
Application Number 14/1410/REM **Agenda Item**
Date Received 8th September 2014 **Officer** Mr John Evans
Target Date 3rd November 2014
Ward Castle
Site Darwin Green One Cambridge
Proposal Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT.
Applicant Barratt EC & The NW Cambridge Consortium of Landowners

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1) This reserved matters application complies with the outline parameter plans and Design Code requirements. 2) The design and appearance of the square will create a high quality public realm for the new local centre. 3) The design of the square meets the needs of all travel modes; motorists, cyclists and pedestrians, and will function effectively for future users of the space.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site, known as Darwin Green 1 (DG1, previously NIAB), is a 52.87 Ha site situated on land between Huntingdon Road and Histon Road. It is located on the northwest fringe of the City bounded by Huntingdon Road to the southwest, Whitehouse Lane and a public footpath to the northwest. Histon Road is to the north and residential development forms the existing urban edge along the eastern boundary. To the north of the site is the Darwin Green Two site within South Cambridgeshire District Council (SCDC), which does not currently have outline permission.

- 1.2 The DG1 site was previously used for large-scale crop trials run by the National Institute of Agricultural Botany (NIAB). The southern corner of the site consisted of playing fields for Christ's and Sidney Sussex Colleges' Sports Ground. The site is not within a Conservation Area, and does not contain any listed buildings or protected trees.
- 1.4 The DG1 site is allocated for housing within proposals site 9.03 in the Cambridge Local Plan 2006. The Draft Cambridge Local Plan 2014 allocates the site as an area of major change, proposals site R43. The entire site benefits from outline approval (07/0003/OUT) and a Design Code.
- 1.5 This reserved matters application relates to an irregular shaped parcel in the centre of DG1, covering an area of 0.56 Ha. The 'square' public realm will form part of the new local centre, as set out in the parameter plans and Design Code, between the Primary Street North and Tertiary Street.
- 1.6 The site is currently an agricultural field with a concrete farm access track from north-east to south-west. There is a small fenced enclosure in the north west corner containing a metrological instruments station and a pylon supporting overhead cables.

Site Background

- 1.7 Outline permission was granted and a S106 Agreement completed on 18 December 2013 for a mixed use development of up to 1593 dwellings, primary school, community facilities, retail units, transport infrastructure and open subject, to completion of the S106 agreement. Full permission was also granted for the balancing pond and access from Histon Road.
- 1.8 The JDCC has since determined two strategic conditions, namely; the Design Code (Condition 7) and the Youth and Play Strategy (Condition 9). In addition to this a number of other strategic conditions have been discharged and are currently being considered relating to the whole site. The site wide infrastructure reserved matters has also been approved.

2.0 THE PROPOSAL

- 2.1 Reserved matters approval is sought for the construction of the DG1 public square, with hard surfaced pedestrian and cycle areas, access roads, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to the original outline approval 07/0003/OUT.
- 2.2 The square relates to a 0.56 area of public realm situated within the proposed local centre for DG1. The public realm is rectangular in shape with four spurs continuing onto the adjoining streets. The square will form the public realm of the local centre and will be enclosed by the proposed supermarket to the north, retail units to the east, library to the south and health centre to the west.

- 2.3 The proposed public realm is designed on shared space principles. It includes a central area designed to facilitate outdoor events approximately 1000 sq m in area.
- 2.4 The hard landscaping comprises a series of banding across the public realm, from a mix of grey block paving (laid stretcher course). The carriageway surface will be laid with grey block paving laid in a herringbone pattern.
- 2.5 The public realm includes a series of rain gardens, tree planting, channel drains, seating and refuse bins. Pebble bollards delineate the carriageway across the shared space zone to the north east of the site.
- 2.6 Vehicle access to the square will be by a circuitous two-way road passing Primary Street North and School Lane. This vehicle route allows access through to the Central Park Pavilion car park and residential apartments above the retail units for private motor vehicles.
- 2.7 The public realm provides two bus stops, five blue badge car parking bays, two service and delivery bays and 54 bicycle parking spaces.

The application is accompanied by the following supporting information:

1. Design Code Compliance Statement
2. Planning Statement
3. Landscape specification
4. Landscape Management and Maintenance plan
5. Lighting scheme
6. Drainage and Level details
7. Surface water Drainage Strategy
8. Adoption plan
9. Square Construction details
10. Public Art Delivery Plan
11. Ecology Statement

Amended Plans

- 2.8 Amended plans have been received with the following changes and additional information:
 - Pedestrian and Cycle Movement Addendum note.
 - Amended landscape plan showing large 'pebbles' and extra-large 'Pico Pebble seating.
 - Minor alterations to adoption plan.
 - Minor alterations to general arrangement plan to include several additional items of street furniture alongside the vehicle route.

- Draft Public Art Delivery Plan.
- Quantitative study of cycle movements through the square.
- Removal of bus stop retaining wall.

3.0 SITE HISTORY

Reference	Description	Outcome
Reference (City Council) 07/0003/OUT	Description Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Decision Approved
S/0001/07/F	Formation of vehicular, pedestrian and cycleway access from Histon Road to serve the urban extension of the city between Huntingdon Road and Histon Road, Cambridge, together with drainage and landscaping works.	Approved
14/0063/FUL	Construction of vehicular road link across the north-west green corridor of consented development 07/0003/OUT to provide access to the proposed secondary school parcel of land within South Cambridgeshire District Council.	Pending consideration
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site.	Pending consideration
Reference (South Cambridgeshire DC)	Description	
S/0165/14/FL	Relocation of Balancing Pond within the Darwin Green two development site.	Withdrawn
S/0166/14/FL	Temporary vehicular access to serve the proposed Secondary School.	Pending consideration
S/0168/14/FL	Provision of Foul Pumping Station,	Withdrawn

Utilities Compound and Cambridge Road Access Works as part of the Darwin Green One development.

