

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 16th April 2014

Application Number	14/0109/REM	Agenda Item	
Date Received	21 January 2013	Officer	Mark Parsons
Target Date	22 April 2014		
Ward	Castle		
Site	Lot 8 located within land between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire		
Proposal	73 residential units, including 20 one bedroom key worker units and 53 two bedroom key worker units, alongside car and cycle parking, landscaping, public realm, utilities and associated ancillary structure pursuant to 13/1402/S73.		
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	Relevant 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 approved by the JDCC in February. In March a further 232 Key Worker Units (Lot 3) and community centre/nursery were approved (Lot 7).

- 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 central to the wider site, and is central to the first phase of development. It lies around 350 metres to the north of Madingley Road Park and Ride. With regard to residential properties, the Lot is located approximately 350 m from properties within Conduit Head Road and Lansdowne Road to the south east and approximately 320m from the boundary of residential properties to the north, on Huntingdon Road. The entire Lot 8 proposal lies within Cambridge City Council's administrative boundary, although the site is adjacent to the administrative boundary with South Cambridgeshire District Council (Girton Parish).
- 1.2 The site is triangular in shape and addresses two important areas of public realm. To the north is a section of the approved primary street, beyond which is the Veteran Oak which will form part of a new amenity space within the development. Running along the western boundary of the proposal is a section of the Ridgeway (a strategic cycleway approved through 13/1400/REM). The Ridgeway then turns east towards the local centre and bounds the southern part of the site.
- 1.3 The eastern part of the site adjoins two 'Lots' that are yet to proceed in terms of design, earmarked as Hotel and Senior Care within the masterplan. The proposed site will form the north west corner of the local centre. 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 veteran oak which is subject to a Tree Preservation Order.

2.0 THE PROPOSAL

- 2.1 The planning application seeks approval for 73 key worker units with associated infrastructure and amenity courtyard. Also included within this application is the access lane to the east of the courtyard which will include underground bins and car parking spaces.
- 2.2 The proposed building wraps continuously around the south, west and north of the site fronting the Ridgeway and Primary Street. The building can be read in three elements, 'building A' which fronts the local centre and wraps around to the Ridgeway and is predominantly 5 storeys dropping down to three storeys on the western elevation and four storeys on the southern elevation (although the drop to four storeys is a 'cut out' which leaves five storeys to the rear section of the building).
- 2.3 'Building B west' continues the three storey massing along the Ridgeway before stepping up to five storeys to the northern part of the building

(building B north). The three and five storey elements are connected via a single storey brick wall. 'Building B north' is five storeys and fronts the primary street, it steps down to four storeys before the building kinks slightly.

2.4 To the east of the building is a secure amenity court for residents, and beyond that an access lane which will provide car parking and underground bin provision for the residents. To the south of the access lane is a small amenity square that can be accessed from the 'walkthrough' under building A.

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

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

2.6 Following the consultation period, and officer assessment of the application, clarification/amendments have been made to some drawings, but no new strategies have been received.

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) and National Planning Practice Guidance (2014)**

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.

On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a national planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched.

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

The surface water drainage strategy is acceptable in principle and a condition is suggested to ensure that works are carried out in accordance with that strategy. A condition is suggested with regard to piling, along with a number of comments relating to pollution.

Cambridgeshire County Council (Highways & Transportation)

Following review of the Transport Statement has revealed the assessment of Lot 8 is in accordance with the land-uses and trip generation assessed as part of the 2011 Transport Assessment and therefore is acceptable to the County Council.

The internal street will not be adopted by the Highway Authority; however, the tree pit details as shown appear to undermine the structural integrity of the adjacent hard paving that would be carrying vehicles, including refuse trucks.

These initial concerns have been addressed through the receipt of amended plans.

Architectural Liaison Officer

In terms of crime risk, North/West Cambridge is an unknown quantity. It is therefore difficult to comment in terms of crime risk. In general, there are not too many issues in terms of the risk from crime and disorder. There are however a couple of points worth raising.

- The cycle store in block 'A' shows railings, these will need to be secured to the fabric of the building (top and bottom) to reduce the risk from crime.
- It would preferred if the entrance doorway (that sits under the undercroft) were in open view and not hidden out of view under the building.
- There would still be two levels of security for the bikes, as the Sheffield stands are within a gated courtyard, which only Lot 8 residents have fob/key entry access to, and the bikes are furthermore locked to Sheffield stands.

