documents/g844/Public%20reports%20pack%2008th-Aug-2012%2010.30%20Joint%20Development%20Control%20Committee%20-%20Cambridge%20Fringes.pdf?T=10>

- 8.51 Several reasons were identified as to why clustering could not be achieved for this part of the site. This was partly to do with the need to achieve Code for Sustainable Homes level 5, and for the proposed combined heat and power solution to be cost effective it relied on the units owned by the applicant to be cited together in the medium and high density part of the site. But also because with the proposed mix of the key worker housing (deriving from the University's need) being skewed towards one and two bed units (82%) it would have been extremely difficult to cluster and intermingle these properties amongst the market units, while still maintaining the character of different parts of the site and achieving the desired local centre density.
- 8.52 Consideration was also given to the nature of the key workers within the one and two bedroom properties which would be people on short-term research contracts and transient in nature. It was considered that there is merit in placing together residents who are in the 'same boat' and that equally mixing people who will 'turnover' on the site frequently may cause tension with those longer-term residents. Support workers which will likely account for around a quarter of the key worker residents are more likely to be on permanent contracts, within family sized units, where clustering of a more traditional nature will take place.
- 8.53 The high proportion of one and two bed units, would be, by the very nature apartments which lend themselves to the high density parts of the site, around the local centre and transport nodes. Although one could question the mono-tenure proposed here, at the outline stage it was felt that as these larger areas of single tenure would only be in and around the local centre where there will be a mix of uses and high social interaction from people who live throughout the wider site, and outside the development itself.
- 8.54 Although there are 232 affordable key worker units proposed, which is single tenure, there are a good split of units sizes (87 one bedroom and 140 two bedrooms and 5 four bedroom shared units), and a good mix of unit typologies (apartments ranging in size, shape and facilities). Incorporated into the proposals is a flexible space, which is a 'community asset' that can be used and shared between the wider population as an alternative meeting space to others that will be peppered around the wider development. It must also be considered in the context of the entire first phase where there will be an overall mix of market and affordable (key worker) housing, as well as commercial, employment and student uses. The delivery of such housing will ensure a mix of tenures on site from the early stages.

- 8.55 In any new community or 'place' it is important to ensure that facilities are provided early on. The phasing approved under Condition 5 shows the first phase around the local centre will bring forward a wide variety of uses early on in the development which is to be welcomed. To make this viable for commercial uses within the first phase there needs to be a critical mass to support this. The provision of key worker housing which would be built and occupied early helps support this viability which will benefit the entire site.

Faith workers

- 8.56 As part of the outline consent 4 residential units will be made available for faith workers at affordable rent. The trigger for these units will come at occupation of the 50th, 400th, 800th and 1600th units. It is therefore likely that three properties will come forward within the first phase adding to the mix and providing community support. The location of these units are to be agreed and could be flexible depending on the agreed occupier(s).
- 8.57 The proposal, while single tenure in terms of this particular application must be seen comprehensively within the wider site and considered with the background of the outline consent in mind. The proposal is sited in the area where the need for clustering has been removed by condition 22 of the outline consent, but will benefit from significant activity and variety due to its location and mix of uses. It is therefore considered to be compliant with policy and with the outline approval.

Drainage and Utilities

Surface Water

- 8.58 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.
- 8.59 The drainage strategy for this proposal has been developed using a hierarchal approach looking to manage surface water as close to source as possible. The approach on this site is the use of depressions within the internal courtyards that will be used as water storage in extreme events. There is also permeable surfacing within the courtyards and access lane. Some cellular attenuation is provided under the ground, with a filter trench running through the middle (which will allow for some treatment) to ensure that flooding does not occur for the 1:100 year event (+30% climate change). Incorporated into the hard landscaping scheme, it is proposed that the public realm areas to the west and south shall be drained using linear channel drains.
- 8.60 The detailed surface water strategy is supported in principle by technical officers at the local authority, although there are still some detailed matters requiring the applicant to confirm and clarify certain elements of the

scheme and ensure that adequate pollution control methods are in place. An amended scheme has confirmed that adequate pollution control is proposed. However, information relating to the method of surface water collection and associated calculations are not available at this time and for this reason should be controlled through the imposition of a planning condition (4).

- 8.61 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.
- 8.62 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

- 8.63 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). 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

- 8.64 The key worker housing 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 this application.

