

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 21 January 2015

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Application Number	14/1722/REM	Agenda Item	
<b>Date Received</b>	31 October 2014	<b>Officer</b>	John Evans
<b>Target Date</b>	30 January 2015		
<b>Parishes/Wards</b>	Castle		

**Site** 'Lot 2' located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire

**Proposal** Reserved matters application for 264 key worker units comprising 100 one bedroom units, 161 two bedroom units and 3 four bedroom units, 1,983sqm of commercial uses A1, A3 and A4, flexible social space and ancillary estate office, alongside car and cycle parking, landscaping, public realm, utilities and associated ancillary structures, pursuant to outline approval 13/1402/S73.

**Applicant** University of Cambridge

**Recommendation** Approve with conditions

**Application Type** Reserved Matters **Departure:** No

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## APPENDICES

Ref	Title
1	Map of the 'Lots' within Phase 1
2	Layout Plans and Computer Generated Images
3	Quality Panel Minutes

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> <li>1) This scheme complies with the general principles of the outline parameter plans and Design Code.</li> <li>2) The design and appearance of Market Square will create a high quality public realm for the new local centre in NWC.</li> <li>3) Key worker accommodation will be provided in attractively designed buildings, linked by high quality landscaped courtyards.</li> </ol>
RECOMMENDATION	APPROVAL

## 0.0 INTRODUCTION

- 0.1 This is a reserved matters application that has been submitted as part of the wider North West Cambridge site (NWC). The wider site sits to the northwest of Cambridge, and to the south of Girton Village, between Huntingdon Road and Maddingley Road.
- 0.2 The site was allocated as an Area of Major Change within the Cambridge Local Plan 2006, policy 9/7, Land between Maddingley Road and Huntingdon Road. The draft Cambridge Local Plan 2014 identifies North West Cambridge as an Area of Major Change through the North West Cambridge Area Action Plan. (NWCAAP 2009). The NWCAAP is a joint document adopted by both Cambridge City Council and South Cambridgeshire District Council. The NWCAAP is the policy basis for the assessment of any applications on this site.
- 0.3 Outline permission was granted and the S106 signed on 22 February 2013. In November 2013 two Section 73 applications (S/2036/13/VC and C/13/1402/S73) were approved to the outline permissions, which allowed for a variation in heights within some local centre locations.
- 0.4 The approvals relating the entire site are for a mixed-use development and comprises up to 3,000 dwellings (of which 1,500 are to be affordable key worker units), 2,000 student bed spaces, 100,000sqm of employment floorspace (of which at least 60,000sqm will be academic employment space), a primary school, open space, recreational facilities, and a local centre which includes retail and community facilities, a hotel, police office, health facilities, senior living accommodation and an energy centre.

- 0.5 The Joint Development Control Committee (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.
- 0.6 The applicants have now worked up the detail for a large proportion of Phase 1 of the site, of which Lot 2 is a 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, primary school, health facility and local centre uses such as foodstore, café and hotel.
- 0.7 A number of Reserved Matters Applications have been approved pursuant to the outline permissions. Those relevant to this application are listed within section 3 of this report.
- 0.8 This proposal has been discussed with officers as part of comprehensive pre-application work on Phase 1, as well as discussions with building control officers, and presentations to the Cambridgeshire Quality Panel, the JDCC and the North West Community Forum.

## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The application site is formed of two parcels located within the southern part of the anticipated first phase of NWC. It lies around 100 m north of Madingley Park and Ride and the nearest residential properties in Conduit Head Road. The northern tip of the site is approximately 300m from the nearest boundary on Huntingdon Road. The entire site lies within the City Council boundary.
- 1.2 In the context of the masterplan, the principal rectangular plot of Lot 2 forms a substantial part of the proposed new local centre for NWC, which includes Market Square, situated in the south east corner of Lot 2. The application proposal is situated entirely within the 'Local Centre' character area identified within the Design Code.
- 1.3 Lot 2 is bordered by Primary Street to the West, part of the circuitous route around the local centre, and Busgate Street to the East. To the north of the site are Lots 5 and 8, which comprise key worker accommodation and the proposed hotel which sits to the east of Lot 8. To the south is Lot 1 (approved in 2014), which includes the proposed supermarket, which has a frontage directly onto to southern side of Market Square within Lot 2. Lot 3 is to the south west of the site and provides further key worker accommodation at NWC.
- 1.4 The application site includes a smaller parcel to the south west which accommodates the building J.
- 1.5 The site is not located within a Conservation Area, although it will be seen from the Conduit Head Road Conservation Area. No protected trees are

within the application site. The site is adjacent to the Cambridge Green Belt and situated to the south west of 'Travellers Rest' a Geological Site of Special Scientific Interest (SSSI).

## **2.0 THE PROPOSAL**

- 2.1 The proposed development is a for a mixed use scheme which forms a key part of both the first phase of development, and the wider development site. It comprises two main elements; the Lot 2 residential buildings and Market Square and wider public realm.
- 2.2 The application proposes 264 key worker units made up of 100 one bedroom units, 161 two bedroom units and 3 four bedroom units. The development includes 1,983sqm of commercial uses A1 (retail), A3 (Restaurants and Cafes), and A4 (drinking establishments), flexible social spaces, ancillary estate office, alongside car and cycle parking and public realm.
- 2.3 The proposed buildings will have a similar overall detail design and materials palette across Lot 2. Three differentiated facade treatments are employed based on the location and use of each building.

### Proposed buildings

- 2.4 The 264 key worker units are organised within 9 buildings arranged around a series of courtyards, both public and private for residents and visitors. The buildings contain between four and five levels of accommodation and will have an overall roof height ranging from 14m to 19m.

### *Eastern End*

- 2.5 The eastern end of Lot 2 comprises buildings A, B and D, which define and Ridgeway Corner and Market Square to the north and south. A predominantly residential frontage, with access to the apartments, will be created to the north onto Ridgeway Corner. A commercial frontage will be created to the south addressing Market Square (use classes A1, A3 or A4) providing up to five units. The exact number of commercial units on the ground floor is not specified at this stage.
- 2.6 The buildings A, B and D stand 19m in height and will be constructed with external buff facing brickwork, aluminium windows, pre cast concrete detailing and timber cladding on the ground floor. Building B has an amenity terrace which overlooks Market Square which links to building A.

### *Central Area*

- 2.7 The central area of the site comprises buildings C, D and E which define the Social Courts and two Arrivals Courtyards. Buildings D and E contain the proposed flexible community space on the ground floor, with frontages to the Social Court and Residential Square East to the north and south. The internal

design and layout of these ground floor spaces is at present undetermined, being dependant on the needs of future occupiers.

- 2.8 Building C forms a key approach into the site and has more window articulation relative to neighbouring buildings E and D. Buildings C, D and E all stand 19m in height and will be finished in buff facing brickwork, aluminium windows, with use of Juliet balconies across the elevations. Two upper level south facing roof terraces are provided between buildings D and E and at the southern end of building C.

#### *Western End*

- 2.9 The western end of the Lot comprises buildings G, F, H and J, which are residential blocks fronting onto Landscape Court and Residential Square West. The buildings include four levels of accommodation and stand 14m in height. Materials are from the same pallette as the other buildings with buff facing brickwork, aluminium windows with metal cladding above the windows.