Cambridge Fire and Rescue

The number of, and location of fire hydrants will be determined following a risk assessment.

Quality Panel

The Quality Panel viewed the application at the pre-application stage on 30 July 2013. Their comments are set out in full within Appendix 4.

6.2 Internal Consultations

Urban Design and Conservation

The proposals will create a high quality and well-designed scheme within phase 1 at 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

The proposal is acceptable although two points of detail regarding tree pits need to be clarified and a change of species for the Oak which is planted too close to the building. These points have been addressed through the receipt of amended plans.

Sustainable Drainage Officer

The surface water drainage strategy is satisfactory and therefore there are no comments to make on this application.

Senior Sustainability Officer

The detailed and comprehensive level of information that has been presented in relation to the approach being taken as part of Lot 8 to deliver an exemplar development that meets the requirements of the AAP is fully supported.

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 including noise details of the proposed substation.

7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

Girton Parish Council

The Parish Council's Committee raised concerns about the adequacy of car parking provision – the accommodation is for keyworkers so it is hoped that there is more control over car parking.

It was noted that flats have open plan kitchen/dining room accessible from a bathroom, and the Committee raises concerns with this. Providing that officers are happy with the design, the application was approved with one abstention.

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.

The following address wrote in support of the application

- 1 Sheppard Flats, Storeys Way

However, from the content of the representation it would appear that the support relates to the site office, and temporary community facility already approved through a previous 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

8.2 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.

8.3 The outline consent granted includes approval for up to 3000 residential units, of which 50% will be affordable key worker units. A table identifying the total of units approved and pending determination is shown below and shows that the number of units sits well under the total quantum approved:

Tenure type	Approved	Pending	Total	Outline Limit
Key Worker Housing	349	73	422	1500
Market Housing	0	0	0	1500
Student Bedspaces	325	0	325	2000
Total	674	73	747	5000

8.4 The proposal also includes the access lane to the east of the key worker units. This street will link into the Primary Street, which was granted approval at the December 2013 meeting of the Joint Development Control Committee. The access lane shall be used by local vehicular traffic, for car parking and waste collection trucks.

Compliance with Parameter Plans and Strategic Conditions

- 8.5 The proposal complies with all of the parameter plans as approved under the section 73 outline approval ref: 13/1402/S73.
- 8.6 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).
- 8.7 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.
- 8.8 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 8 is located on the north western fringe of the Local Centre and has key frontages to the Primary Street (north), and the Ridgeway to the west and south. 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 8.25 at the end of this section. Their comments are set out in full at appendix 4 of this report.

Height and Massing

- 8.12 It is considered that the height and massing proposed through Lot 8 works well to respond to its varied emerging context. The north west corner of 'Building B North' and the south west corner of 'Building A' form the tallest elements of the proposal at 5 storeys, successfully addressing and defining the larger key public spaces of Ridgeway Place and Veteran Oak Gardens, as well as help to reinforce the legibility of the wider development.

- 8.13 The three storey element of the proposal (Building B west) works well with the scale of the adjacent Lot 5 approved through planning consent 13/1400/REM and overall creates an intimate character along the Ridgeway. The variation in heights between this 3 storey element and the 5 storey corner buildings, allows the taller forms at the important north-west and south-west corners to be accentuated in an elegant manner.
- 8.14 The proposed buildings sit within 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

- 8.15 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 8 – Local Centre Mixed Use Block'. The arrangement of buildings provides well defined and strong edges to adjacent streets, and the overall approach of creating three almost separate buildings allows the scheme to address, define and respond to the varying character of adjacent key spaces of Veteran Oak Gardens, the Ridgeway and the corner of Ridgeway Place. The 'kink' in the building line of 'Building B north', which pulls away from the Primary Street, helps to reinforce the character of Veteran Oak Gardens, and deflect and open up views to the Ridgeway from adjacent streets and spaces.
- 8.16 The location of a pedestrian route and 'access lane' that provides an informal link from Ridgeway Corner northwards to the Primary Street is supported. The submitted design and access statement clearly demonstrates the quality and character of this route, and together as a sequence of spaces, has the potential to create a more complex and interesting townscape to this part of the development. The design of the pedestrian passageway itself with 'built in' seating has the potential to encourage interaction at this important corner.
- 8.17 Through the passageway to the rear of the buildings a 'Public Courtyard' is proposed with a cluster of feature tree planting that terminate glimpsed views in from Ridgeway Corner. The last in the sequence of spaces along the informal public route is the 'access lane', which is well overlooked from upper floors of the proposed buildings, and has been sensitively designed to keep vehicle speeds low and to ensure that parking does not overly dominate.
- 8.18 Whilst Lot 8 forms one part of a larger perimeter block that will eventually be completed by two other lots to the east (earmarked as hotel and senior care uses within the masterplan), the proposed layout is considered robust so as not to prejudice the future design of the adjacent lots yet to come forward. Overall, the layout of the buildings and the route through the Lot accords with the principles set out in the design code.