Conclusion

- 8.65 Although there were initial concerns with regard to the original detailed surface water strategy and/or suggested conditions, 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

- 8.66 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 through condition 34 of the outline approval.
- 8.67 Lot 3 is located across two arable fields. A hedgerow which formed the boundaries between these two fields was felled during the initial phase of vegetation clearance in March 2013. It is located approximately 100 m from the pond at Madingley Park and Ride, which supports a population of great crested newts. Given the absence of mature trees or hedgerows, Lot 3 is not of significant ecological interest and is unlikely to provide nesting sites for any species of bird.
- 8.68 The site wide Biodiversity Strategy included the commitment to provide a bird nesting feature on at least of 25% of all buildings for one of the following species: swift, starling or house sparrow. This equates to 29 nest sites on this Lot, although 30 have been incorporated into this design. These comprise of 5 house sparrow terraces, 5 starling boxes and 20 swift boxes.
- 8.69 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. It is considered that the proposal is compliant with the NWCAAP (2009) policy NW2.

Transport

Transport Impact

- 8.70 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.

Residential Car Parking Provision

Key Worker Car Parking Strategy

- 8.71 The applicants have taken a comprehensive approach to car parking for Key Worker Housing within the overall first phase. This approach will provide for an overall 'pool' of parking rather than provide for allocated parking spaces for specific plots. In recognition of this, and in recognition of the low number of spaces provided for, a Key Worker Car Parking Strategy has been drawn up by the applicant at the request of the local authorities to ensure the car parking strategy is credible, realistic and robust.
- 8.72 The car parking ratio was not detailed at the outline stage, although the applicant noted that one of the ways that vehicular movements from this site could be reduced was to 'target' the key workers due to the unique certainty that they will live close to their job, and are likely to use more sustainable means of travel a day to day basis. Clearly 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.) central to the site, and developed early on within the first phase to establish habit.
- 8.73 This potential to reduce car parking for key workers was detailed within the Committee report at the outline stage (para 8.118), and was supported in principle by officers, but came with a caveat that any reduction in parking numbers would need to be carefully considered as under-provision of parking could result in a detrimental impact to the streetscene with fly parking, along with overspill into the surrounding streets. The purpose of the strategy is to show that this concern will not be realised.
- 8.74 The first phase of this development will involve a high number of flats for University Key Workers, this is resulting from the 'need' for this type of housing linked to the key worker demographics/allocations policy within the Section 106 for the key worker housing. The high number of flats is also an acknowledgement of needing to develop at a high density within the local centre. The occupants of these types of units are likely to be post-doctoral researchers, typically younger, and with a low number of children reducing the need for a car on a daily basis (key workers with children will be more likely to be allocated family housing elsewhere on the site).

Travel plan approach

- 8.75 To complement this, the applicant will provide a detailed residential travel plan. Part of this travel plan will include free car club membership for all key workers living on the site, giving good access to the car club provision in phase 1 (and the wider site in later phases) and the site will, from early in the development be served by public transport (see para 8.97 public transport). The travel plan will also include a week's free bus travel to help

establish habit. 5 car club spaces are to be provided in phase 1, with additional spaces in later phases.

- 8.76 The travel plan will also provide for welcome packs to all new residents (ensuring they have all up to date bus timetable information, taxi numbers, along with walking and cycling routes), will ensure that the applicant provides information on notice boards, and includes promotional material for a site-wide website and car-share database. There will also be the need to provide adequate, secure, cycle parking on site.
- 8.77 These travel plan incentives are designed to encourage the choice of sustainable modes of travel from the outset reducing the need to own a car. These incentives are designed to provide the 'carrot', but in order to make sure the proposals are credible there must also be the 'stick' to ensure good management and ultimately enforcement.

'Pooled' Car Parking and Management

- 8.78 The pooled approach means that residents of key worker housing will be told from the outset that the lease arrangement does not include car parking (this will be different for family key worker units where there is likely to be on-plot provision). Car parking spaces will be applied for, and allocated on a permit basis, and at a small annual cost to cover administrative and enforcement costs of the scheme. The allocation of permits will go firstly to mobility impaired residents (at no charge/concessionary rate), then key workers with young children (family units are dealt with separately and will be allocated a parking space with no cost), then employees with night shifts and finally those furthest from the car club spaces and bus stops.
- 8.79 Management of the residential car parking on site will be carried out by the applicant (via the estate management company or partner company). Residential and visitor parking will be managed via permits. All parking within the local centre (see para x8.97 below) and adoptable highway will be controlled through some form of pay and display ensuring that there is nowhere to park a car on this site unless it is within a designated bay. Unauthorised fly parking would be enforced also by the management company.