#### Market Square and public realm

- 2.10 The proposed 'Market Square', 'Forecourt' and 'Ridgeway corner' public realm is designed on shared space principles. This application also includes a small section of 'Green Corridor 01' which forms the remaining part of the open space within the adjoining Lot 5.
- 2.11 Sustainable urban drainage is incorporated into the scheme through cobbled rills which follow the route of pedestrian movement through the site.
- 2.12 The application proposes a total of 552 cycle parking spaces across Lot 2. 434 cycle parking spaces are private, integrated into the envelope of the buildings in dedicated cycle pavilions. The remaining 118 cycle parking spaces provide non-residential visitor spaces and provision for the retail units.
- 2.13 34 car parking spaces are proposed for the wider key worker housing pool, which includes two disabled spaces.
- 2.14 The reserved matters applications are accompanied by the following documents:
1. Design and Access Statement
  2. Planning Statement
  3. Transport Assessment
  4. RECAP waste toolkit
  5. Site Waste Management Plan
  6. Surface Water Drainage Strategy
  7. Utilities and Foul Sewerage Statement
  8. Piling Risk Assessment
  9. Sustainability and Energy Statement
  10. Biodiversity Survey and Assessment
  11. Noise Insulation Scheme

## Amended Plans

2.15 Amended plans have been received with the following changes and additional information:

- Updated surface water drainage strategy.
- Predicted cycle flow note.

## 3.0 RELEVANT SITE HISTORY

3.1

Reference	Description	Outcome
<b>Strategic Approvals</b>		
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
<b>'Lot' Approvals</b>		
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
13/1828/REM	Community centre and nursery, including public realm and associated ancillary structures.	Approved
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

13/1748/REM	Lot 1, reserved matters application (access, appearance, landscaping, layout and scale) pursuant to 13/1402/S73 for a foodstore (2000sqm net, Use class A1) and retail space (use class A1- A4), 117 residential units.	Approved
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#### **4.0 PUBLICITY**

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

4.2 The proposal was presented to the North West Community Forum and was presented to JDCC pre-submission.

#### **5.0 POLICY**

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

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

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

- NW1 Vision
- NW2 Development Principles
- NW4 Site and Setting
- NW6 Affordable Housing
- NW7 Balanced and Sustainable Communities
- NW9 Employment Uses in the Local Centre
- NW10 Mix of Uses
- NW11 Sustainable Travel
- NW12 Highway Infrastructure
- NW14 Madingley Road to Huntingdon Road Link
- NW16 Public Transport Provision
- NW17 Cycling Provision
- NW18 Walking Provision
- NW19 Parking Standards
- NW21 A Local Centre
- NW24 Climate Change and Sustainable Design and Construction
- NW25 Surface Water Drainage



NW26 Foul Drainage and Sewage Disposal  
 NW28 Construction Process  
 NW30 Phasing and Need

Central Government Guidance	National Planning Policy Framework March 2012  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95
Site wide guidance	Informal Planning Policy Guidance on foodstore provision in North West Cambridge (March 2011).

## 6.0 EXTERNAL AND INTERNAL CONSULTATIONS

### 6.1 External Consultations

#### **Cambridgeshire County Council (Highways Development Management)**

##### Comments on Application as Submitted

6.2 Following review of the Transport Statement has revealed the assessment of Lot 2 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.

##### *Trip Generation and Distribution*

6.3 The commercial uses and social space are proposed to be primarily for use of the residents of North West Cambridge Development and therefore most of the trips generated would be internally generated by the proposed development in accordance with the 2011 Transport Assessment.

6.4 A total of 217sqm of ancillary residential space has been proposed within Lot 2 development. This could operate as ad-hoc office for the residents or small scale commercial premises. No car parking will be provided with the development and therefore any car drivers to the site will use visitor parking which will dissuade vehicular trips to the site and therefore trips will be primarily by sustainable modes. The County Council consider that the assessment provided is appropriate for this development.

##### *Transport Impact*

6.5 The Lot 2 proposals are in accordance with the land-uses and trip generation assessed as part of the 2011 Transport Assessment.

##### *Car Parking*

- 6.6 A total of 34 car parking spaces are proposed as part of the overall key worker housing pool, with two of these spaces for disabled users.

#### *Travel Plans*

- 6.7 The original Framework Travel Plan was submitted in support of the planning application in September 2011. As different parcels of the Land at North West Cambridge come forward a Development Residential Travel Plan will be prepared and operated by the University in accordance with the Framework Travel Plan. The Residential Travel Plan is to be prepared and submitted to the County Council for approval prior to occupation of the first dwelling.

#### **Architectural Liaison Officer**

- 6.8 There are two areas of the proposal which do not appear to be in line with secured by design. The first is that the 'walk ups' to the southern residences are not controlled allowing people from outside to walk up the stairwells. It would be preferred if these were controlled (i.e enclosed), or alternatively the two entrance points into the courtyard could be controlled by gates.
- 6.9 The other area is that the western duplex units have entrance points that are recessed greater than 600mm. However given that this is on a fairly active area of the site facing the road, it is not a great risk as they are well overlooked.

#### **Cambridgeshire Fire and Rescue Service**

- 6.10 A condition should be attached requiring adequate provision for fire hydrants.

#### **Quality Panel**

- 6.11 The Quality Panel viewed the application at the pre-application stage on 15 July 2014. Their comments are set out in full within Appendix 3 and are summarised in the report, paragraph 8.45.

#### **6.12 Internal Consultations**

##### **Urban Design and Conservation Team**

- 6.13 This scheme has the potential to be a high quality, pivotal part of the overall NWC development and is supported in design terms. The proposal conforms to the requirements of the site-wide Design Code. We recommend that materials be conditioned and a sample panel be constructed and agreed.
- 6.14 The scheme creates a connected series of courts and spaces, which follows the site wide outline/master plan, which included Lot 2. The orientation of buildings is considerably clearer and improved over previous iterations of Lot 2. The proposal breaks down spaces into five courts, each with a different character and function and landscape approach. The scheme has the

potential to create a high quality of living accommodation as well as successful commercial activity connected through a generous public realm.

- 6.15 The cycle pavilions as set out in section 6.2 of the DAS shows a creative and engaging approach to spaces beyond through the use of perforated panels. Cycle parking is located in convenient locations for use by occupants.
- 6.16 Blocks F1, F2, G and H provide an upper storey which is 'activated' through the use of third floor terraced walkways (section of same on page 142 of the DAS). This is an approach we discussed at pre-application meetings and it is considered a positive way to engage the occupants with the inner elevations of the 'landscape court'.
- 6.17 Building B includes a first floor 'amenity' terrace above ground floor retail units. The space has the potential to engage positively with the square and public space below in a multi-level fashion.

### **Head of Streets and Open Spaces (Landscape Team)**

- 6.18 The application is supported in principle.
- 6.19 Permanently wet pools/rills and reed fen areas: For the majority of the time rills may be dry. The choice of planting for the rills is wetland species which may have a problem thriving in conditions that are dry for the majority of the time.
- 6.20 Cycle Pavilions – Poplar and Willow, because of their large size may cause damage to structures, have a high water demand and require careful management to keep them within a manageable size and form. Smaller and less vigorous species are recommended. Because of the large species of tree, the only water getting to this small bed is rain water falling through the aperture in the roof above. This is very little water for a high water demand species.

### **Head of Refuse and Environment**

- 6.21 No objections in principle.
- 6.22 Construction impacts managed through the discharge of strategic condition 52. Minimal impact anticipated from the proposed method of piling.
- 6.23 A lighting assessment of artificial light is required.
- 6.24 Parts a), b) and c) of the contaminated land condition has been discharged. Part e) relates to the identification of previously unidentified contamination during construction works and remains in place through the duration of the ground works.
- 6.25 Following these clarification points there is no objection to the proposal providing that conditions are attached ensuring that the noise insulation

schemes are provided, any plant detail is provided for, and that operating hours and delivery hours for the commercial units are limited.