Active Frontages and Entrances

- 8.19 The variation of unit typology proposed through this scheme is used successfully as a tool for activating and providing good levels natural surveillance of adjacent streets and spaces. The proposal has dual aspect ground floor apartments on 'Building B north' with private access or 'front doors' direct from the Primary Street. Both the shared entrances for the walk-up units in 'Building B west' accessed directly from the Ridgeway, and the internal configuration of the apartments themselves, help to provide good levels of active frontage onto the public realm, by creating movement and visual relationships between the person outside and the activity inside.
- 8.20 A degree of active frontage and natural surveillance is provided onto the pedestrian passageway and seating area at Ridgeway Corner by the highly glazed entrance lobby to the apartments in Building A. A private entrance to ground floor apartment A1.1 is proposed, and although the architectural liaison officer has some concerns over this, officers consider that the entrance itself will further activate this route making it safe.
- 8.21 The location of cycle storage, is supported and will help to animate this corner of Ridgeway Place through the comings and goings into this space; the use of railings will ensure that there is adequate visibility both from within the space looking out and vice versa.
- 8.22 Overall, entrances themselves are clearly identifiable and reinforce by well-defined threshold spaces. Generous levels of defensible space by way of planted areas, is proposed in front of all ground floor apartments, creating a degree of privacy.

Elevations and Materials

- 8.23 It is considered that facades proposed through this scheme are elegant and well ordered, generous window reveals create shadow lines and depth. The base of all three buildings is also well expressed; the variation of window scale and alignment, the use of brick string course, and the projecting concrete framing of windows and entrances, further reinforces the regular rhythm and feeling of solidity. Furthermore, when looked at with the adjacent student bedspaces, the proposed elevations will work well, as this proposal also possess a degree or regularity and order to the facades.
- 8.24 The materials proposed; a buff brick, with bronzed anodised window frames are high quality materials and maintain a consistent material palette between the two architects' buildings either side of the Ridgeway. The material palette, whilst simple and restrained, demonstrates the unity between different tones and textures; the principle of incorporating local accents of colour at key corners through glazed brickwork will add some identity and variation and is welcomed.

Quality Panel

- 8.25 The Cambridgeshire Quality Panel reviewed this proposal on 30 July 2013. Overall the panel considered this to be a 'very solid scheme with a heartening depth of detail' although some comments were noted which have been addressed below. The full minutes from the meeting are attached as Appendix 4.

Comment

- (i) Panel noted that the southernmost block was capable of conversion to retail, which was a sensible option- it could also form an appropriate location for the estate management office.

Response

The ground floor unit is currently proposed as cycle storage for the residential properties. The proposal has been designed so that there could be potential for future adaption into retail space but this would form part of a future planning application. At the pre-application stage sensitivity testing for re-location of the cycle provision was carried out, and there is the ability to replace the ground floor spaces within the private courtyard (to the south of those proposed), but the suitability of this would have to be assessed via a future application. The proposal in front of the committee does not include the potential to change the use of the ground floor.

Comment

- (ii) The Panel felt that the quality of the inner courtyard was marred by the need to accommodate a large number of cycles.

Response

The provision of cycle space within the scheme has been balanced taking into account convenience, amenity and impact on the public realm. While some cycle spaces have been provided at the ground floor, internal to the building, when developing at this density, providing all spaces at ground floor level could start to overly dominate the ground floor. It is considered that the proposal represents a balance of cycle provision locations which are convenient for residents, but which does not overly dominate the amenity courtyard for residents.

Comment

- (iii) Activity in and around the site will depend on how potential neighbouring properties evolve- more detail on adjoining sites would be useful.

Response

While assessing this proposal along with adjoining sites would have been ideal, large developments such as this always come forward in phases and some proposals will inevitably be in advance of others. The role of the design code is to help manage this and establish site wide rules to ensure co-ordinated development. Notwithstanding this any future proposal will need to work within the context of any approved scheme and deal with any constraints this poses.