Proposed Parking ratio

- 8.80 Parking has been looked at comprehensively for the first phase and is assessed on an 'overall basis'. There are currently approx. 153 parking spaces provided for within the first phase, which will serve approx. 725 key worker units (the approximation is because some schemes are still not at final design). This represents a ratio of 0.21 spaces per dwelling. This is clearly lower than the 1 space per unit maximum for 1 and 2 bed properties within the NWCAAP.
- 8.81 This proposal for Lot 3 includes a semi basement car park containing 95 of the 153 parking spaces. These spaces will serve residents within Lots 1, 2

and 3 and can be externally accessed via a core (key fob controlled or similar) and conveniently located at a distance of around 50m for Lot 1 and 150m for Lot 2. The remaining spaces are to be provided within Lots 2, 4 and 8, although given the distances involved to Lots 4 and 8 these are unlikely to be allocated to Lot 3 residents. In addition to the residential spaces a further 54 visitor spaces are proposed in the first phase, of which 19 (5 disabled) are located within the western parking courtyard that forms part of this application. The remaining 31 spaces are on the primary street and 3 spaces are on the access lane adjacent to Lot 8.

- 8.82 The University key worker housing is a unique situation, no other housing tenure type can be certain of the occupiers place of work, and this holds great weight it assessing whether or not this ratio is acceptable. Given the measures proposed through the travel plan identified above, and the management regime on site in this instance parking levels for this tenure type, and this unit size can be considered a robust strategy and be justified. Given the unique circumstances here this does not set a precedent for other sites or even elsewhere on this site, as the same circumstances cannot be linked to market residential properties on this site, or even larger key worker houses.
- 8.83 There have been concerns expressed that sufficient car parking should be provided for on-site in order to prevent users of the development being forced to park on surrounding streets. This is relevant given the low ratio proposed here.
- 8.84 It is considered that parking outside of this wider site in the surrounding residential streets is less likely to occur given the walking distances involved; however the Section 106 agreement for the outline permission factors in monies for monitoring of these streets, and if street parking increases, then funds are available from the applicant, through the S106 to consult residents upon, and provide for (if recommended following consultation) controlled parking zones (CPZ) in the affected streets.
- 8.85 Officers are of the view that CPZs within surrounding streets is a somewhat reactive approach, and any impacts should first be dealt within the site itself. Should car ownership, and parking demand exceed the amount required (based on the number of permit requests the applicant will receive), the applicant by way of future phases on this site has the ability to react and address the issue. The units within the first phase amount to less than half of the overall key worker and therefore greater parking provision could, if required be provided on later phases, to both meet the other Key worker units, and address any under provision here. A condition (5) is therefore suggested which requires the applicant to retain the data for permit requests to help inform future applications within later phases of the development.

Local Centre Car Parking Strategy

- 8.86 At the outline stage, knowing that local centre uses may come forward separately through different applications and/or at different times a

condition was imposed on the outline consent (condition 41). The purpose of this document was to provide a comprehensive strategy for the local centre, exploring the best locations for parking, as well as looking at where efficient use of spaces could be employed (two uses that have mutually exclusive peak times that could share spaces).

- 8.87 This condition has been successfully discharged and links into this application which provides for parking spaces within the residential court and access lane. Additional spaces will come forward through other 'Lots' but the condition ensures that the comprehensive strategy can be retained.

Parking within the eastern parking courtyard and access lane

- 8.88 This proposed development contributes to the local centre pool of car parking by providing 32 car parking spaces, 8 of which are disabled spaces (25%) within the eastern parking courtyard and 16 spaces along the access lane.
- 8.89 Those located within the eastern parking courtyard predominantly serve as visitor parking for the local centre and are included within the wider parking pool that has been assessed as part of the discharge of condition 41. The number of spaces provided are consistent with the approved strategy and will predominantly serve the range of uses within the local centre, such as the community centre, healthcare facility and local retail. Within this group of spaces, approximately one quarter will be restricted for permit holders between Monday – Friday until 18:00 hrs.
- 8.90 The local centre car parking strategy was set up to see where it was possible to make efficiencies. The eastern parking courtyard is an example of this, where the permitted spaces for office use will cease at 18:00 hrs and will be available to cater for evening visitors to the local centre, particularly if a class or event is taking place at the community centre.
- 8.91 Those spaces located in the access lane are more specific and provides permitted spaces for the staff of the healthcare facility and police touchdown. A condition (7) has been recommended that these spaces are allocated in accordance with the approved details, given the need for healthcare and police staff to be close to their place of work, in order to respond to emergencies.