S/0169/14/FL	Resurfacing and landscaping works to a section of Public Rights of Way 135/3 on the boundary of Cambridge City Council Outline Planning Consent 07/0003/OUT.	Approved
S/0174/14FL	Formation of a Landscape Mound adjacent to and south of the A14 to be formed from excess spoil from the Darwin Green One development	Withdrawn

4.0 PUBLICITY

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

A pre application briefing was provided to JDCC on 18 December 2013.

The DG1 Local Centre working group was set up to allow collaborative discussion with end users of the local centre and square. Stakeholders included Cambridge City Council, NHS Property Services and Cambridgeshire County Council Libraries and Education. A **Square Design Brief** was formally agreed and approved in June 2014.

The scheme has been assessed at a detailed level for adoption by the City Council's Streets and Open Spaces Team.

5.0 POLICY

5.1 Relevant Development Plan policies:

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/3 3/4 3/6 3/7 3/10 3/11
	4/13
	8/1 8/2 8/4 8/6 8/10

5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations:

Central Government Guidance	National Planning Policy Framework March 2012 The National Planning Policy Framework (NPPF) sets out the Government's economic,
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	<p>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.</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95</p>
Supplementary Planning Guidance	<p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Public Art (January 2010)</p>
	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge City Council (2011) - Open Space and Recreation Strategy</p> <p>Green Infrastructure Strategy for the Cambridgeshire Sub-Region (2006)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
Information Guidance	<p>Square Design Brief June 2014</p> <p>Informal Planning Policy Guidance: Food Store</p>

	Provision in North West Cambridge
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5.3 Status of Proposed Submission – Cambridge Local Plan:

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, there are no policies in the emerging Local Plan are of relevance/the following policies in the emerging Local Plan are of relevance:

Policy 55: Responding to Context

Policy 56: Creating Successful Places

Policy 59: Designing Landscape and the Public Realm

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Comments on Application as Submitted

- 6.1 Street lighting design will be covered by an agreement under Section 38 of the Highways Act 1980.
- 6.2 The Highway Authority would seek that the area that the applicant offers for adoption by the Highway Authority to the south east of the vehicular route though the square be increased to provide a 2m wide strip, so that if required in the future the Highway Authority will have sufficient land to provide a suitable footway in this location.
- 6.3 The Highway Authority also seeks that the land being offered for adoption between the main vehicular route though the square and the primary route north be of such a width that it can accommodate a 6.1 m wide carriageway and two 2m wide footways, to give the Highway Authority comfort that if required in the future these can be provided in land under its control.
- 6.4 The Walking and Cycling Note provided by the applicant is not acceptable to the Highway Authority. However, the Highway Authority has been in discussions regarding a revised note.

Comments on application as amended

- 6.5 The Cycling and Walking note is now considered acceptable.
- 6.6 The revised adoption plan is now acceptable.

Head of Refuse and Environment

- 6.7 No objections. Disturbance during demolition/construction of this phase including noise, dust and vibration is covered by conditions 52, 55, 56 and 57 of the outline planning permission (07/0003/OUT).
- 6.8 Careful acoustic design is required of the noise sensitive premises in close proximity to the square to ensure events do not harm local amenity in accordance with condition 58 of OUT permission 07/0003/OUT.
- 6.9 At present parts a) to c) of the contaminated land condition of the outline for this reserved matters application have been complied with.

Urban Design, Landscape and Streets and Open Spaces comments

Comments on application as submitted

- 6.10 The overall approach to vehicle speed, circulation of different modes and servicing on the square complies with the Design Code and is supported in design terms.
- 6.11 The design proposal is considered within the context of the masterplan, to ensure that the design of the space is sufficiently robust and allows for a multi-functional and flexible shared space for the surrounding community.
- 6.12 The proposed shared space approach adheres to the Design Code and is supported. A number of minor amendments are required to address the issues to ensure that the square will be capable of adoption by the relevant adopting authorities.
- 6.13 The design proposal for the square is assessed to ensure that the space is sufficiently robust and allows for flexibility to accommodate appropriate spaces, access and entrances for the range of uses and activities within the local centre as it evolves.
- 6.14 The proposed design of the square is supported, however there are a number of amendments needed identified below:
- Cycle connectivity around the bus stop requires improving.
 - Pebble design to be conditioned.
 - The 'plough lines' could create problems for visually impaired people. Thicker bands could be used to emphasise pedestrian crossing points.
 - Removal and relocation of some planter beds and benches recommended

to improve circulation through the Square.

- 6.15 Various amendments are sought to meet the standards of adoption expected by Cambridge City Council, including the use of uplighters.

Comments on application as amended

- 6.16 The proposals for the square will create a high quality 'shared space' at the centre of the Darwin Green development. The amendments to the scheme have resolved many of the concerns raised.
- 6.17 A number of further amendments and clarifications to the specification of some elements are required to ensure the Square will be capable of adoption by Cambridge City Council. The suggested changes made to the scheme, will not compromise the shared space concept.
- 6.18 The scheme achieves the required 'shift' in the modal hierarchy to ensure that pedestrians and cyclists will have priority within the square by creating a low speed vehicle environment.
- 6.19 The use of street furniture, such as the pebbles, cycle racks, planters and lighting all help to delineate the main vehicle routes without compromising the overall concept and crucially helping to prevent vehicle overrun and 'fly parking' within the square.

Design changes

- Further details, (sections and construction details) are required to illustrate how the bus stop platform levels will be achieved.
- The planter on the northern side of the Doctors surgery will be very shaded and its installation may conflict with the detailed design of the future Local Centre buildings. The planter therefore needs to be removed.
- The introduction of additional pebbles to discourage 'fly parking' within the Square is welcomed. There are still some areas where gaps could allow vehicles to enter parts of the square. Minor alteration to planter and additional cycle rack suggested.
- Darker colour of banding should be used to help demarcate crossing points.

Specification requirements

- The Square needs to be designed to BS 7533 and to a loading capacity of 1.5msa with adequate drainage of the laying course. This matter could be addressed by Condition.
- The planting needs to be robust and look good year round and be easy to maintain in accordance with Policy 3/11. The planting palette for the

planters, together with the provision for the maintenance of herbaceous species within the Management Plan should be conditioned.