Comment

- (iv) The Panel appreciated the elegant character of the proposals. There is a clear and attractive treatment of the massing, with variation in height to express corners and important parts of the three outward facing elevations. The restrained colour palette of neutral pre-cast concrete and brickwork, accentuated by colourful incidents was particularly appreciated. Particular reference was made to the north facing corner elevation which creates a visual cohesion. The building demonstrated a texture and depth with deep reveals in the windows.

Response

Officers agree, and the design, detailing and materials are supported.

Comment

- (v) The Panel questioned the use of north facing flats, but it was pointed out that most units were dual fronted. There are no private balconies but the walkways are slightly deeper than required and the Panel welcomed the use of the access balconies as a social space.

Response

Units within the northern building are dual aspect and 69 of the 73 units within the scheme achieve the maximum CfSH credits for daylighting. The wider walkways will provide opportunity for people to sit out and use as balconies overlooking the amenity area and access lane. Given the amount of amenity available for residents (in different forms) across the site individual balconies cannot be insisted upon in this instance.

Comment

- (vi) The Ridgeway view of entrances with a small private garden could be an attractive feature, but will depend on tenants taking ownership and the quality of site wide management. The lack of cycle parking to the front elevation of the development was also noted as a deficiency.

Response

The defensible space along the frontages is an attractive feature and would form part of the site wide estate maintenance. Some cycle parking is now visible from the public realm at the base of Building A.

Comment

- (vii) The diagonal entrance at the southern corner with its splash of colour was particularly appreciated.

Response

Officers agree that this is a well-considered part of the proposal.

Comment

- (viii) The Panel questioned how the roof is used. As with other schemes, to meet the demand of code 5, the roof needs to be dedicated to photovoltaic panels. The opportunity to use flat roofs as social spaces was mentioned by the panel. This was to become a recurring theme with different provision across other lots.
- (ix) The Panel were concerned at the lack of shading to some south and west facing windows leading possibly to overheating. Most units benefit from dual aspect or at least corner situations which was considered a positive benefit. All units will be naturally ventilated and will also include a mechanical system.

Response

The roof plan does include a large amount of PV panels which will be screened by the use of parapet roofs. Roof gardens are being used in some of the 'Lots' coming forward but not in this instance. The issue of shading and ventilation has been examined by officers who are content that the proposal will not lead to overheating.

Design conclusion

- 8.26 In general, the Panel were very satisfied with the architectural approach. They were pleased to see such a well thought through and detailed proposal in which the construction detail had also been considered. The Panel also were very comfortable with the minor deviations from the parameter plans at that time- it should be noted that these minor deviations formed part of the S73 approval which this application is pursuant to.

Landscape and Public Realm

- 8.27 With regard to the landscape and public realm, there are two elements to consider; the internal landscape associated to Lot 8, and the access lane situated to the east of the proposal. Both 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.

Internal Landscape

- 8.28 The courtyard garden provides semi-private amenity space for the immediate residents. The garden has a central lawn area with seating and tree planting along with herb beds, fruiting hedges, apple trees and a feature tree central to the garden. Landscape officers had initially raised concern that the proposed feature tree was an oak, which at 6 metres to the building could, at full maturity present problems. This specimen tree has been amended to 'Green Vase' (Japanese Elm) which has overcome the concern.
- 8.29 The boundary between the internal courtyard and the access lane is formed partly by the cycle storage, and partly by a fence. Both the cycle store and the fence will have a hedge planted in front, a detail which is also used to define and 'break up' areas of parking. The proposed steel fence/gates are expected to tie in and match the bronze colour of the metalwork proposed on the buildings themselves. The cycle storage area will also have a wildflower and sedum green roof. Collectively, these features are considered to provide a layered landscape approach that will provide a softened appearance to this boundary onto the access lane.

Access Lane

- 8.30 The access lane provides for a public route, which connects Ridgeway Place within the local centre to the Primary Street, through a passageway underneath building A of this proposal. The access lane provides for a small intimate square (southern courtyard) with feature trees planted central to the space to act as a 'draw' underneath the building into the space.
- 8.31 Once into the space the route moves north towards the Primary Street and is a low speed street which accommodates perpendicular parking spaces in groups of no more than four spaces interspersed with trees. It also accommodates the underground bin storage for the proposed units in two banks of three bins.
- 8.32 Initially the southern courtyard will allow for turning of refuse vehicles until the neighbouring parcels are built out. Once the neighbouring plots are built out a refuse vehicle will be able to continue through the Hotel Lot and out into Bus Gate Street, and the southern courtyard will narrow down and will need to be looked at again in the context of what is being proposed on the neighbouring Lot. The proposals here do not prejudice in any way the adjacent Lot, or the ability to collect refuse from the site effectively.