- 6.26 It is recognised that deliveries to the retail/commercial units are unlikely to require the use of HGV's. However, a limit to the hours of delivery should be applied to any consent granted.

### **Head of Streets and Open Spaces (Drainage)**

- 6.27 The application is supported for the following reasons:

- The proposals are fully in accordance with the strategic surface water drainage strategy for the NWC site.
- There are a number of surface features that are integrated into the landscape including rills, reed beds, permeable paving with sub-base replacement storage, brown and green roofs with some underground attenuation. These features provide quite a number of source control features and are in keeping a high quality landscape.
- There is an adequate and acceptable provision of foul drainage and adequate information of the provision of utilities to the proposed development.

- 6.28 The application is an exemplar in terms of the sustainable drainage and how it is integrated into the landscape and built environment. Final details are required by condition for the final attenuation ratio's between all of the sustainable drainage features.

### **Senior Sustainability Officer**

- 6.29 General approach to sustainable design and construction as part of Lot 2 to deliver an exemplar development, that meets the requirements of the AAP in relation to sustainable design and construction, is fully supported.
- 6.30 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.

### *Code for Sustainable Homes and BREEAM*

- 6.31 Policy NW24 of the North West Cambridge AAP requires the achievement of Level 5 of the Code for Sustainable Homes for the majority of new homes on site, with BREEAM 'excellent' required for all non-residential development. The overall approach to achieving Code Level 5 is supported.

### *Renewable Energy*

- 6.32 One of the requirements of the AAP is for a 20% reduction in the carbon emissions associated with the non-residential elements of the scheme from the use of on-site renewable energy technologies. The Sustainability and Energy Strategy sets out that photovoltaic panels will be installed for the non-residential units, which will contribute to the overall carbon reduction

associated with renewable energy generation associated with non-residential floorspace. This approach is supported.

## **7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS**

### Girton Parish Council

7.1 No comments.

### Neighbour Representations

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

Arcady, Huntingdon Road

7.3 The following comments are made:

- No objections in principle.
- Noise and light restrictions should be imposed to there are no impacts outside of working hours.
- Temporary lighting should be directed away from Arcady.
- Ongoing dispute over boundary line.
- There should be a 20m set back from the garden of Arcady and the later phases of development.

### Nineteen Acre Field Residents Association (NAFRA)

7.4 NAFRA has reviewed this application and has no comments to make.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received 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 and Strategic Conditions
3. Context of site, design and external spaces
4. Affordable Housing and Mixed and Balanced Community
5. Drainage and Utilities
6. Transport
7. Disabled Access
8. Residential amenity
9. Renewable energy and sustainability
10. Waste and Recycling
11. Public Art
12. Ecology
13. Third party representations
14. Planning Obligation Strategy

## **Principle of Development**

- 8.3 The proposed principles of the local centre, key worker housing and commercial uses, is in accordance with Cambridge local plan 2006 policy 9/7 and the new policy framework in the draft Cambridge Local Plan 2014. The principle of development at NWC is established through the 2013 outline planning permission.
- 8.4 A number of strategic conditions attached to the outline permission have been discharged by the Joint Development Control Committee, which includes the Design Code, Phasing, Site Wide Drainage strategy, Strategy for Youth Facilities and Children's Play and Public Art strategy.
- 8.5 The applicant seeks the discharge of the following pre-commencement outline conditions:
- Condition 1 – Reserved matters details
  - Condition 6 – Environmental Statement compliance
  - Condition 8 – Design Code Statement
  - Condition 11 – Landscape and Trees
  - Condition 12 – Arboriculture Implications Assessment
  - Condition 15 – Installation of services and retained trees
  - Condition 20 – Distribution of market and key worker units
  - Condition 22 – Lifetime Homes
  - Condition 23 – Code for Sustainable Homes
  - Condition 24 – BREEAM
  - Condition 27 – Detailed Surface water drainage strategy
  - Condition 35 – Biodiversity Survey and Assessment
  - Condition 40 – Car parking for residential properties
  - Condition 41 – Car parking Strategy
  - Condition 42 – Car club strategy
  - Condition 43 – Cycle Parking
  - Condition 44 – Parking Management
  - Condition 49 – Land Contamination
  - Condition 50 – Noise Insulation scheme
  - Condition 51 – Lighting
  - Condition 55 – On site waste storage facilities for residential development
  - Condition 57 – On site waste storage facilities for commercial and employment uses
  - Condition 65 – Fire hydrants

- 8.6 These matters are covered in the relevant subsections in the report.

## **Compliance with Parameter Plans and Strategic Conditions**

- 8.7 The parameter plans approved as part of the outline application (as amended by 13/1402/S73), fix the key principles for the development. The Parameter Plans relevant to this application are:

- Zone Parameter Plan 01A
  - Access Parameter plan 02A
  - Open Land and Landscape Areas 03A
  - Land Use (Built Development and Ancillary Space) Parameter Plan 04A
  - Urban Design Framework (3.6)
  - Development Building Zones 05A
  - Building Heights Parameter Plan 06A
  - Topography parameter 07A
  - Huntingdon Road Highway and Utility Works 08
  - Madingley Road Highway and Utility works 09
- 8.8 The proposal complies with all of the parameter plans as approved under the section 73 outline approval ref: 13/1402/S73.
- 8.9 This proposal falls under the 'Residential and Complementary Mixed Uses' area of the Land Use PP 04, which allows for the full range of uses described. The scheme also complies with the heights set out in PP 06, the details of which are discussed below in the design section.
- 8.10 The proposal complies (or is not applicable) to all other Parameter Plans (01- Zones, 03- Open Space and Landscape, 07- Topography, 08- Huntingdon Road Utilities and 09- Madingley Road Utilities).
- 8.11 The proposed development sits within the first Phase of NWC as identified in the Phasing Plan approved under condition 5 of the outline consent.
- 8.12 There are no Youth and Play Facilities proposed through this application, but that is consistent with the site wide strategy approved under condition 9. Compliance with other strategic conditions are assessed under the relevant sections below such as the Design Code (Condition 7) under the design section, and Surface Water Drainage (Condition 26) proposals within the drainage section.
- 8.13 This proposal links in with a number of site wide highway strategies such as bus stop strategy and car club strategy as well as local centre and key worker housing car parking strategies.
- 8.14 The proposal is consistent with the description, and quantum of development set out in the outline approval and is, in turn, compliant with policy NW5: Housing Supply, of the NWCAAP.