Number of spaces	For use of	Management
7	Healthcare Staff	24 hr permit only
2	Police Staff	24 hr permit only

7	Community Uses	A period of 'free time' to be agreed through condition 6. P&D for longer stays.
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Management

- 8.92 Key to the success of the parking is the management of the spaces. The applicant is retaining control of all of the public realm in and around the local centre, save for the primary street which runs around the edge. A management company (or similar) would enforce the parking across the local centre.
- 8.93 Some designated spaces would be subject to permits at all times (spaces for health and police office workers). Some permits only during office hours (Mon- Fri 0800-1800). The parking spaces earmarked for local centre uses would be pay and display (Mon-sat 0800-1800 and sun 1000-1700) which would be free for the first hour.
- 8.94 A condition is suggested (6) to agree the exact details of the parking spaces in terms of hours, how each space will be allocated and how long the 'free' parking will be.

Cycle Parking Provision

- 8.95 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 the residential properties is provided at one space per bedroom as per the NWCAAP standards. These spaces are all located in a number of secure locations within the ground floor footprint of the buildings, within a reasonable walking distance to the allocated property, approximately 20 m. The proposals for cycle parking are acceptable, although there are some specific details relating to positioning of stands and door openings which need to be resolved, prior to the occupation of the building. These details can be resolved through an appropriate condition (13).
- 8.96 The proposed development also provides cycle parking spaces for visitors to the development around the northern and western elevations of the proposed development. In conjunction with these, there are groups of cycle parking located within the residential parking courts which provide spaces either for visitors to the local centre, which is to the east of this development site, or for visitors to any of the Lots 1, 2 or 3 which surround this area. In total 60 cycle parking spaces are provided for these purposes. There is an absence of visitor cycle parking provision to the south and east of the development. Officers have suggested that such provision could be provided for within the courtyard area, some of which could be beneath the undercroft of the Spine Building. A condition (14)

has been recommended that will allow for these details to be resolved prior to the occupation of the development.

Public Transport

- 8.97 The proposed residential units are located on average 300 metres 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, 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

- 8.98 The transport strategy on this site is aiming to be as sustainable as possible. The uniqueness of this site, with 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, 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.
- 8.99 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 points and streets proposed here are safe, and have raised no objections from the highway authority, and the 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

Existing Residents surrounding the site

- 8.100 The proposed development will sit central to the site underneath the agreed height parameters for the outline application as revised through the Section 73 approval. While the development will be clearly viewable from across the Ridge and Furrow Field from properties in Lansdowne Road and Conduit Head Road, the separation distance involved means that although they will be seen, and will change significantly from the current situation is considered that there will be no adverse impact on existing residents in terms of overlooking, overbearing or loss of light.
- 8.101 With regard to ensuring that the construction of the building does not impact upon any existing residents, 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 building will not adversely harm the amenity of existing residents and commercial businesses near to the site.

Future Occupants

- 8.102 The layout and design of the proposal provides good living conditions for future occupiers although gross internal floor areas vary depending on the unit typology, all of the units are generally aligned to the standards in the emerging Cambridge Local Plan (these policy standards can only be used as an indicator as the relevant policy for this site remains the NWCAAP).
- 8.103 The level of privacy afforded to street facing apartments on the ground floor was an issue raised both by officers and the Quality Panel. Additional work was undertaken to demonstrate and clarify the relationship of the ground floor units and passers-by on the street and this was presented within the application submission. A cross section through the development demonstrates that a good balance has been reached between the privacy of the ground floor dwellings and providing 'eyes on the street', through a slightly raised internal ground floor. Privacy is further reinforced by the 'Delfse Stoep' (natural stone setts, 1.5 m in depth around the building edge) and the planted 'buffer' strip, 2 m in depth adjacent to the Primary Street, which means that people will not be walking directly adjacent to the windows. This approach is compliant with the 'Thresholds and Interfaces' principles set out in the design code. We are therefore satisfied that Panel's concern has been addressed.
- 8.104 External amenity space is provided for within the site through three areas. There are two internal courtyards, which are the largest spaces for residents to use and congregate in, facilitating and nurturing the community environment that is one of the objectives behind this Lot. There are also private amenity areas adjacent to the ground floor flats, where the positioning of raised planters and use of different paving materials create a feeling of distance between footpaths and more private areas of the courtyards. Within these private areas are the entrances to individual flats and provide the occupants with the opportunity to furnish these areas as they wish. Finally, incorporated into the access galleries on the upper floors are areas that individual users can use.
- 8.105 This was also a point of discussion for the Quality Panel, who at the time commended the simple and generous unit plans, but felt that further work was required on the design and functionality of the access galleries to provide opportunities for communal meeting points. The quality and character of the access galleries was an area that officers too were keen to understand.
- 8.106 The design intention is that the galleries will become covered outside rooms where inhabitants will meet and interact. This has been facilitated