Conclusion

- 8.33 The landscaping principles and associated materials have been developed in consultation with the council's technical officers, and it is considered that the proposal will provide for a high quality amenity space for residential along with an interesting public route between the local centre and primary street. The proposals conform to the approved design code, and is compliant with policies NW1, NW2 and NW4 of the NWCAAP.
- 8.34 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. Conditions (1 and 2) have 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

- 8.35 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.
- 8.36 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>

- 8.37 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.

- 8.38 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.
- 8.39 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.
- 8.40 Although there are 73 affordable key worker units proposed, which is single tenure, there are a good split of units sizes (20 one bedroom and 53 two bedrooms), and a good mix of unit typologies (apartments ranging in size, shape and facilities including accessible units).
- 8.41 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

- 8.42 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).
- 8.43 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

- 8.44 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.
- 8.45 The drainage strategy for this proposal has been developed using a hierarchal approach looking to manage surface water as close to source as possible. There is permeable surfacing proposed within the access lane, along with green roofs on the cycle storage. 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).
- 8.46 The strategy submitted has received support by technical officers as it provides all the necessary detailed information and fits in with the wider outline strategy approved as part of the outline approval, ensuring that the impact of the development downstream is consistent with that which exists under current greenfield conditions.
- 8.47 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.
- 8.48 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

- 8.49 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

- 8.50 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

- 8.51 The strategies submitted as part of this reserved matters application have been assessed and are supported. A condition is imposed to secure the provision of the detailed surface water drainage strategy (condition 3). 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

- 8.52 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.
- 8.53 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 9 bird nest sites on this Lot.
- 8.54 The proposal is for 9 nest boxes of 'bird brick houses' which comprise a cavity in the wall covered by a false brick front. Two sparrow boxes are to be provided on the north elevation and one sparrow box on the east elevation to the courtyard along with a further six swift boxes.
- 8.55 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

- 8.56 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.

- 8.57 Notwithstanding this, a transport statement has been provided with the application confirming the proposed trip rates in association with the proposed development. The County Council transportation team has confirmed that the detailed information is in line with the outline approval, and rates applied to the uses, along with the impact both internal and external to the site, are acceptable and have no objection to the proposed development. 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

- 8.58 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.
- 8.59 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.
- 8.60 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.
- 8.61 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

- 8.62 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. 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.
- 8.63 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.
- 8.64 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

- 8.65 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.
- 8.66 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 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

- 8.67 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.
- 8.68 This proposal for Lot 8 includes a 15 spaces within the access lane which will be part of the wider pool. These spaces will serve residents within Lots 8 and possible other nearby lot(s). The remaining spaces are to be provided within Lots 2, 3 and 4. In addition to the residential spaces a further 54 visitor spaces are proposed in the first phase.
- 8.69 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.
- 8.70 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.
- 8.71 It is considered that parking outside of this wider site in the surrounding residential streets is unlikely 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.
- 8.72 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 (4) 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

- 8.73 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).
- 8.74 This condition has been successfully discharged and links into this application which provides for 13 spaces to the eastern side of the access lane. Additional spaces will/have come forward through other 'Lots' but the condition ensures that the comprehensive strategy can be retained.

Management

- 8.75 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.
- 8.76 Some designated spaces in the access lane would be subject to permits during office hours (Mon- Fri 0800-1800), which will be used for the office use within the local centre. These spaces would be available for wider use in the evening.
- 8.77 A condition is suggested (Condition 5) 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

- 8.78 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 building or within the secure courtyard. All spaces are within a reasonable walking distance to the allocated property.
- 8.79 Some visitor cycle spaces are provided through the approved Lot 5/Ridgeway application (13/1400/REM), and Primary Street application (13/1401/REM) which provides for 14 hoops (28 spaces) towards the southern corner and northwestern corner of Lot 8.