#### Residential units

- 8.15 The outline consent granted includes approval for up to 3000 residential units, of which 50% will be affordable key worker units. This is the second detailed application for residential units. The current number of units accords with the approved quantum. A table identifying the total of units approved is shown below:

#### **Table 1: NWC Housing**

Tenure type	Approved	Pending	Total	Outline Limit
Key Worker Housing	443	264	707	1500
Market Housing	49	0	49	1500
Student Bedspaces	325	0	325	2000
Total	817	264	1081	5000

### Retail provision

- 8.16 Consent has been granted under the outline permission for up to 5,300sqm of gross retail floorspace, which include a foodstore of 2000sqm net. Informal planning policy guidance (IPPG) in March 2011 relating to foodstore provision in NWC supports the principle of a foodstore on this site which will be the anchor within the local centre. This attraction will also encourage linked trips to other services and facilities serving local needs. The supermarket on NWC was approved as part of the 'Lot 1' application in 2014.
- 8.17 The IPPG recognises that other units within use class A1 to A5 should complement the local centre, provided they do not cause nuisance to local residents. The application proposal provides an appropriate range of commercial and multi-use spaces within a single local centre. In so doing, the local centre will act as a focus for the new community, with potential for small scale employment to reinforce its function. The proposal is therefore in accordance with the design aspirations of Policy NW21: Local Centre, of the NWCAAP.
- 8.18 The proposed retail units are designed around a basic rectangular module within the ground floor of buildings A and B. The applicant has demonstrated how each unit could be serviced and organised. At this stage the future occupants of the commercial units is not known. As such, some flexibility is considered appropriate to enable units to be merged, if this is desired by future operators. The imposition of condition 11 can ensure that any future requirement for the merging of retail units is appropriately managed. Any request for the merging of units would be accompanied by a statement containing the operational justification for the new configuration, the impact on the proposed local centre and any external design implications.

### Bus Gate Street and motor vehicle access

- 8.19 Bus gate street was approved under Lot 1 13/1748/REM. The principle of this controlled route to the east of the application site was set out in the NWCAAP, and identified as such on the approved Access Parameter Plan. The design code approved through Condition 7 of the outline approval stipulates that the restriction of the route should be between 07:00 and 19:00 (representing the two peak periods in the day, and other daytime activity on weekdays), but could be unrestricted in the evening, and weekends to support the vitality and viability of the local centre.



- 8.20 This strategy also identified within the approved 'controls on the public transport route strategy through condition 39. Condition 4 of application 13/1748/REM attached to Lot 1 identifies the hours that this route should be restricted. In my view, the local centre fulfills the aspiration of providing segregated bus priority routes and prioritising sustainable travel, in accordance with Policies NW11: Sustainable Travel, NW16: Public Transport and NW21: Local Centre, of the NWCAAP

### **Context of site, design and external spaces**

- 8.21 The key design issue is the design and layout of the proposed new buildings in their setting, and the appearance and function of the proposed public realm. This section describes how Lot 2 complies with the Design Code requirements.

#### Overall Design vision

- 8.22 The design of Lot 2 is based upon a network of spaces, a series of interconnected courtyards and squares of different scales, with Market Square forming the hub of the local centre. A progression of spaces will be created, appropriate to their future use and context and legible for future occupants. In taking this approach, the scheme demonstrates creation of an attractive mixed use development, with local distinctiveness and character. The Quality Panel concluded the character and vision for the scheme to be excellent. The application therefore demonstrates complete accordance with the underlying design principles for the development of NWC, as set out within Policies NW1: Vision and NW2: Development Principles, of the NWCAAP.
- 8.23 The design of Market Square and the public realm 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. Market Square is also appropriately designed for more functional needs, with key pedestrian and cycle routes integrated into the layout with an appropriate range of shops and services surrounding the public realm.
- 8.24 Market Square follows the philosophy of shared space, giving pedestrians and cyclists a more equal status. The approach taken accords with the vision objectives set out within the Design Code and with the principles of design for walking and cycling as set out in Policies NW17: Cycling Provision and NW18: Walking Provision of the NWCAAP.

#### Central and Western end

##### *Design and Layout*

- 8.25 The scheme creates a connected series of courts and spaces, which follows the site wide outline and Design Code principles. The orientation of buildings E, F, G, H and J provides a clear definition of public space and private space, appropriate to their function and hierarchy within the overall development.

This is achieved through the position of buildings created by the perimeter blocks and the landscape and threshold detailing, in accordance with the 'place making principles' set out in the Design Code (p 178).

- 8.26 For example, the ground floor residential units within building F2 enjoy defined rear threshold planting, which will provide privacy and a clear boundary to the communal central landscaped courtyard. This approach accords with the design principles for the residential court set out within the Design Code (p 185).
- 8.27 Strong street frontages are created through the siting of buildings onto the Primary Street and residential Square West. In so doing, the application responds appropriately to the intended vision of perimeter blocks set out within the Design Code (p 178). A high quality design, with strong frontages is created, in accordance with Policy NW2: Development Principles of the NWCAAP.
- 8.28 While comments from the Architectural Liaison officer regarding secured by design are noted, it is not considered necessary to gate the southern access points to Landscape Court. There is an appropriate level of natural surveillance provided by windows to the southern elevation.

#### *Scale, mass and detailed design*

- 8.29 The buildings across Lot 2 are divided in three categories of facade treatment which responds to their particular context and function. The proposed local centre is defined by a range of block sizes, with the highest density and uses within the site, which is appropriate to its function. The scheme therefore accords with the principles of urban Structure of the local centre set out within the Design Code (p 176).
- 8.30 The Design Code states that that building heights across Lot 2 should generally total four storeys, with provision for marker or accent buildings in strategic locations. The western end of the site is predominantly four storeys in height and will appear subservient to the higher buildings around Market Square. This provides an appropriate hierarchy and character across Lot 2, which complies with the height parameters of the outline permission.
- 8.31 Cycle pavilions are provided in the Landscape Courtyard which provides a contrast in scale to the main buildings and enhances the overall composition of buildings at the western end.
- 8.32 Detailing and materials of all buildings on Lot 2 follow a common palette. It is envisaged that buff brickwork will be used through the scheme with slender pre cast concrete elements and small areas of timber at the ground floor. Variations in brickwork tone will be used to create volumes and define spaces which will be integrated with the scheme of landscaping. Final materials details can be agreed through the discharge of condition 1.

#### *Drainage, Landscape and External Spaces*

- 8.33 The landscaped central court provides a high quality design which responds to the shallow fall of the site levels towards the west, through a series of terraced walls. Sustainable drainage systems (SUDS) are integrated into the landscape design through reed beds, rills and exposed down pipes, which contributes to the exemplar approach to SUDS across this Lot. It is considered that the high quality landscape design and integration of sustainable drainage accords with the development principles set out in policy NW2: Development Principles of the NWCAAP.
- 8.34 Sustainable drainage and the conveyance of water through the site is central to the design of external spaces. There are three wetland planting features; the micro pool with cobbled weir; rills or linear pond and central reed beds. Landscape Court to the west contains the linear pond a reed bed which are aligned to respond to pedestrian movement through the site gradient. The comprehensive integration of SUDS through the landscaping fully accords with the development principles set out in policy NW1: Vision, of the NWCAAP.
- 8.35 Some concerns have been raised regarding the choice of planting species for the rills and reed fen areas. These SUDS features may experience periods of drought and so the planting schedule needs to be resilient to changing conditions. The applicant has submitted a comprehensive landscape and maintenance strategy and is content that the chosen species will be resilient in adverse weather and will not present a significant management burden to the University. The proposed schedule for soft landscaping is therefore considered acceptable.

#### Eastern Market Square end

##### *Design and Layout*

- 8.36 The eastern end of Lot 2, buildings A and B are two free-standing blocks, in contrast to the perimeter blocks enclosing private amenity to the west. These 'special blocks' accord with the design principles of block typology set out in the Design Code (p 179). Buildings A and B has edges on all frontages addressing Market Square to the south and Ridgeway Corner to the north. Blank walls are minimised in their design, with the residential entrances positioned on the northern elevation, to be constructed with solid timber doors.
- 8.37 Entrance and links to the Social and Arrivals Courts are provided through human scale undercuts and passageways through the elevations of buildings C and D. These access ways are enhanced by the dual aspect design of the flexible social space which creates a visual link between the adjoining courtyards. Public space, thresholds and access is therefore clearly designed, in accordance with the principles for access and movement set out in the Design Code (p 179).