by the inclusion of sliding doors to living rooms so that residents have the opportunity to extend their living space to the access gallery, particularly where it has been widened to 1.9 m. These widened areas are off-set from the living areas of the apartments in order to maintain privacy for the future occupants. Furthermore, there has been a limit to the depth of these galleries because of the daylighting requirements set by the Code for Sustainable Homes. However, it is considered the proposals provide the opportunity for residents to inhabit the space adjacent to their apartments and officers are satisfied that Panel's concern has been addressed.

Noise

- 8.107 As part of the outline permission each reserved matters application is required to submit a noise attenuation/insulation scheme for residential units to protect the future occupiers against noise (Condition 50). This condition is particularly relevant for this proposal where there the primary street is located to the south of the site and the service yard associated with Lot, located to the east. The condition requires that the noise insulation scheme shall demonstrate that the 'good' external and internal noise levels recommended in British Standard 8233:1999 has been achieved.
- 8.108 The scheme submitted shows that all the ground level external spaces are acceptable, using the standards set out in the BS8233. This is predominantly because the external amenity areas are located within the centre of the development and as such, the building form protects the courtyard areas from harmful noise levels.
- 8.109 Indoor ambient noise level calculations have been provided to predict internal noise levels. 'Good' levels, as identified by the British Standard should be met when the spaces are ventilated with background ventilation (i.e windows closed and trickle ventilators open), but also that occupants should not have to experience unreasonable noise levels during hot weather and if reasonable noise levels could not be achieved with openable windows then alternative methods of rapid ventilation would be required.
- 8.110 There are properties on the eastern elevation of the scheme, whose bedrooms overlook the entrance to the service yard of Lot 1. The delivery hours associated with the supermarket have been restricted by condition as part of that application and limit delivery hours to between 0700 and 2300 hrs Monday to Saturday and 0900 to 1700 on Sundays and Bank and Public holidays. The noise assessment for this application has been undertaken on the basis of the hours stated above. The conclusion of this is that in order to provide natural ventilation to the bedrooms along the eastern elevation the ventilation grills require attenuation to prevent excess noise entering the room and disturbing the occupants. Within the assessment the specification of the vents and schedule of rooms that require these has been included.

8.111 Ultimately various different ventilation methods have been identified for different units depending on their location which have enabled the units to achieve the required criteria to satisfy Environmental Health Officers. A condition (8) is suggested to ensure that the works are carried out in accordance with the approved scheme.

Plant Noise

8.112 The assessment confirms that plant will be required and is typical of a residential scheme. Such plant is likely to be located in specific plant rooms where doors and ventilation openings will be required to meet specific standards. At this stage, the details of the specific plant is not available and for this reason, to protect the amenity of future users, a condition is recommended (9) which requires these details to be submitted prior to occupation of the development.

Flexible Social Space

8.113 The flexible space in the centre of the scheme is designed to be a multi-purpose area and for this reason can host a variety of activities, which may include music or singing practice. For this reason, the attenuation of the room needs to be correct. The assessment proposes to install a high performing concrete floor, which the Environmental Health officer considers it to be an acceptable approach.

Air Quality

8.114 Strategic air quality issues, and suitable mitigation measures were addressed at the outline stage. There is no specific issues arising from this reserved matters application. The Air Quality Assessment submitted with the application uses dispersion modelling to assess the impact of the magnitude of the change in emission associated with the energy centre proposed here. The assessment shows that there will be varied but small increases in ambient nitrogen dioxide levels on the wider site, where air quality is better than in the Air Quality Management Area (AQMA). The modelling indicates that increases in nitrogen dioxide levels near and within the AQMA, resulting from the energy centre emissions, will be barely perceptible. Therefore the application is compliant with NWCAAP policy.

Contamination

8.115 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.

8.116 It is considered that the proposal is compliant with the NWCAAP (2009) policies NW2 and NW28.

Sustainability

- 8.117 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.
- 8.118 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 the design of homes so that they are dual aspect, allowing natural cross ventilation, rather than using mechanical ventilation.