Public Transport

- 8.80 The proposed residential units are located on average 140 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

- 8.81 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.
- 8.82 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

- 8.83 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. When looked at in the context of existing residents the separation distance involved mean that there will be no adverse impact on existing residents in terms of overlooking, overbearing or loss of light.
- 8.84 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

- 8.85 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).
- 8.86 All units in the proposed scheme are dual aspect, which enable high quality residential spaces with many inherent benefits including better daylight, cross ventilation, a choice of views. Girton Parish Council noted that some of the units have open plan kitchen/dining room accessible from a bathroom, and their Committee raises concerns with this. Officers are content that there are no amenity concerns with this arrangement which assists in providing dual aspect living rooms. The internal layout has been looked at by Environmental Health Officers who were concerned that the internal layouts may not comply with fire safety guidelines. The applicants have provided clarification of sprinkler and fire detection systems in response to this concern, and while this does not fall under the remit of planning legislation, sufficient comfort has been provided that the proposed typologies are robust and will not require amendment following any approval, should it be granted.
- 8.87 The ground floor units in Building B facing onto the Ridgeway and the Primary Street have a good level of planting in front to provide defensible space to those residents. The Ridgeway properties are set back 2 metres from the public footpath, and the primary street properties are set back between 2m and 6m from the footpath. The level of privacy afforded to street facing apartments on the ground floor is acceptable both externally to the public realm and internally to the courtyard. Those properties that face out onto the southern courtyard also have 2m defensible space.
- 8.88 External amenity space is provided for within the residential main courtyard. There are more strategic green spaces located within small walking distances from the proposed development, both in the western edge, and strategic gap, with sports pitches and play areas provided as part of the wider development.

Noise

- 8.89 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.

- 8.90 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.
- 8.91 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.
- 8.92 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 (condition 6) is suggested to ensure that the works are carried out in accordance with the approved scheme.

Plant Noise

- 8.93 An electricity substation is to be provided at the base of Building A, which can be accessed from the southern courtyard/access lane. 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 (Condition 7) which requires these details to be submitted prior to occupation of the development.

Air Quality

- 8.94 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, therefore the application is compliant with NWCAAP policy.

Contamination

- 8.95 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.
- 8.96 It is considered that the proposal is compliant with the NWCAAP (2009) policies NW2 and NW28.

Sustainability

- 8.97 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.

- 8.98 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

- 8.99 Policy NW24 of the North West Cambridge AAP requires the achievement of Level 5 of the Code for Sustainable Homes for the 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.
- 8.100 The Code sets a minimum carbon reduction of 100% against target regulated emissions to meet Level 5. In order to achieve this, Lot 8 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 500square metres 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.
- 8.101 The sustainability proposals integrated within this scheme meet the requirements of the outline consent, and policy NW24 of the NWCAAP.

Waste

- 8.102 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).
- 8.103 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.

- 8.104 For this particular proposal 3 sets of bins have been provided within the public realm that surround the Lot. Two sets comprise 3 bins with one 6 bin set. 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 81% 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 (Condition 8), and a method of fill monitoring (Condition 9) is also conditioned to ensure that the local authority can efficiently empty the receptacles enabling capacity to exist for residents.
- 8.105 Two of the sets of bins are situated along the access lane, in the interim, before the adjacent lots are developed, room is provided for the vehicle to turn around and exit along the same route. Once the adjacent lots are developed the refuse vehicle will continue through the hotel plot and exit onto Bus Gate Street. The approved plans condition will ensure that the interim solution is provided for, and the final solution will be approved through any consent granted on the adjacent lot. A condition (Condition 10) has been suggested to ensure that sufficient access and turning circles are provided during the construction process of the adjacent lot.
- 8.106 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 (11) is recommended that these are provided prior to occupation of the development.
- 8.107 It is considered that the proposal complies with policy NW2 of the NWCAAP.

Construction

- 8.108 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 85% of the estimated waste being diverted from landfill.

- 8.109 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.
- 8.110 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.
- 8.111 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

- 8.112 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.

Other issues

Letterboxes

- 8.113 One issue raised in relation to recent applications has been concern that if external letterboxes are not provided for then residents will not have access to material being circulated in relation to community/parish events and/or electoral information. For this proposal letterboxes will be within the lobby of the various building 'cores', behind a secure door. For postal deliveries Royal Mail will be given access keys, but the letterboxes won't be accessible externally.
- 8.114 The estate management office can be contacted to facilitate parish members/councilors in distributing information. Alternatively the applicant is able to provide a place for information to be posted on noticeboards and electronically via community website. All properties would have external doorbells.