##### *Scale and mass*

- 8.38 Buildings A C and J are highly visible, framing key vistas in the new street scene. For this reason, their external treatment has the greatest articulation of solid to void across the fenestration and a greater number of windows on their elevations. In my view the scheme is an appropriate response to the Design Code principles for height and massing, (Design Code p 179) and does not exceed the parameter plan guidelines.
- 8.39 The Quality Panel queried the level of visual difference between the buildings. In the view of officers, the scheme provides an appropriate variation between buildings to create attractive and varied new street scenes across the site. This is because the landscape focused design of the scheme does not require 'landmark buildings' of significant difference. Sufficient variation will be created across the rooflines, with subtle variation in articulation to the marker buildings which terminate key vistas. Legibility and navigation will also be led by the public realm and the shopfronts and uses on the ground floor.
- 8.40 Difference in buildings across the wider local centre area will also be achieved through alternative architectural approaches for the hotel and Parcel M3 in later phases.

#### *Drainage, Landscape and External Spaces*

- 8.41 The Arrivals Court and Social Courts have a semi-public character and continues the network of courtyards from Landscape Court in the west, through to Market Square. Sustainable drainage is again the focus of the design. The linear drainage pond forms the centre of the space linking the drainage features through to Landscape Court to the east. High Quality, versatile courtyards will be created which accords with policy NW2: Development Principles of the NWCAAP.
- 8.42 Market Square and the wider public realm surrounding buildings A, B and D is discussed below.

#### Shopfronts and signage

- 8.43 The design of buildings A, B and D divides the retail frontages into bays which is in proportion with the design of the building elevation and which provides adequate space for signage. Given the potential for merging commercial units in the future, the exact number and design of shopfronts is yet to be determined. This can be adequately controlled through the discharge of condition 12.
- 8.44 Signage would be considered separately by application(s) under the Advertisement Regulations where necessary.

#### Public Realm street hierarchy and layout

- 8.45 The public realm across Lot 2 is designed along principles of shared space through 'self-reading' streets which do not rely on enforcement and signage. A key tool to achieving the low speed environment along Bus-gate Street is

the introduction of 'carriageway events', whereby conflict between user groups is minimised through features to slow traffic. The public realm across Lot 2 is for pedestrians and cyclists only, with provision for services vehicles to the rear of building B.

- 8.46 Market Square provides a relatively large central space measuring approximately 2000 sq m in area. This flexible space is consistent with the intended function of the space contained within the Design Code (p 82) and would be suitable for a range of activities or events throughout the year. A high quality space will be provided, appropriate for its context, in accordance with Policy NW21: Local Centre, of the NWCAAP and is consistent with the principles for the design of vibrant local centres, as described within the IPPG for retail development at NWC (Paragraph 4.12, p 11).

#### Market Square and public realm - Movement and Circulation

##### *Pedestrians*

- 8.47 Market Square is a pedestrian focused area. The design of the square and the strategy for cycle movement and parking will ensure their priority in the public realm. Seating is plentiful and attractively designed, and will encourage a moderation of speed for mounted cyclists entering the space.
- 8.48 The shared space approach also achieves a pedestrian orientated environment across the wider public realm. Clear protected areas are provided alongside the Ridgeway Public realm by the strategic placement of seating and tree planting. Appropriate provision has therefore been made to follow the design principles of shared space. In the view of officers, the development provides attractive, direct and safe walking routes across the public realm, in accordance with the underlying principles of the Design Code and policy NW18: Walking Provision, of the NWCAAP.

##### *Cyclists*

- 8.49 The proposed public realm across Lot 2 accommodates the strategic Ridgeway cycle route which follows east to west across the public realm to Ridgeway Corner. It is intended cyclists can continue their journey through the public realm without dismounting. Carriageway events across the shared surface, which in this case relates to level surface of the public realm with high quality setts, will encourage the moderation of speed and behavior. Given the generous width of Ridgeway Corner public realm, there is unlikely to be significant conflict between cyclists and pedestrians.
- 8.50 The design approach taken to accommodate cyclists is also supported by a quantitative analysis of flows likely to occur at peak times through Ridgeway Corner. The submitted study concludes an estimation of 840 cycle movements during the evening and morning peaks hours, which would equate to approximately 14 per minute. The County Council Highways Authority have considered this study and are broadly content with the underpinning methodology. Even allowing for a greater modal shift towards cycling the

number of cycle journeys can comfortably be accommodated within the proposed shared surface. As such, based on the evidence submitted, the potential for conflict between pedestrians and cyclists is unlikely to be significant.

*Motor Vehicles*

- 8.51 Market Square and the public realm will not be accessible to private motor vehicles, except in the case of deliveries to the rear of building B. Moderation of vehicle speed will be achieved in this area through the carriageway events in this area of the public realm.

Cambridgeshire Quality Panel

- 8.52 The Cambridgeshire Quality Panel reviewed the emerging proposal on 15 July 2014. The Panel consider the scheme to be of excellent quality and character. A number of specific recommendations were made to further enhance the scheme which are set out in table 1 below.

**Table 2: Quality Panel Issues and officer responses**

<b>Issues and recommendations of Quality Panel</b>	<b>Officer response</b>
Ensure that the wider community benefits from social spaces are considered as places of interaction. Social spaces should not look inward.	<p>The proposed Social Court has windows from the ground floor flexible uses enlivening three sides of the space. Arrival court is also animated by windows because the flexible social space contained within the ground floor of building E is dual aspect.</p> <p>Whilst the nature of the future operators to occupy the flexible social spaces is as yet undetermined, their design is accessible and permeable through the development.</p>
Use of internal space standards.	The development provides desirable accommodation to meet different needs. The design of the apartments accord with the Council's emerging internal space standards in the draft Local Plan 2014.
Use of gardens to break up the mass of the cycle parking to make arrivals more welcoming.	The applicant has softened the blank walls in the Arrival Courts and cycle pavilion with the introduction of different materials, perforated brickwork and wall planting.

Facilities should be considered to draw the public in.	The range of uses across the local centre, the quality public realm and landscaping and proposals for public art will all serve to make the development attractive to the general public.
The Panel questioned whether there is sufficient difference between the three types of buildings.	<p>During the course of the design development greater articulation has been development for building D which addresses Market Square.</p> <p>Officers are satisfied that the level of articulation provides a satisfactory contrast across the family of buildings. Further variation in architectural will be provided with the hotel and M3 Lots.</p>
The strategy for future adaptability of the buildings should be tested.	The non-residential spaces are designed as large open plan spaces for flexibility. Internal partitions will be metal frames which can be removed to adapt to future needs.

Quality Panel Conclusion

- 8.53 The outstanding queries of Quality Panel have been satisfactorily addressed through the application submission.

Conclusion

- 8.54 The proposal is fully supported by the City Council’s Urban Design and Conservation Team, and has evolved through collaborative working, public and technical consultation. A high quality public realm is proposed with residential development which meets an identified need. It is considered that the proposal conforms to the approved parameter plans and the approved Design Code, and is therefore compliant with policies NW1: Vision, NW2: Development Principles and NW4: Site and Setting, of the NWCAAP.

**Affordable Housing, and Mixed and Balanced Community**

- 8.55 Policy NW6: Affordable Housing, 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: Balanced and Sustainable Communities, 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 mixed with the market housing.