Cycling and Walking Officer

Comments on application as submitted

- 6.20 The shared space ethos of the square is welcomed. Some aspects of the design needs to be improved for cyclists and pedestrians. Outlined below are the issues with regards to cyclists and pedestrians and suggested changes:
- Current position of bus stop wall blocks cyclists coming through the supermarket car park.
 - Further re-positioning of some planting beds required to improve connectivity for cyclists.
 - Some concerns with the safety of having parking and a loading bay either side of the designated pedestrian crossing point.
 - The wayfinding signage proposed needs to be moved so that it is not in the middle of the desire line for cyclists.

Comments on application as amended

- 6.21 Principle of development still supported, but some further amendments required:
- The bus stop issues still requires resolving
 - The location and number of planters is too cluttered.
 - The proposed pebbles set back from the edge of the carriageway will make cycle and pedestrian movement constrained to the east.
 - More cycle parking for the health centre recommended.
 - Position of loading bay remains a concern.

Drainage Officer

Comments on application as submitted

- 6.22 General support of the proposals for the drainage of the square, which utilise a combination of robust linear drainage channels and rain gardens. There is a concern over the manhole covers and they should be detailed such that they can be lifted without the use of a hydraulic cover. i.e. split covers should be used where inset covers are specified.

- 6.23 There are concerns about the structural depth of the square. There appears to be no means of preventing vehicles from driving off the highway and onto the square. The structural depth of the square is not adequate to prevent deformation and structural failure of the pavement. Even if vehicles are prevented from general access, access will be required for maintenance and deliveries, the structural depth is not sufficient for this purpose either. The design needs to be to BS 7533 and to a loading category of 1.5msa with adequate drainage of the laying course. The application is not supported as it stands.

Comments on application as amended

- 6.24 The drainage proposals are in accordance with the site wide surface water drainage strategy and we are supportive of the application in drainage terms.
- 6.25 The structural design of the square is insufficient in depth. This may be dealt with at a later stage by way of a condition requesting structural calculations to a national standard for the square to the satisfaction of the adopting body.

Senior Sustainability Officer

- 6.26 Use of sustainably sourced materials with robust construction methods is supported. Some further explanation of what is meant by sustainably sourced materials, with reference to the Green Guide to Specification is recommended. Reference is made to the use of FSC certified timber for integrated seating elements, but it would also be useful to see reference to Green Guide ratings for hard landscaping materials.
- 6.27 Reference to the integration of sustainable drainage is welcomed, and the use of the linear rain gardens is supported, although it is noted that there are some concerns about the structural depth of the square. I also support the specification of energy efficient LED lighting.

Environment Agency

- 6.28 The Environment Agency has no objection, in principle, to the proposal provided that all surface water is discharged in line with the agreed site drainage strategy.

Public Art Officer

- 6.29 The public art delivery plan identifies two options for the local centre/square commission of the overall DG1 scheme for public art.
- The PADP proposes two concepts and locations for the permanent work. One would be a work, which is embedded within the hard landscaping of the Square and the other is a proposal is for an intervention within the glazing of the new library.

- We have concerns about how a work can be integrated within the hard landscaping.
- The proposal for the library offers a genuine opportunity for the artist to realise a work, which is of quality and complies with our policy. However, this work will need to be agreed with the Library Service.
- In terms of support for the options, we recommend that the library becomes the focus for the public art commission for the Local Centre and this is taken forward as a soon as possible.
- If a work is developed for the library, the public realm around the library must be designed to complement that work and be very simple in nature.
- The PADP is being presented to the Council's Public Art Panel on 9 December and this may bring forward further comments.
- The PADP will need revising to contain details of the artwork and process. It should also have an indicative timetable, which includes milestones and key dates within it.

Cambridgeshire Quality Panel (Meeting of 5 August 2014)

- 6.30 The Cambridgeshire Quality Panel minutes are attached to this report as Appendix 2. A response to the issues raised by the Panel are summarised at the end of the Design subsection.

Disability Consultative Panel (Meeting of 26 August 2014)

- 6.31 Blue badge parking bays. The Panel expressed some concern that as older and disabled people frequently use medical centres and libraries the allocated 5 bays outside these facilities would not be sufficient.
- 6.32 Benches. A mixture of styles would be preferable as some pedestrians need arm rests as well as appropriate back support. The Panel welcome the proposed use of a robust metal and styles intended to inhibit skateboarders.
- 6.33 The sight and hearing impaired in particular find navigating these spaces extremely difficult. Only with a clear delineation can pedestrians hope to safely share a space with cyclists.
- 6.34 Tactile paving at the rain garden. The Panel would not recommend the use of blister paving as this is usually associated with crossing points
- 6.35 Colour contrast banding. Plough lines, those which direct people towards crossings and traffic should be of a different thickness and contrast to those that are decorative.

- 6.36 Pedestrian crossings. The Panel feel strongly that pedestrian crossings should be designed as zebra crossings to allow the elderly and vulnerable to cross with as much safety as possible.
- 6.37 Vehicular access to the school. In such a well-connected area, the Panel questioned why the design did not reflect a stronger emphasis on pedestrian and cycle drop-off. Instead, vehicular movement to and from the school appears relatively easy.
- 6.38 'Pebble' bollards. If designed to be at low level, these may be problematic for blind or partially-sighted pedestrians who when using a stick, may not be able to fully 'read' their surroundings.

Access Officer

- 6.39 Crossing points should be made clearer with darker plough lines.
- 6.40 An Equality Impact Assessment has been carried out to identify how the design affects different people using the space and those most vulnerable.

South Cambridgeshire District Council

- 6.41 No objections. The square in its current location and size only incorporates approximately half of the frontage of the supermarket. However, it is noted that moving the square will lose the direct connection to the central park and would no doubt cause significant issues to the placement of the other community focused buildings that are currently located around the square. It is also noted that significant pre-application discussion have taken place in the developing of both the square and the supermarket.
- 6.42 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 No representations have been received.

Girton Parish Council

- 7.2 No objections.