8.115 While this is not the ideal solution, there are ways and means by which important information can be distributed, albeit in a slightly more onerous way. The applicant has concerns over the amount of 'junkmail' external letterboxes would attract, and are concerned over the safety of residents should the external door be 'open'.

8.116 While officers are of the opinion that external letterboxes should be encouraged where possible, there are no planning grounds set out within the current development plan for this site (NWCAAP) to insist on this, and thereby could not refuse planning approval on this issue alone. Officers will work with the applicant to ensure that mechanisms are in place to ensure that procedures can be in place for appropriate circulars/newsletters.

Third Party Representations

8.117 All third party representations have been addressed within the relevant sections of the report above.

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 proposed development has been well considered both in terms of the 'Lot' itself, but also in the context of its surroundings. 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 of the buildings approved, except for any underground enabling works, samples of the materials to be used in the construction of the external surfaces of the buildings, shall be submitted to and approved in writing by the local planning authority.

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

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

2. Prior to the commencement of development of the areas of public realm approved, except for any underground enabling works, samples of the materials to be used in the construction of the external surfaces of the

public realm shall be submitted to and approved in writing by the local planning authority.

A sample panel of the 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 surface water drainage strategy document titled North West Cambridge Lot 8 Reserved Matters Application Surface Water Drainage Strategy dated January 2014 (Ref: NWC1-URS-08-LTW-XX-RPT- CE-0003 PA1).

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

4. 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 site 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).

5. 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, 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).

6. The development shall be constructed completely in accordance with the noise insulation / attenuation scheme recommendations and principles as detailed in the submitted URS document titled "*North West Cambridge – Lot 8 Reserved Matters Application Noise Insulation Scheme dated January (Ref: NWC1-URS-08-LTW-XX-RPT- AC-0005 PA1)*".

Prior to occupation a noise insulation scheme post construction / installation completion report to include details of the airborne sound

insulation performance standard / specification of the external building facades structural elements and test certificates as appropriate, shall be submitted to and approved in writing by the Local Planning Authority (LPA).

The noise attenuation / insulation scheme as approved shall thereafter be maintained in 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).

7. Prior to occupation, a scheme for the insulation of the building(s) and/or plant, including the electricity substation in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority.

The noise insulation / attenuation scheme as approved shall thereafter be maintained in 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).

8. 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)

9. 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)

10. The turning circle identified within the southern courtyard for refuse vehicles on plan number NWC1-URS-08-LTW-XX-DRG-CE-0007 shall be retained and remain free of obstruction until the provision of an alternative route is completed. Details of any amendments to the turning circle/route during the construction of adjacent parcels of land shall be agreed in writing with the local planning authority.

REASON: To ensure that there is sufficient room for collection and safe operation of the underground waste system for future occupiers and residents. (NWCAAP policy NW2)

11. Prior to the installation or construction of any communal composting bins, detailed drawings of the bins and their location in the communal garden 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)

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

NWC1-MLA-ZZ-ZZZ-00-DRG-AR-P010	PA1
NWC1-WWM-08-BRC-00-DRG-AR-P100	PA1
NWC1-WWM-08-BRC-01-DRG-AR-P101	PA1
NWC1-WWM-08-BRC-02-DRG-AR-P102	PA1
NWC1-WWM-08-BRC-03-DRG-AR-P103	PA1
NWC1-WWM-08-BRC-03-DRG-AR-P104	PA1
NWC1-WWM-08-BRC-03-DRG-AR-P105	PA1
NWC1-WWM-08-BRC-XX-DSE-AR-P200	PA1
NWC1-WWM-08-BRC-XX-DSE-AR-P201	PA1
NWC1-WWM-08-BRC-XX-DSE-AR-P202	PA1
NWC1_WWM_08_BRC_XX_DEL_AR_P300	PA1
NWC1_WWM_08_BRC_XX_DEL_AR_P301	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P400	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P401	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P402	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P403	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P404	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P405	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P406	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P407	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P408	PA1
NWC1-WWM-08-BRC-XX-DRG-AR-P409	PA1
NWC1-MLA-08-LTW-00-DRG-AR-P100	PA1
NWC1-MLA-08-LTW-02-DRG-AR-P102	PA1
NWC1-MLA-08-BRP-00-DRG-AR-P100	PA1
NWC1-MLA-08-BRP-01-DRG-AR-P101	PA1
NWC1-MLA-08-BRP-02-DRG-AR-P102	PA1
NWC1-MLA-08-BRP-03-DRG-AR-P103	PA1
NWC1-MLA-08-BRP-04-DRG-AR-P104	PA1
NWC1-MLA-08-BRP-05-DRG-AR-P105	PA1
NWC1-MLA-08-LTW-XX-DSE-AR-P200	PA1
NWC1-MLA-08-BRP-XX-DEL-AR-P300	PA1
NWC1-MLA-08-BRP-XX-DEL-AR-P301	PA1
NWC1-MLA-08-BRP-XX-DEL-AR-P302	PA1