- 8.56 It was considered at the outline stage that clustering of market and affordable units in certain areas of the site (generally around the local centre and fronting the Ridgeway) would not be possible within the mix derived from the University's housing need. Condition 20 was attached to the outline consent controlling clustering.
- 8.57 Several reasons were identified as to why clustering could not be achieved for this part of the site. This was due to the need to achieve Code for Sustainable Homes level 5 and for the proposed combined heat and power solution to be cost effective. The proposed mix of the key worker housing (deriving from the University's need) being skewed towards one and two bed units (82%) would make clustering these properties amongst the market units difficult to achieve in design terms.
- 8.58 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 more transient in nature. There was considered merit in placing together similar residents. Equally, mixing people living on site for temporary periods may cause tension with those longer-term residents. Support workers who 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.
- 8.59 The high proportion of one and two bed units lend themselves to the high density parts of the site, around the local centre and transport nodes. At the outline stage it was agreed these larger areas of single tenure would only be in and around the local centre and fronting the Ridgeway where there will be a mix of uses and high social interaction.
- 8.60 Although there are 264 affordable key worker units proposed, which is single tenure, there are an appropriate split of units sizes (100 one bedroom and 161 two bedrooms) and mix of typologies. In the context of the entire first phase, there will be an overall mix of market and affordable (key worker) housing, as well as commercial, employment and student uses. The delivery of such housing will ensure a mix of tenures on site from the early stages.
- 8.61 In any new community or 'place' early provision of facilities is very important. The phasing approved under Condition 5 shows the first phase to be included around the local centre. To make this viable for commercial uses within the first phase there needs to be a critical mass of residents. The provision of key worker housing which would be built and occupied early supports viability, to the benefit of the entire site.
- 8.62 The proposal, while single tenure in terms of this particular application must be seen holistically within the bigger 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 exempted by condition 20 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.



### Faith workers

- 8.63 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 1600<sup>th</sup> units. It is therefore likely that these 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 through the discharge of outline condition 4 and could be flexible depending on the agreed occupier(s).

### **Drainage and Utilities**

#### Surface Water

- 8.64 Condition 27 of the outline consents require any reserved matters application to come forward with a detailed surface water drainage strategy, which demonstrates how the detailed drainage for the proposal fits into the wider strategy approved.
- 8.65 The drainage strategy for this proposal has been developed using a hierarchal approach looking to manage surface water as close to source as possible. SUD's are integral to the design of the external spaces and provide an appropriate level of mitigation for runoff. The updated drainage strategy is considered acceptable to drainage officers. Final discharge calculation are required by proposed condition 17.

#### Foul drainage

- 8.66 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).

#### Utilities

- 8.67 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.

#### Conclusion

- 8.68 The proposals provide an exemplar in sustainable drainage and comply with the strategic drainage strategies approved through the outline consent and Policy NW25: Surface Water Drainage, NW26: Foul Drainage and Sewage and NW27: Management of Surface Water Drainage, of the NWCAAP.

## **Transport**

### Transport Impact

- 8.69 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.
- 8.70 Notwithstanding this, a transport statement has been provided with the application confirming the proposed trip rates in association with the proposed uses. The County Council transportation team have confirmed that the detail accords with the outline approval, and rates applied to the uses, along with the impact both internal and external to the site. The occupation of this development along with other applications within Phase 1 will contribute towards occupations that will trigger mitigation measures within the S106 agreement.

### Residential Car Parking Provision

#### *Key Worker Car Parking Strategy*

- 8.71 The applicants have taken a comprehensive approach to car parking for Key Worker Housing within the overall first phase. This approach will provide for an overall 'pool' of parking rather than provide for allocated parking spaces for specific plots. In recognition of this, and in recognition of the low number of spaces provided, a Key Worker Car Parking Strategy has been drawn up by the applicant at the request of the Local Authorities to ensure the car parking strategy is credible, realistic and robust.
- 8.72 The potential to reduce car parking for key workers because of proximity of their employment, was detailed within the Committee report at the outline stage. 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 from fly parking and potential overspill into the surrounding streets. The purpose of the strategy is to show that this concern will not be realised.
- 8.73 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. 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*

- 8.74 As required by the outline permission, 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 be served by public transport from an early stage. The travel plan will also include a week's free bus travel to help establish habit. Five car club spaces are to be provided in phase 1, with additional spaces in later phases.
- 8.75 Travel plan incentives are designed to encourage the choice of sustainable modes of travel from the outset reducing the need to own a car.

*'Pooled' Car Parking and Management*

- 8.76 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 as shown in the Lot 4 application. Car parking spaces will be applied for, and allocated on a permit basis. The allocation of permits will go firstly to mobility impaired residents (at no charge/concessionary rate), then key workers with young children, then employees with night shifts and finally those furthest from the car club spaces and bus stops.
- 8.77 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 and adoptable highway will be controlled through pay and display ensuring parking is within designated bays. Unauthorised fly parking would be enforced by the management company.

*Proposed Parking ratio*

- 8.78 This proposal for Lot 2 provides for no designated residential car parking spaces. Parking has however been looked at comprehensively for the first phase and therefore is being assessed on an 'overall basis', which Lot 2 residents form a part. There are currently approximately 153 parking spaces provided for approximately 725 key worker units. This represents a ratio of 0.21 spaces per dwelling. This is lower than the 1 space per unit maximum for 1 and 2 bed properties within the NWCAAP.
- 8.79 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 in assessing whether or not this ratio is acceptable. Given the measures proposed through the travel plan identified above, the management regime on site and unit size the approach to car parking provision is justified. Given the unique circumstances this does not set a precedent for other sites or elsewhere on this site, as the same circumstances cannot be linked to market residential properties on this site, or larger key worker houses.
- 8.80 These parking spaces for residents, although not necessarily within Lot 2, will still be relatively convenient for use. Underground spaces will be provided

underneath Lot 3 also where there is an externally accessible core (key fob controlled or similar) and adjacent to Lot 8. Some at grade parking is provided for disabled residents close to accessible units and a further 54 visitor spaces are proposed and located within the primary street, the courtyards north of Lot 3, and within the lower order street adjacent to Lot 8.

- 8.81 The Section 106 agreement for the outline permission includes monies for monitoring parking in streets in close proximity to NWC. If evidence suggests an increase in street parking, funds are to consult residents, and provide, (if desired following consultation) controlled parking zones (CPZ) in the affected streets.
- 8.82 Should car ownership and parking demand exceed the number of permit requests, the applicant by way of future phases on this site, has the ability to address the issue through controlled parking zones (CPZ). The units within the first phase amount to less than half of the overall key worker accommodation and therefore greater parking provision could be provided on later phases. Condition 3 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*

- 8.83 This proposal includes the majority of local centre uses. At the outline stage, a condition was imposed on the outline consent (condition 41) to manage car parking which would be provided through staggered phases. The purpose of this document was to provide a comprehensive strategy for the local centre, exploring the best locations for parking.
- 8.84 This condition has been successfully discharged. Car parking is provided for the general public either underneath the foodstore or on Bus Gate Street. Additional spaces will also come forward through other 'Lots' but the condition ensures that the comprehensive strategy can be retained.

#### *Parking under the foodstore*

- 8.85 139 spaces have been approved underneath the foodstore, this comprises 8 disabled spaces (5.75%), and 6 parent and child spaces, which provides for the uses in the local centre. 21 spaces are allocated for the retail and health centre visitors.