Histon and Impington Parish Council

- 7.3 The Committee only looked at aspects that may directly affect Histon and Impington, these covered drainage, traffic, noise and impact on retail. It was felt none of these will have a detrimental impact on Histon and Impington therefore the Committee will not be submitting formal comments.

- 7.4 The representations can be summarised as follows:
- 7.5 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

- 8.1 From the consultation responses and from my inspection of the site and the surroundings, I consider that the main issues are:
1. Principle of development
 2. Compliance with parameter plans
 3. Context of site, design and external spaces
 4. Disabled access
 5. Public Art
 6. Renewable energy and sustainability
 7. Residential amenity
 8. Refuse arrangements
 9. Highway safety
 10. Car and cycle parking
 11. Third party representations
 12. Planning Obligation Strategy

Principle of Development

- 8.2 The principle of these development has already been established through the 2013 outline planning permission.
- 8.3 Local Plan policy 9/8 within the 2006 Local Plan allocates the DG1 site for mixed uses, to include complementary uses, which includes the square. The proposed principles of access, with vehicles entering the site from Huntingdon Road, and the expansion of public transport, is in accordance with Cambridge local plan 2006 policy 9/8 and the new policy framework in the draft Cambridge Local Plan 2014.

The outline conditions which this reserved matters application must be in accordance with are:

Condition 1 Landscaping
Condition 5 phasing
Condition 7 Design Code
Condition 14 Landscaping within the built up area
Condition 17 Tree and Hedges Protection
Condition 18 Tree Protection
Condition 27 Renewable Energy
Condition 35 Surface water strategy
Condition 52 Construction Method Statement
Condition 65 Underground recycling facilities
Condition 69 Public Art

These matters are discussed in the relevant subsections in the report.

Compliance with Parameter plans

- 8.4 The parameter plans and associated statements, which were approved as part of the outline application, fix the key principles for the development. The Parameter Plans relevant to this application are:
- Land Use (3.1)
 - Number of storeys (3.2)
 - Landscape (3.3)
 - Access (3.4)
 - Urban Design Framework (3.6)
- 8.5 The Urban Design Framework and Land Use parameter identify the location of the square, with the main site access road and bus service running east to west through the space. The square shall be fronted by 'key building frontages' which will form the local centre. The proposed siting of the square is in complete accordance with these key parameter plan requirements.
- 8.6 The access plan sets out the main traffic routes (the Primary Streets) and the key pedestrian and cycle routes. The Landscape Plan defines the shape and extent of the Central Park and Green Corridors. All of the vehicle routes were included within the Infrastructure reserved matters application 14/0086/REM approved earlier this year. The proposed layout of the square accords with these broad parameters.
- 8.7 The Storey Height Parameter plan identifies the frontage to the north, east and west to be up to four storeys, and up to three storeys to the south. These parameters affect the design of the square in terms of the nature of its enclosure and shadow impact, which is discussed in the design subsection below.
- 8.8 The Quality Panel have commented that the supermarket and its accompanying car park might have led to a reconsideration of the location of the Square, which they felt could have been moved opposite the car park, linking to the school. Whilst it is recognised there are alternative narratives for how a square could be accommodated within DG1 local centre, the size, layout and function of the application proposal complies with the vision and principles in the Design Code and parameter plans. Significant levels of stakeholder consultation has been undertaken at the outline application and Design Code stages.

Integration with approved infrastructure application 14/0086/FUL

- 8.9 The infrastructure application approved in June 2014 included all principle access roads linking Huntingdon Road and Histon Road (Primary Street North and South). This approved application secured a temporary link to Windsor Road to ensure the cycle route remains open while the

surrounding parcel is developed and the permanent link provided. This temporary link will be provided through the square.

- 8.10 In my opinion, the principle of the development is acceptable and in accordance with the approved parameter plans approved under 07/003/OUT.

Context of site, design and external spaces

- 8.11 The key design issue is the design, appearance and function of the proposed public realm. This sections sets out how the square complies with the Design Code requirements.

Design vision

- 8.12 The design of the square seeks to represent the agricultural past of the site, thereby creating a site specific narrative. This is achieved through an interpretation of the former field boundary which bisects the site with the design of the linear rain garden. Banded paving follows this theme, referencing plough lines and the site's recent agricultural past. The Quality Panel applaud the 'plough line' concept which gives a clear guiding vision for the space, which will create local distinctiveness, in accordance with Local Plan policy 3/4.

- 8.13 The applicant has developed the idea of plough lines running in different directions and densities, to demarcate crossing points and identify the shared surface area, as suggested by the Quality Panel. The 'hedge line' feature has been enlarged in response to the Panel's comments which provides a strong line to define the key north to south pedestrian movement and delineate the pedestrian areas immediately outside the retail units to the east of the site.

- 8.14 The design of the square will serve as a community hub for the development, It is designed to cater for social activities with relatively long dwell times, such as sitting and socialising, with potential for tables on the public realm in association with the retail units. The square is also appropriately designed for more functional needs, with bus stops and key pedestrian and cycle routes integrated into the layout with an appropriate range of shops and services surrounding the public realm. It follows the philosophy of shared space, giving all modes, pedestrians, cyclists and vehicles, a more equal status. The approach taken accords with the vision objectives set out within the Design Code and with the principles of design of external spaces set out within Cambridge Local Plan policy 3/7.

Public Realm street hierarchy and layout

- 8.15 The shared space approach is also achieved through 'self-reading' streets which do not rely on enforcement and signage. A key tool to achieving the low speed environment is the introduction of 'carriageway events'. This principle for maintaining low vehicle speeds follows from the recently approved infrastructure application 14/0086/FUL.