Code for Sustainable Homes

- 8.119 Policy NW24 of the North West Cambridge AAP requires the achievement of Level 5 of the Code for Sustainable Homes for the majority of new homes on site. To this end, a Code for Sustainable Homes credit summary has been submitted showing how these requirements will be met, based on the worst performing units, an approach which is fully supported. This summary shows that the units are capable of achieving Code Level 5, which is fully supported.
- 8.120 The Code sets a minimum carbon reduction of 100% against target regulated emissions to meet Level 5. In order to achieve this, Lot 3 brings about a combination of energy efficiency technologies to achieve this reduction. These include the district heating and roof mounted PV panels. It is proposed to mount approximately 1900 sqm of PV's on the roofs of the buildings which will deliver 240 KW of power to the flats. The PV's will be connected to a central point in the flats rather than individual homes. The strategy all proposes to investigate the installation of smart meters, which would allow residents to monitor their energy and water consumption.
- 8.121 The sustainability proposals integrated within this scheme meet the requirements of the outline consent, and policy NW24 of the NWCAAP.

Waste

- 8.122 Waste collection for the residential element of the proposal will use the underground bin system integrated within the street scene. Residential accommodation is bound by carrying distances stipulated within the design code, which requires all properties to be within 50m walking distance and 70% within 35m. These bins will collect three streams; mixed (comingled)

recyclables, paper and residual waste. Green waste is dealt with separately (see below).

- 8.123 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. This is particularly important in this instance as some of the bins also serve adjacent residential properties not part of this application, and bins should not therefore be double counted.
- 8.124 For this particular proposal six sets of bins have been provided within the public realm that surround the Lot. Each set comprises either 3 or 6 bins. The assumed waste generated for this proposal is based on the RECAP guidance and has been agreed with relevant internal officers, and takes into account adjacent lots as explained above. There is sufficient capacity provided for and 98% of properties lie below 35m walk distance and all are under 50m as per the design code. 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. As the design of the bin is yet to be finalised, a condition is suggested in order to approve the above ground hoppers (10), and a method of fill monitoring (11) is also conditioned to ensure that the local authority can efficiently empty the receptacles enabling capacity to exist for residents.
- 8.125 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). Due to the phased development approach, in the early stages an In-vessel Composter is not viable. For this reason, the approved Green Waste Strategy agrees to a staged process that will remain under review, but begins with a centralized green waste collection area to the south of the site, where residents can visit with excess amounts of green waste. For smaller amounts of green waste, compost bins are located within the communal gardens, which will be for non-animal food waste and will be managed by the residents of the Lot with assistance from the Estate Management Company. In order to ensure that the specific details of the compost bins are acceptable, a condition (12) is recommended that these are provided prior to occupation of the development.
- 8.126 It is considered that the proposal complies with policy NW2 of the NWCAAP.

Construction

- 8.127 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.

8.128 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.

8.129 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.

8.130 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.

Public Art

8.131 No public art is proposed as part of this application, which is in accordance with the public art strategy. A major commission will take place within the local centre which will come forward in line with the market square reserved matters application.

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 complex levels of this site have brought forward a proposal that is varied and incorporates a community use into a predominately residential scheme as well as a public route through that is well articulated and welcoming. The proposal 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 and informatives:

1. Prior to the commencement of development, except for any underground enabling works, of the buildings approved and identified below, samples of the materials to be used in the construction of the external surfaces of

those buildings, shall be submitted to and approved in writing by the local planning authority.

- i) All external materials associated with the seven blocks comprising Lot 3
- ii) All rainwater goods
- iii) All materials associated with hard landscaped areas within the internal courtyards
- v) External features such as windows, doors and lintels

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 commencement of development, except for any underground enabling works, of the areas of public realm approved and identified below, samples of the materials to be used in the construction of the external surfaces of those specified areas (which include, kerbs, footways, cycleways, carriageway, bin laybys and on-street car parking bays) shall be submitted to and approved in writing by the local planning authority.

- i) Access Lane between Lots 1 & 3
- ii) Parking Courtyard East
- iii) Parking Courtyard West

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)

3. The development hereby approved shall be constructed in accordance with the revised surface water drainage strategy document titled North West Cambridge Lot 3 Reserved Matters Application Surface Water Drainage Strategy dated February 2014 (Ref: NWC1-URS-03-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 the commencement of development, details of the linear drainage and gullies along with the final method of surface water collection shall be submitted to and approved by the local planning authority. 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)

5. Data shall be collected on an annual basis from the anniversary following first occupation until all key worker homes are occupied within Phase 1 as identified through the approved sit wide phasing plan, to identify the number of applicants for key worker housing parking spaces. The outcomes of this data shall be submitted with, and inform parking strategies for any key worker housing development within Phases 2 to 7 as identified through the approved phasing strategy.