NWC1-MLA-08-BRP-XX-DEL-AR-P350	PA1
NWC1-MLA-08-BRP-XX-DEL-AR-P351	PA1
NWC1-MLA-08-BRP-XX-DRG-AR-P400	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P400	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P400	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P401	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P402	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P403	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P404	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P405	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P406	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P407	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P408	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P409	PA1
NWC1-MLA-08-BRP-XX-DRG-AR- P410	PA1
NWC1-MLA-08-BRP-XX-DCO-AR-0650	PA2
NWC1-MLA-08-BRP-XX-DCO-AR-670	PA2
NWC1-MLA-08-LTW-00-SKE-AR-0100	PA2
CML365-AL-GE-2-001	PA1
CML365-AL-GE-2-002	PA1
CML365-AL-GE-2-003	PA1
CML365-AL-HW-1-001	PA1
CML365-AL-SW-1-001	PA2
CML365-AL-KP-1-001	PA1
CML365-AL-SCH-1-001	PA1
CML365-AL-SW-3-001	PA2
CML365-AL-SW-3-002	PA1
CML365-AL-DL-1-001	PA1
CML365-AL-EL-1-001	PA1
NWC1-AEA-08-LAN-XXX-DRG-LD-1101	P01
NWC1-AEA-08-LAN-XXX-DRG-LD-1201	P01
NWC1-AEA-08-LAN-XXX-DRG-LD-1501	P01
NWC1-URS-08-LTW-XX-DRG-CE-0003	PA1
NWC1-URS-08-LTW-XX-DRG-CE-0004	PA1
NWC1-URS-08-LTW-XX-DRG-CE-0005	PA1
NWC1-URS-08-LTW-XX-DRG-CE-0006	PA1
NWC1-URS-08-LTW-XX-DRG-CE-0007	PA1
NWC1-URS-08-LTW-XX-DRG-CE-0008	PA1
NWC1-URS-08-LTW-XX-DRG-CE-0009	PA1
NWC1-URS-08-LTW-XX-DRG-CE-0010	PA1
NWC1-URS-08-LTW-XX-DRG-CE-0011	PA1

Biodiversity Survey and Assessment January 2014
 Sustainability and Energy Statement January 2014
 Piling Risk Assessment November 2014
 Utilities and Foul Drainage Statement January 2014
 Site Waste Management Plan January 2014
 Transport Statement January 2014
 RECAP Waste Toolkit revised January 2014

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

INFORMATIVES

Plant Noise

To satisfy Condition 7 above (Plant Noise Insulation), the rating level (in accordance with BS4142:1997) from all plant and equipment, vents etc (collectively) associated with this application should be less than or equal to the background level (L90) at the boundary of the premises subject to this application and at the nearest noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period),

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted both at the boundary having regard to neighbouring premises and at the nearest noise sensitive premises.

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

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

Housing Health & Safety Rating System (HHSRS)

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

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

The applicant/agent is advised to contact housing standards at Mandela House, 4 Regent Street, Cambridge and Building Control concerning fire precautions, means of escape and the HHSRS

Enabling works

'For Clarity, piling (instalment of pile caps and ground beams) will be included under the terms 'enabling works' as described within the relevant conditions that are part of this Reserved Matters Permission.

This is because piling works in the instance of Lot 8, will not prejudice the discharge of conditions worded as 'prior to the commencement, except for enabling works.'

External Letterboxes

The applicant should be clear on the means by which residents can obtain information and external parties can deliver information about community events or matters that may be of interest to residents in order to ensure that residents are part of the wider community. The Joint Development Control Committee has expressed a keen desire for the letterboxes to be externally accessible for the above reasons and a dialogue will be maintained between the applicant and the local authority relating to this matter through the established steering group meetings.

Contact details

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

Author's Name:	Mark Parsons
Author's Phone Number:	01223 457289
Author's Email:	mark.parsons@cambridge.gov.uk

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	Approved

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