- 8.16 The carriageway 'events' approaching the square from the primary street include the narrowing of the highway, a change in surface material to block paving, the position of the bus stop and an indicative crossing point adjacent to the supermarket. The design approach of the square therefore demonstrates shared space principles, which is mandatory principle of the Design Code, (p48).
- 8.17 The shared space approach is evidenced by the Transport Assessment of the outline permission and the likely numbers of vehicles using the space. The bus gate to the north of the Primary Street ensures that vehicles will not dominate the space as a through route between Huntingdon Road and Histon Road. In taking this approach the scheme gives appropriate priority to walking and cycling within the development, in accordance with Cambridge Local Plan Policy 9/8 and the Design Code principles (Design Code p 48).
- 8.18 The square includes a relatively large central space measuring approximately 1000 sq m in area. This flexible space is consistent with the indicative concept plans for the square contained within the Design Code (p 116) and would be suitable for a range of activities or events throughout the year. This provides a high quality space appropriate for its context, in accordance with Local Plan policy 3/11 and a desirable asset within the City Council's management.

Movement and Circulation

Pedestrians

- 8.19 The square is a pedestrian focused area. The design of the square will ensure their priority in the public realm.
- 8.20 Three semi formalised crossings are integrated into the design of the square to ensure the space is easily navigable by vulnerable users. The crossing points are positioned on the basis of key desire lines. These crossings are flush with the level of the road but are reinforced visually through the width of the banding. In taking this approach the hard surfacing and landscape elements are designed for ease of use by all users, with due regard for safety, in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.
- 8.21 The shared space approach achieves a pedestrian orientated environment across the public realm. This environment is achieved by traffic speeds of below 15 mph with low level 25mm kerbs and bespoke hard surfacing. The majority of the proposed square will be shared space. The scheme includes a small section of shared surface to the east, where large pebble bollards mark out the bus route and access to the pavilion car park. It is considered that the design of this area through its paving and pebble bollards will not lead to conflict between different users.

- 8.22 Some concerns are raised with the design of planters in the north section of the square. The Cycle and Walking officer considers this space to be too congested and difficult for cyclists and pedestrians to navigate. However, the siting of the planters will moderate speed of cyclists and encourage an assessment of the environment and other users, in keeping with the shared space principles. Officers consider the scheme achieves a pedestrian friendly environment and is in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.
- 8.23 Notwithstanding the above, the angle of planter number 5 could be improved by reversing the angle of its southern end to improve pedestrian movement. This minor alteration is secured through the discharge of landscape condition 7.
- 8.24 Some concerns have been raised regarding the legibility of the 'plough line' bandings throughout the consultation period. It is considered that the plough line banding is a strong design response to its future context. This is because the orientation of the banding clearly indicates all modes are entering a different 'shared space'. Crossing points are denoted with a denser banding, which can be further strengthened with a darker colour as recommended by the Council's Access Officer. This can be ensured through the imposition of condition 6. Generally, the correct balance between formalising the interactions with pedestrians and cars has been achieved, with the design of the plough line bandings.

Cyclists

- 8.25 The square accommodates a strategic cycle route which follows north-west to south-east across the public realm. It is intended cyclists can continue their journey through the square without dismounting. However, the strategic siting and design of street furniture combined with the directional banding of the plough line paving will encourage the moderation of speed and behaviour across the public realm.
- 8.26 The approach taken to manage likely cycle flows is considered to be appropriate. Street furniture has been arranged to reflect the key nodes for seating, to moderate cycle speeds and delineate routes across the space. The shared space scheme needs to carefully balance the number and locations of street furniture. Whilst it is recognised the strategic cycle route runs through the public realm, compromise in the overall design is essential to moderate speed in the interests of pedestrians, in particular vulnerable users. In so doing, the design solution accords with the principles for movement and streets within the Design Code (p 48).
- 8.27 The design approach taken to accommodate cyclists is also supported by a quantitative analysis likely to occur at peak times through the square. The submitted study concludes an estimation of 125 cycle movements during the evening and morning peak hours, which would equate to approximately two per minute. The County Council Highways Authority have considered this study and are broadly content with the underpinning methodology, subject to minor revisions. Even allowing for a greater

modal shift towards cycling the number of cycle journeys is considered to be low to moderate. As such, the potential for conflict between pedestrians and cyclists is unlikely to be significant, based on the evidence submitted. Committee will be updated via the amendment sheet on the minor revisions to the study methodology.

- 8.28 Some concerns have been raised regarding the proposed wall defining the northern bus stop, which was required to manage the change in levels from the bus stop kerb. It was considered a barrier to connectivity. Amended plans have been received removing it from the pavement. Final details of levels and be ensured through the imposition of a suitable planning condition 9.

Motor Vehicles

- 8.29 Motor vehicles will be guests within the public realm. The design of the square in combination with the impact of the bus gate will reduce the likely number of vehicles passing through the square and will help to promote relatively low vehicle speeds.
- 8.30 The scheme has a carriageway through the majority of the space. The design of the motor vehicle corridor is subtly integrated into the public realm design, thereby retaining the underlying principles of shared space envisaged in the Design Code. The design of the carriageway alerts motorists to moderate speed. For example the raised table upon entering the square, heritage paving and the direction of the plough line banding inform the motorist they are entering a different space, requiring a greater appreciation of surroundings, assessment of risk and moderation of speed.
- 8.31 The proposal includes a circuitous vehicle route from the square which links through to the proposed primary school. The proposed Tertiary Street was agreed as part of the Design Code (p 173). The square should be as connected as possible, to create a 'full and accessible urban environment' (Design Code p 116) which includes vehicles to help enliven all routes into the public realm. Vehicle access to the main health centre and flat block will be from the Tertiary Street, therefore a single route to the square would not be desirable.

Shade Analysis

- 8.32 The applicant has considered the impact of shade and orientation on the use of the space, seating dwell time and the locations of tree planting. The north-west end of the square will enjoy the sunniest aspect, which has resulted in tree planting for shade and seating for people to congregate. This will increase the likely dwell times of people using the space, increasing vitality and footfall. In so doing, the landscape design relates to the character and function of the spaces and surrounding buildings, in accordance with Cambridge Local Plan 2006 policy 3/11.