REASON: To protect the amenity of the nearby residential properties. (NWCAAP Policy NW2).

6. Prior to first use of the development hereby approved, details of the pay and display times (or any specific allocation), including any 'free' period, for each parking spaces hereby approved including signage of said times, along with the opening and closing times of the underground car park shall be submitted to and approved by the local planning authority. The details shall also include the method of management and enforcement of these spaces and the development and management shall be carried out in accordance with the approved details.

REASON: To ensure that there is adequate parking spaces available for the uses proposed and in the interests of vitality and viability of the local centre (NWCAAP Policies NW19 and NW21).

7. The allocation of visitor and permit holder's car parking spaces along the access lane shall be carried out in accordance with drawing NWC1-MOL-01-ZZZ-GF-DRG-AR-0005 PA1 associated with planning permission 13/1748/REM.

REASON: To ensure that there are adequate parking spaces available for the uses proposed and in the interests of vitality and viability of the local centre (NWCAAP policies NW19 and NW21).

8. The residential section of the development hereby approved shall be constructed completely in accordance with the approved plans and noise insulation / attenuation scheme recommendations and principles as detailed in the submitted URS document titled "North West Cambridge – "North West Cambridge – Lot 3 Reserved Matters Application Noise Insulation Scheme dated December 2013 (Ref: NWC1-URS-03-LTW-XX-RPT- AC-0005 PA1".

Prior to occupation a noise insulation scheme post construction / installation verification / completion report for the residential units to include details of the airborne acoustic attenuation specification / performance standards of the external building facades structural elements, airborne acoustic performance test certificates as appropriate and confirmation of satisfactory workmanship, installation and performance, shall be submitted to and approved in writing by the Local Planning Authority (LPA).

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 protect the amenity of residential properties (NWCAAP Policy NW2).

9. Prior to occupation, a scheme to minimise the level of noise emanating from plant associated with the development, ensuring that the rating level of the noise at the boundary of the premises hereby approved (having regard to noise sensitive premises) and at the nearest residential unit within the development is less than or equal to the 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.

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 protect the amenity of residential properties (NWCAAP Policy NW2).

10. Prior to the installation of any above ground waste hoppers, detailed drawings of the hoppers and the associated floorplate shall be submitted to and approved in writing by the local planning authority. The approved hoppers and floorplates shall be installed and operational, prior to the occupation of the units to which they serve. Development shall be carried out in accordance with the approved drawings.

REASON: To ensure that the appearance of the underground waste hoppers and floorplates are appropriate. (NWCAAP policy NW2)

11. The underground waste hoppers hereby approved shall include a method of monitoring fill levels.

REASON: To ensure that there is sufficient capacity within the underground system for future occupiers. (NWCAAP policy NW2)

12. Prior to the installation or construction of any communal composting bins, detailed drawings of the bins and their location in the communal gardens shall be submitted to and approved in writing by the local planning authority. The approved composting bins shall be installed prior to the occupation of the approved development. Development shall be carried out in accordance with the approved drawings.

REASON: To ensure that the appearance of the communal compost bins and their location are appropriate. (NWCAAP policy NW2)

13. Prior to the installation of any cycle stands, detailed drawings of the layout of each cycle store within the ground floor footprint of the approved development shall be submitted to and approved in writing by the local planning authority. The approved location of the stands shall be installed and operational prior to the occupation of the units to which they serve. Development shall be carried out in accordance with the approved drawings.

REASON: To ensure that the layout of the cycle stores is efficient and provides satisfactory provision for future residents. (NWCAAP policy NW17).

14. Prior to the occupation of the development, details of visitor cycle parking within the internal courtyards of Lot 3 shall be submitted to and approved in writing by the local planning authority. The stands shall be installed prior to the occupation of the development. Development shall be carried out in accordance with the approved drawings.

REASON: To ensure that the development provides appropriate cycle parking provision for visitors to the development. (NWCAAP policy NW17).