#### *Parking on bus gate street*

- 8.87 Although a large quantum of parking is underneath the foodstore, some surface parking has also been approved to ensure that there is a good distribution around the local centre. 38 spaces will be available on bus gate street, 15 spaces to the south of the controlled point and 23 to the north.
- 8.89 The table below identifies car parking provision serving the local centre:

**Table 3: Car parking provision around the local centre**

<b>Parking spaces location</b>	<b>Number of spaces</b>	<b>Proposed use</b>	<b>Management</b>
Bus Gate Street south	3 Disabled	Health facility and police	Blue badge holders only
	5	for health facility employees	Permit only 24hrs
	1	for Police patrol car	Permit only 24hrs
	6	Foodstore visitors, health facility visitors, local centre 'other uses visitors inc. community centre'.	A period of 'free time' to be agreed through condition 14 on Lot 1. P&D for longer stays.
Bus Gate Street North	5 Disabled		Blue badge holders only
	19		A period of 'free time' to be agreed through condition 14. P&D for longer stays.
Under the foodstore	139		Food store operator
Residential Courtyard East	8 Disabled 24	As above	Blue badge holders only
Access Lane between Lots 1 and 3	7	As above	A period of 'free time' to be agreed through condition on Lot 3.

8.90 The proposed levels of car parking here are reasonably close to the maximum allowed under the NWCAAP standards, which is taking a realistic approach to parking in the local centre and helping viability. It is not considered any additional spaces should be provided as this would render the proposal contrary to policy.

### *Parking Management*

- 8.91 Key to the success of the car parking strategy is the management of the spaces. The applicant is retaining control of all of the public realm in and around the local centre, except for the primary street which runs around the edge. A management company (or similar) would enforce the parking across the local centre.
- 8.92 Some designated spaces would be subject to permits at all times (spaces for health and police office workers). Some permits only during office hours (Mon-Fri 08:00-18:00). The parking spaces earmarked for local centre uses would be pay and display (mon-sat 08:00-18:00 and sun 10:00-17:00) which would be free for the first hour.
- 8.93 Parking underneath the foodstore would be free to all customers who visit the local centre for 90 minutes, which will serve the Lot 2 development. These spaces would need to therefore be open for use outside the foodstore opening hours, especially on a Sunday when the foodstore is limited to 6 hours of trading.
- 8.94 A condition was placed on Lot 1 (condition 14) to agree the exact details of the parking spaces both in terms of hours of how each space will be allocated, how long the 'free' parking will be, and also agree the hours that the foodstore parking will need to be open because it caters for other local centre uses.

### *Cycle Parking Provision*

- 8.95 The residential car parking strategy has to be coupled with safe, secure cycle parking. Cycle parking for the residential properties is provided at one space per bedroom as per the NWCAAP standards. Most of these spaces are located in a number of locations secure within the ground floor footprint of the buildings and within secure pavilions. Cycle parking is secure, convenient and adequate in size to meet the needs of future occupiers.
- 8.96 50 visitor cycle parking spaces are provided for the local centre is provided to the north of Market Square in the Ridgeway Corner public realm. 84 spaces are also provided along the eastern side of the foodstore as part of the Lot 1 application. This provision accords with adopted standards and its location on Ridgeway Corner will discourage cyclists from riding through Market Square. The design of the Market Square, through the position of street furniture and trees, is intended to encourage cyclists to dismount or significantly moderate speed. In so doing, the main Market Square will be prioritised for pedestrians.
- 8.97 The full allocation of cycle parking for residents, visitors and retail staff is summarised in table 2 below:

**Table 2 Lot 2 Cycle Parking Provision**

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<b>Cycle space location</b>	<b>Number of spaces</b>	<b>Proposed use</b>
Within building footprint for Residential use	435	Residents
Residential visitor spaces around main entrance points	28	Visitors
Foodstore (along eastern elevation)	84	Foodstore visitors and employees
Retail staff provision	28	employees
Local centre visitor provision	62	Visitors

### Public Transport

- 8.98 The proposed residential units are located on average 175 metres from the bus stops situated in the local centre. As part of the Section 106 agreement the obligations require an extension, upon first occupation of a residential unit, of 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

- 8.99 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 certainty over occupants place of work. Lower car parking ratios are therefore realistic. The travel plan measures, public transport improvements, car club provision, cycle spaces and infrastructure, evidence a realistic overall strategy for car parking.
- 8.100 The proposals for both cycle and car parking comply with policy NW19: Parking Standards, of the NWCAAP. The transport impact will be mitigated for through the existing Section 106 agreement. The proposal is therefore compliant with Policies NW12: Highway Infrastructure, NW15: Highway Provision, NW16: Public Transport Provision, NW17: Cycling Provision, NW18: Walking Provision and NW19: Parking Standards, of the NWCAAP.

### **Disabled access**

## Equality Impact Assessment

- 8.101 Inclusive access is fundamental to the design of the Market Square and the wider public realm. 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.
- 8.102 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.
- 8.103 The shared surface of Ridgeway Corner has been designed with contrasting colour and design of kerb edges so that partially sighted people can appreciate the main thoroughfare for cyclists. The design of street furniture and position of cycle parking within Ridgeway Corner seeks to discourage cyclists passing through Market Square to the south. Market Square will therefore be a mainly pedestrian space, with a low likelihood of conflict between cyclists and pedestrians. In so doing the 'shared space' philosophy is maintained and vulnerable users will have an equal status in the public realm.
- 8.104 The EqIA identifies people with limited mobility as a vulnerable user group. A range of seating is proposed which is simple in design and durable, regularly spaced at a distance of no more than 50m apart. Final design of seating and benches across the public realm can be adequately controlled through the discharge of condition 16. In designing the public realm in this way the application provides ease of use by all users, in accordance with Policy NW2: Development Principles of the NWCAAP.

## **Residential Amenity**

### Impact on amenity of neighbouring occupiers

- 8.105 The proposed development is within the agreed height parameters for the outline application as revised through the Section 73 approval. While the development will be clearly viewable from across the Ridge and Furrow Field from properties in Lansdowne Road and Conduit Head Road, the separation distance involved means that although they will be seen there will be no adverse impact on their amenity.
- 8.106 The layout and design of the proposal provides high quality 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).
- 8.107 The scheme has been considered comprehensively with the adjoining Lots and the proposed scheme is unlikely to compromise the amenity of future



Lots. Back to back distances are between blocks are generous across Lot 2 and many apartments benefit from dual aspect accommodation and Juliet balconies.

- 8.108 External space is provided for internally within the site, in the form of shared private space. The Landscape Courtyard is the largest space for residents, providing a high quality landscaped environment. Rooftop amenity space is also provided on buildings B, C and E. There are also more strategic green spaces located within small walking distances from the proposed development, both in the western edge, and strategic gap.
- 8.109 The properties have been well designed to ensure that adequate light and cross ventilation are provided to properties. A condition requiring lighting details is recommended. (Condition 4).

### Noise

#### *Traffic Noise: Buildings G and J:*

- 8.110 As part of the outline permission conditions (Condition 50) each reserved matters application is required to submit a noise attenuation/insulation scheme for residential units to protect the future occupiers against noise. This condition is relevant where there is a mix of commercial and residential uses in close proximity, as well as the residential element being cited adjacent to the internal primary street. As such buildings G and J will require a higher level of glazing and associated mechanical ventilation in their specification as set in the submitted noise report.