Integration with local centre buildings

- 8.33 This reserved matters application is for the public realm only. It is therefore important to consider the way in which the proposed space will integrate with the built form, thresholds and entrances of the buildings which will enclose the space.
- 8.34 The Quality Panel expressed doubt as to whether this application can be considered in isolation to the local centre scheme. It is considered that the proposals demonstrate comprehensive development for three reasons.
- 8.35 Firstly, there is a good level of consensus for the location of uses around the square and their operational needs were established through the production of the Square Design Brief. This shared document considers the end user requirements for the retail, library and health centre buildings and their indicative frontages. I am satisfied that through the Local Centre Working Group, there is an appropriate level of co-ordination of the adjacent local centre application.
- 8.36 Secondly, the uses which will occupy the square, their locations and indicative building heights, are imbedded in the parameter plans and Design Code. From these established parameters there is no doubt as to the use and function of the square and the relationship of buildings which will enclosure its edges. It is from this shared understanding the analysis of context which accompanied the application was based.
- 8.37 Thirdly, the application is accompanied by an appropriate level of graphical analysis which demonstrates how thresholds of the adjacent buildings will integrate a detailed level. For example, indicative sections demonstrate adequate width for tables on the street adjacent to the retail units, if this is desired in the future.

Deliveries

- 8.38 The retail units to the north east of the square will be serviced from the front using the delivery bay which is provided in the carriageway. This servicing arrangement was agreed in the Design Code and is intended to avoid conflict with other users (Design Code p 116). Given the size of the units there is unlikely to be a requirement for large HGV's. Servicing is expected to be made by light vehicles with a limited a frequency. Officers are satisfied that the design of the design makes adequate provision for servicing, and is in accordance with Local Plan policy 8/2.
- 8.39 The Highway Authority has considered the possibility of delivery vehicles causing an obstruction during peak hours. They would be reluctant to propose a waiting restriction that precluded deliveries during peak hours because of their limited number. A low level of conflict is expected between users.
- 8.40 Delivery hours will be scrutinised and if necessary controlled through the assessment of the local centre application which is likely to be submitted in the next few months.

Hard and Soft Landscaping and Materials

- 8.41 The Council's Landscape Team consider the proposed materials palette high quality with imaginative and appropriate integration of SUD's. Contrasting grey block paving is proposed, 'Beta Silver Haze', laid stretcher course across the public realm. In my view this will provide a high quality finish which can be easily maintained in the future.
- 8.42 Following comments from the Quality Panel, the scheme seeks to minimise clutter by combined street furniture. For example, the planting beds accommodate seating, which rationalises street furniture across the space. The Council's Landscape Team fully support this approach, which reinforces the plough line concept without unnecessary clutter. Following amended plans a limited number of addition pebble bollards have been added for management reasons, but this does not compromise the overall design approach.
- 8.43 Tree planting has been positioned to provide shade in the most sunny areas of the square adjacent to the supermarket. The scheme employs the concept of 'wind blown trees', which avoids a rigid pattern of tree planting. The Quality Panel and Landscape Team are fully supportive of this approach. This demonstrates the landscape elements have been appropriately considered for their context, in accordance with Cambridge Local Plan policy 3/11, part C.
- 8.44 The Landscape Team wish to ensure that the planters contain a greater proportion of year round species to ensure the square is attractive during the winter months. Final details of the planting palette, management plan and pebble bollard sizes, can be agreed through the imposition of a suitable planning condition 7.

Sustainable Drainage

- 8.45 The Council's Sustainable Drainage Officer has considered the proposals for the drainage of the square is satisfied the scheme successfully integrates with the site wide surface water drainage strategy. The proposal utilises a combination of robust linear drainage channels and rain gardens to ensure runoff is managed and mitigated in accordance with SUD's principles.
- 8.46 Some concern has been raised regarding the structural depth of the square required for its intended purpose. Final consensus on this technical matter for adoption can be ensured through the imposition of condition 3.

Lighting

- 8.47 The design of the square has considered the use of the space during the night time. A lighting strategy has been submitted which proposes an appropriate level of luminance for key pedestrian and cycle routes into the square. In so doing, due regard has been given to lighting, safety and an

uncluttered appearance, in accordance with Local Plan policies 3/11, part C and 4/15.

- 8.48 The Council's Streets and Open Spaces Team are concerned with the maintenance implications of up-lighters for the trees in the square. Given their limited number and positive contribution to the character of the space at nighttime, the lighters reasonably necessary. The imposition of condition 4 is therefore suggested.
- 8.49 The lighting specification will be energy efficient LED lighting, which is supported in energy efficiency and adoption terms, in accordance with Local Plan policy 3/1.
- 8.50 It is anticipated that opening hours of the library and supermarket may extend into the evening which will aid vitality and viability of the square outside of usual daytime opening hours.

Adoption and Management

- 8.51 Some concerns have been raised by the Council's Streets and Open Spaces Team regarding the potential use of the public realm for parking and the impact of parking management on the quality of the public realm. The square will be adopted by Cambridge City Council. The design of the space, street furniture and soft landscaping has been through a process of extensive consensus building with key stakeholders, to ensure the public realm is a positive asset for the Council.
- 8.52 The potential issue of car parking on the public realm is discouraged by three factors; the design of the surface treatment of the carriageway and public realm; the position of street furniture and other features and the Traffic Regulation Order (TRO), which will regulate car parking of the carriageway and immediately adjacent public realm. Following amended plans introducing a limited number of additional features, there is consensus that the balance of measures to address this issue is appropriate, subject to very minor alterations. An additional cycle rack is suggested between the pebbles and the cycle racks on the northern boundary of the southern half of the Square to serve the health centre, which will suitably discourage vehicles from this area.
- 8.53 Street signage is intended to be kept to a minimum in the interests of reducing clutter, both within the square and across the DG1 development. The TRO is likely to be advertised at the main access and entry points into the square.