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

D-A-G900-RMA	P1
D-A-G901-RMA	P1
D-A-G099-RMA	P1
D-A-G100-RMA	P1
D-A-G101-RMA	P1
D-A-G102-RMA	P1
D-A-G103-RMA	P1
D-A-G104-RMA	P1
D-A-G105-RMA	P1
D-A-G401	P2
D-A-G402	P2
D-A D410	P2
D-A-D411	P2
D-A-D412	P2
D-A-G2-03	P1
D-A-G501	P2
D-A-C1-01	P1
D-A-C2-01	P1
D-A-D4-01	P1
D-A-D4-01	P1
D-L-902-RMA	P1
D-L-902-RMA	P1
D-L-500-RMA	P1

NWC1-MEC-03-LTW-03-SCH-AR-2000
NWC1-MEC-03-LTW-GF-SCH-AR-0001

PA2

NWC1-MEC-03-LTW-01-SCH-AR-0001	T01
NWC1-MEC-03-LTW-02-SCH-AR-0001	T01
NWC1-MEC-03-LTW-03-SCH-AR-0001	PA2
NWC1-MEC-03-LTW-04-SCH-AR-0001	PA2
NWC1-AEA-03-CE1-XXX-DRG-LD-8101	P01
NWC1-AEA-03-CE1-XXX-DRG-LD-8200	P01
NWC1-AEA-03-CE1-XXX-DRG-LD-8201	P01
NWC1-AEA-03-CE1-XXX-DRG-LD-8202	P01
NWC1-AEA-03-CE1-XXX-DRG-LD-8301	P01
NWC1-AEA-03-CE1-XX-DRG-LD-8302	P01
NWC1-AEA-03-CE1-XX-DDE-LD-8303	P01
NWC1-AEA-03-CE1-XXX-DRG-LD-8401	P01
NWC1-AEA-03-CE1-XXX-DRG-LD-8402	P01
NWC1-AEA-03-CE1-XXX-DRG-LD-8501	P01
NWC1-AEA-03-CE1-XXX-DRG-LD-8502	P01
NWC1 -TLA-LB-ZZZ-XX-DRG-LD-0004	PA1
NWC1 -TLA-LB-ZZZ-XX-DRG-LD-0303	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0005	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0006	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0007	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0008	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0009	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0010	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0011	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0012	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0019	PA1
NWC1-URS-03-LTW-XX-DRG-CE-0020	PA1
NWC1-URS-ON-010-XX-DRG-CE-8003	PA1

RECAP Waste Toolkit revised February 2014
 Sustainability and Energy Statement November 2013
 Air Quality Assessment November 2013
 Site Waste Management Plan November 2013
 Utilities and Foul Drainage Statement November 2013
 Biodiversity Survey and Assessment January 2014
 Piling Risk Assessment November 2013
 Transport Statement, Rev 1.3 February 2014
 Addendum to Transport Statement February 2014

REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Contact details

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

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APPENDIX A PLANNING SITE HISTORY

Reference	Description	Outcome
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Strategic Approvals		
11/1114/OUT & S/1886/11	Outline for 3,000 dwellings; up to 2,000 student bedspaces; employment floorspace, including commercial and academic floorspace; retail floorspace; Senior Living; Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries; Hotel; Energy Centre; and associated infrastructure including roads, pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.	Approved
13/1402/S73 and S/2036/13/VC	Section 73 application to vary condition 69 (Drawing Numbers) of 11/1114/OUT and S/1886/11.	Approved

Infrastructure Approvals		
13/0279/FUL	A temporary access road from Madingley Road into the North West Cambridge site for a period of 10 years and associated works.	Approved
13/0537/REM and S/0857/13/RM	Stripping of topsoil and temporary storage for the period of construction works including a temporary car parking area for up to 350 vehicles for a period of 10 years.	Approved
13/1258/FUL	Construction of highway embankment on Madingley Road including associated infrastructure.	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. (2) Phase 1 infrastructure initial Western Edge earthworks, surface water lagoon excavation, two stage channel and engineered road build up on utility corridors.	Approved
13/1740/REM and S/2533/13/RM	Reserved Matters Approval is sought, pursuant to 13/1402/S73 and S/2036/13/VC, for the formation and finishes of part of the Western Edge.	Approved

'Lot' Approvals		
13/1400/REM and S/2044/13/RM	325 post graduate bed spaces, part of strategic green corridor, part of strategic cycle and pedestrian route and associated infrastructure.	Approved
13/1748/REM	Foodstore and retail unit, 117 residential units, a primary health care centre, a police office, a district heating energy centre, access roads, including bollard controlled street and associated infrastructure and ancillary structures.	Approved
13/1828/REM	Community centre and nursery, including public realm and associated ancillary structures.	Pending consideration

13/1827/REM	232 residential units, residential car parking courts for wider local centre uses and the adjacent access Lane and associated ancillary structures.	Pending Consideration
14/0109/REM	73 residential units, car and cycle parking , landscaping, utilities and associated structures.	Pending Consideration