Quality Panel

- 8.54 Quality Panel considered this scheme on 5 August 2004. Over-all, the Panel felt that at that stage of the design development the square was constrained by previous decisions and had not reached its full potential. The Panel made a number of recommendations which are addressed below in table 1:

Table 1: Quality Panel Issues and officer responses

Issues raised by Quality Panel	Officer response
<p>Principle of the location of the square questioned.</p> <p>Alternative layouts suggested.</p> <p>Comparisons of other squares desirable.</p>	<p>The parameter plans and Design Code fixes the location of the square. The design code also takes account for a larger supermarket on DG1 (Appendix, Supermarket Option, p 172).</p> <p>There is consensus with key stakeholders on the design and location of uses around the square, through the Local Centre Design Strategy.</p> <p>The design code compliance statement analyses the size of the square with comparable spaces.</p>
<p>Panel recognised the range of services in the square.</p> <p>Size of the square to work as a community space with so many outdoor uses.</p>	<p>The square accommodates functional elements requires of the space, whilst retaining an open area 1000 sq m in area, which would be suitable for a range of outdoor events.</p>
<p>Viability of the secondary retail units</p>	<p>This reserved matters application is for the public realm only. The local centre reserved matters application will include the four secondary retail units to the northeast of the square. The Interim Planning Policy Guidance on Foodstore Provision in NW Cambridge (IPPG) identifies capacity for a foodstore up to 2000 sq m (net) which would not prejudice the proposed local centre for Darwin Green.</p>
<p>Signage should be minimised</p>	<p>Both the applicant and the County Council embrace minimal signage across the DG1 development and the square.</p>
<p>Impact of bus frequencies on the square</p>	<p>The estimated 15 minute bus intervals will ensure the square is well connected.</p> <p>There is a range of seating across the square, much of which is secluded from</p>

	the path of motor vehicles.
Plough line concept supported. Different direction banding suggested.	<p>The plough line concept has been developed as recommended, with stronger demarcation of crossing points.</p> <p>The Urban Design Team support this approach. It represents a successful compromise between the shared space concept and the needs of partially sighted people.</p>
Drop off provision to be clarified	<p>The square incorporates a dedicated loading bay for deliveries to the retail units.</p> <p>There are five disabled bays within the public realm which was agreed through the Local Centre Design Strategy.</p>
Clarification on design of strategic cycle route	<p>Please see paragraph 8.25.</p> <p>The design of the space encourages cyclists to moderate speed through principles of shared space.</p>
The panel suggested integrating features such as rills and seating to reduce clutter.	The applicant has responded positively to this suggestion. Many features are dual function such as the rain gardens with attached seating and cycle parking.
Public art commission should feed into the final designs.	A draft Public Art Delivery Plan has been submitted.
Development of bollard design recommended	The application proposes pebble bollards to delineate areas of vehicle access. These have been increased in size so they can be more clearly seen by all users.

8.55 The design recommendations and requests for further clarity made by the Quality Panel have been thoroughly addressed since the August presentation. The changes to street furniture and plough line banding have been extensively discussed with the Urban Design and Conservation Team and the Streets and Open Space Team. Officers are satisfied that the concerns raised by Quality Panel have been suitably addressed.

Disabled access

Equality Impact Assessment

- 8.56 Inclusive access is fundamental to the design of the square. Officers have carried out an Equality Impact Assessment (EqIA) to identify people most affected by the development and measures to ensure the scheme is as inclusive as possible.
- 8.57 Shared space environments can be particularly difficult for blind and partially sighted people to navigate. This is because the absence of kerbs providing tactile information and clearly defined crossing points can potentially make the space difficult to navigate for these users of the space.
- 8.58 The square has been designed with a 25mm kerb edge to the road, which provides an appropriate guide for the visually impaired and guide dogs, without compromising the principles of the shared space. The square does include crossing points with raised studs at either end to warn pedestrians that they are entering a zone with motor vehicles. In addition, lozenge paving will be used to define the edge of the rain gardens warning of a small drop in level to the planting within the drainage feature. In designing the public realm in this way the application provides ease of use by all users, in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.
- 8.59 The EqIA also identifies people with limited mobility as a vulnerable user group. The design of street furniture within the square seeks to moderate the speed of cyclists passing through the space from the strategic cycle route. For example the raised planting bed (feature 10) encourages cyclists to moderate speed when entering the square from the north east. In so doing the 'shared space' philosophy is maintained so that vulnerable users have an equal status in the public realm, in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.

Public Art

- 8.60 The approved public art delivery plan for DG1 includes five overall commissions; local centre/square, Gateways and Mapping, central park, allotments and an artist in residence scheme.
- 8.61 The local centre/square commission has an appointed artist who is integrating ideas relating to crop planting and seeds research into a permanent commission. The Public Art Delivery Plan specifies two options for the local centre commission. These relate to etchings incorporated into the public realm or within the elevation of the library which will address the square.
- 8.62 The Council's Public Art Officer considers the library proposals to be a potentially strong commission with significant public benefit. The scheme requires further consensus with the needs of library services and will be presented to the next available Public Art Panel in February. Public art

across all five commissions on DG1 is managed through the discharge of condition 18 of the outline permission 07/0003/OUT.

- 8.63 The proposal demonstrates a high quality scheme for public for the local centre/square commission can be successfully integrated, and is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Renewable energy and sustainability

- 8.64 The Council's Senior Sustainability officer is supportive of the proposals overall. Use of sustainably sourced materials with robust construction methods is supported and further details of sustainable sourcing can be clarified through the final discharge of materials required through the imposition of condition 2.
- 8.65 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.66 The proposed public realm will not have any adverse impact on neighbouring amenity. Construction related activities can be adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.
- 8.67 The lighting specifications for the square detail mainly low level lighting which is considered to have minimal impact on the amenities of future occupants for apartments around the square.
- 8.68 It is intended that the square can provide an opportunity for events and festivals throughout the year. The impact of specific events would be managed through assessment of a temporary events notice under the Licensing Act 2003.
- 8.69 The possible impact of noise from the square from events and general traffic impacts would be mitigated by acoustic design of residential properties affected through the discharge of condition 58 of 07/0003/OUT.

Contaminated land

- 8.70 Intrusive investigations previously undertaken at the outline stage confirmed the absence of significant contamination with the exception of discreet areas around the former pavilion and the farmers offices. However, these areas are not inside the Public Square application boundary. A watching brief will therefore be kept for any unexpected

contamination encountered during the works, secured through the ongoing discharged of condition 52 of the outline permission 07/0003/OUT.

Amenity for future occupiers of the site

- 8.71 The square will provide a high quality public space to the benefit of public amenity for new and existing residents.

Refuse Arrangements

- 8.72 The square accommodates 14 refuse bins around the square in logical locations, in reasonable proximity to benches and key pedestrian through routes.
- 8.73 The outline planning permission requires detail of the underground recycling facility to be agreed (condition 65). The discharge of this condition was assessed under the infrastructure application 14/0086/REM. The underground recycling facility is to be located adjacent to the proposed sports pavilion to the east of the square.
- 8.74 The proposal makes adequate provision for refuse and is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.75 The design of the square is predicated on the low speed environment and likely traffic flows through the space agreed at the outline stage. The Design Code anticipates the speed for the Primary Street North/bus route will be 20 mph. Crucial to the success of Primary Street is the bus gate which will be situated to the north west of the site along the Primary Street. Low traffic speeds are encouraged through the square through design rather than regulation. In so doing, the design approach is consistent with the philosophy of shared space set out within the Design Code.
- 8.76 Some concerns have been raised by the Walking and Cycling Officer regarding visibility for pedestrians around the central crossing point. The applicant has provided an amended cycling and walking note which examines in detail the potential risk to cyclists and pedestrians at the crossing point. While visibility will be reduced in the event of an articulated lorry occupying the loading bay, the likelihood of such a vehicle servicing the secondary retail units is very low. If such a servicing vehicle was required, the vehicle would be stationed for only a limited period given the size of the retail units. The County Highways Authority fully support the design of all crossing points given the overall design of the square and the low traffic speeds which are envisaged. It is therefore considered that the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

8.77 There are no public car parking spaces within the public realm. Public car parking is to be provided within the adjacent supermarket car park, the final number of car parking space will be evidenced within the applicants Transport Assessment, although this is expected to be approximately 190. The management of the car park will be undertaken by the supermarket operator and there is likely to be a period of free car parking subject to time restrictions.

8.78 In the event that the proposed supermarket is delayed or does not come forward for development, officers will be securing the provision of suitable alternative car parking arrangements through the local centre application, which is expected in the next two months. Phased temporary provision may be appropriate and will be secured through the local centre application where parking demand is generated.

8.79 The Delivery and five disabled car parking spaces are to be accommodated within the carriageway to minimise encroachment onto the square. This provision is considered appropriate and the spaces are located in convenient locations around the public realm. Indicative levels of car parking generated by the local centre uses overall are summarised in table 1 below:

Table 1: Indicative car parking demand and provision for the local centre

Uses within the square	Provision within the supermarket car park	Disabled provision	Local Plan standards
Supermarket (up to 2000 sq m net)	Approximately 190	10*	1 space for every 50 sq m up to 1400 sqm and 1 per 18 sq m thereafter
Secondary Retail	0	1*	Up to 10
Community Rooms	1	2*	Up to 10
Health Centre	18	2*	30
Library	2	2*	On merit
Total required 193	213 indicative	5*	

*** 5 shared disabled spaces in square, agreed by stakeholders in the Local Centre Design Strategy**

8.80 In my view the design of the square makes adequate provision for disabled car parking within the public realm, with wider provision to be made

available in the supermarket. As such the application complies with the aspirations of key stakeholders through the Local Centre Strategy, and accords with Cambridge Local Plan Policy 8/6 and the Design Code principles.

Cycle Parking

8.81 The Design Code set out the cycle parking standards which are based on those within the Cambridge Local Plan 2006, (design Code p 58). In my view, the amount of visitor car parking is appropriate for the uses proposed and accords with the Design Code standards. Staff cycle parking will be incorporated to the rear of the individual uses within the local centre application.

8.82 The proposed cycle parking provision for the local centre overall is set out in table 2 below:

Uses within the Square	Visitor parking cycle	Staff parking Cycle	Design Code Standards
Supermarket, (up to 2000 sq m net)	89	10	1 space per 25 sq m (gross area up to 1500sqm) thereafter 1 space per 75 sq m
Secondary retail (500 sq m)	15	5	1 space per 25 sq m (gross area up to 1500sqm) thereafter 1 space per 75 sq m
Community Rooms	7	2	1 space per 15 sq m
Health Centre	20	5	2 spaces per consulting room, 1 for every 3 members of staff
Library	10	2	1 space per 15 sq m

8.83 Visitor Cycle parking is logically positioned around the square, without prejudicing the likely design of shopfronts and entrances anticipated in the local centre scheme coming forward.

8.84 The Council's walking and cycling officer has suggested the scheme would benefit from additional cycle racks near to the health centre. This could be

provided through the imposition of a planning condition 2. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.85 No neighbour representations have been received.

Planning Obligation Strategy

8.86 This reserved matters application does not trigger contributions under the Council's Planning Obligation Strategy. Contributions have been secured under the outline permission 07/0003/OUT.

9.0 CONCLUSION

9.1 The design, layout and shared space approach of the square accords with the parameter plans, the principles set out within the Design Code, the Local Plan policy framework for external spaces, and the aspirations of end users of the space through the Local Centre Design Strategy. A high quality public realm will be provided, inclusive for all users and fit for purpose for adoption by the City Council.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development shall commence until details of the surface finish and colour of visitor bicycle parking and further provision of bicycle parking adjacent to the proposed health centre, for use in connection with the development hereby permitted, shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

3. Prior to the commencement of the development, full details of the structural depth of the square, which demonstrates an adequate loading capacity in accordance with BS 7533, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: In order that an appropriate public realm is provided for all transport modes, Cambridge Local Plan 2006, policy 3/11.

4. Prior to the commencement of development details of uplighters or alternative illumination for tree planters shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to provide a high quality public at night time, Cambridge Local Plan 2006 policy 3/11.

5. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

6. No development shall take place until samples of the materials of the three crossing points across the carriageway have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

7. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

8. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

9. Prior to the commencement of development revised details of levels and a section of the bus stop in the north west corner of the square, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to provide a high quality public at night time, Cambridge Local Plan 2006 policy 3/11.

Contact details

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