#### *Commercial opening hours*

- 8.111 The following opening hours are proposed:

Monday to Sunday 07:30 – 23:00 hours  
Sundays, Bank and public holidays 07:30 until 22:00

- 8.112 The Council's Environmental Health Team is content that the proposed hours will not give rise to a significant impact on the amenities of nearby future occupiers. The opening hours (secured by condition 10) will ensure that the potential range of uses and outside seating will not cause disturbance late in the evening. A management plan is also recommended to ensure that the impact of potential future uses within the commercial space is adequately considered. (Condition 18).

#### *Delivery Hours*

- 8.113 The following delivery hours are proposed:

Monday to Saturday 07:00 – 19:00 hours  
Sunday and Bank Holidays 09:00 – 17:00 hours.

- 8.114 It is considered unlikely that the size of commercial units proposed will require servicing by Heavy Good Vehicles (HGV's). The Council's Environmental Health Team is content that noise mitigation resulting from deliveries is not required to the upper floors of buildings A and B. This is because the nature of deliveries and restrictions on the times of deliveries.

*Potential disturbance from Market Square*

- 8.115 External noise levels which might otherwise affect the enjoyment of the upper level roof terraces, are within acceptable parameters, with the exception of roof terrace on building C. This terrace is 2 db over the recommended standard, but the increase is not considered perceptible to the average person. Officers are satisfied the enjoyment of the external outdoor terrace will not be adversely affected by external noise sources.
- 8.116 It is intended that the square can provide an opportunity for events throughout the year. The impact of specific events would be managed through assessment of a temporary events notice under the Licensing Act 2003. To reduce the impact of activity noise from Market Square during the morning, bedrooms and living rooms have attenuated vents to control overheating without the need to open windows.

*Use of multi-use space*

- 8.117 The multi-use spaces are located below residential units, therefore depending on the nature of activities carried on there is potential for noise disturbance to residents above. Sound reduction through separating floors is considered to be of a high standard, but any future noise mitigation required can be ensured through the discharge of condition 7.

*Odour control*

- 8.118 The retail space could involve the cooking of food the control of cooking odours via a suitable extract system will be required to protect the amenity of nearby residential properties. A condition (Condition 14) is therefore recommended to control any form of extraction from the approved use(s).

*Contamination*

- 8.119 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.

*Construction Management*

- 8.120 Construction related activities can be adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.

- 8.121 The waste management procedures 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 eight streams which will provide secure storage with clear labelling is supported.
- 8.122 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.
- 8.123 Through the submitted documentation, and the procedures already secured at the outline stage it is considered that the application complies with Policy NW28: Construction Process, of the NWCAAP.

### **Sustainability**

- 8.124 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.
- 8.125 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. 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 and connection to the site wide non-potable water network.
- 8.126 Policy NW24:Climate Change and Construction, of the NWCAAP requires the achievement of Level 5 of the Code for Sustainable Homes for the majority of new homes on site, with BREEAM 'excellent' required for all non-residential development. A Code for Sustainable Homes and BREEAM pre-assessments have been included within the Sustainability and Energy Statement. The Code for Sustainable Homes pre-assessment, which has been carried out on the basis of the worst performing unit, shows that a minimum score of 84.80% is achievable, with other better performing units scoring higher. The overall approach to achieving Code Level 5 is supported.
- 8.127 With regards to BREEAM, pre-assessments have been provided for a retail unit, office space and other non-residential floor space. These assessments show that the non-residential floorspace is capable of achieving the BREEAM 'excellent' requirement, with scores ranging from 71.49% for the retail floorspace to 76.09% for other non-residential floorspace.

- 8.128 The NWCAAP requires a 20% reduction in the carbon emissions associated with the non-residential elements of the scheme from the use of on-site renewable energy technologies. The Sustainability and Energy Strategy sets out that photovoltaic panels will be installed for the non-residential units, which will contribute to the overall carbon reduction associated with renewable energy generation associated with non-residential floorspace. This approach is supported.
- 8.129 In conclusion, the detailed and comprehensive level of information that has been submitted is fully supported. The sustainability proposals integrated within this scheme meet the requirements of the outline consent, and the NWCAAP.

### **Waste and Recycling**

- 8.130 Waste collection for the residential element of the proposal will use the underground bin system integrated within the street scene. These bins will collect three streams; mixed (comingled) recyclables, paper and residual waste. Green waste is dealt with separately (see below).
- 8.131 The underground waste proposals have been looked at strategically across the first phase to ensure that each set of bins (banks in multiples of three) have sufficient capacity to accommodate the residential properties that they will serve. All residential properties have a storage capacity of 45 litres.
- 8.132 Condition 56 on the outline permission requires these waste facilities to be completed and in use prior to any use of the building commencing. As the design of the bins is yet to be finalised, a condition is suggested in order to approve these above ground hoppers, and a method of fill monitoring is also conditioned to ensure that the local authority can efficiently empty the receptacles enabling capacity to exist for residents (Conditions 4 and 5).
- 8.133 For the commercial elements where the local authority will not necessarily be the collecting body, a conventional provision of eurobin storage and collection have been provided within the envelope of each building. Waste storage rooms are of sufficient size and allow each bin to be maneuvered within the space.
- 8.134 Green waste (garden waste) is not suited to the underground system it is controlled through a separate on-site solution required by condition 58 of the outline planning consent (submitted concurrently with this first reserved matters application). The on-site solution in the early stages of the development comprises of a transfer station located in the south of the site (final location to be agreed) which is where green waste will be deposited by the Estate Management Company.
- 8.135 The collected green waste will then be transferred off site and disposed of by a contractor. Small compost bins are provided for residents within the southern courtyard for food waste. It is considered that the proposal complies with policy NW2: Development Principles of the NWCAAP.

## **Public Art**

- 8.136 Public art has been worked up in parallel with this application in close consultation with the landscape architects for Market Square. Specific areas within the market square have been identified, without utilities below, to enable permanent artworks to be installed without undermining the public realm designs.
- 8.137 The final outcomes of the public art delivery plan (PADP) have yet to be determined. In the event that the proposals require planning permission in their own right, an application will be submitted separately. Officers are content that the design of Market Square as submitted could incorporate public art without compromising landscaping.
- 8.138 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.

## **Ecology**

- 8.139 Condition 35 of the outline planning consent requires the submission of a biodiversity survey and assessment that demonstrates how that particular reserved matters application accords with the aims and objectives of the site wide biodiversity strategy.
- 8.140 Consistent with the site wide approach identified at the outline stage, this proposal provides for 33 swift and sparrow boxes. These are positioned in groups around the proposal. It is considered that the proposal complies with the strategic document approved at outline stage, and is therefore considered to be compliant with NWCAAP policy 2: development principles.

## **Third Party Representations**

- 8.141 One third party representation has been received. The matters raised do not directly relate to the application proposal. The following matters are raised:
- Noise and light restrictions should be imposed to ensure there are no impacts outside of working hours. Temporary lighting should be directed away from Arcady.

### *Officer Response*

- 8.142 Construction related amenity impacts are managed through the discharge of outline condition 53. The University will ensure construction lighting and noise from generators is kept to a minimum.
- Ongoing dispute over boundary line. There should be a 20m set back from the garden of Arcady and the later phases of development.

*Officer Response*

- 8.143 Future Lots which are adjacent to Arcady will comply with the 20m setback restriction set out in the Design Code. The boundary line dispute is a civil matter between the developer and occupants of Arcady.

**Planning Obligation Strategy**

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

**9.0 CONCLUSION**

- 9.1 The proposal accords with approved parameter plans and Design Code. A high quality Market Square and public realm is proposed, which will provide a hub for local shops, services and community for NWC. The key worker buildings are attractively designed and set within comprehensively designed landscaped courtyards, providing an exemplar for sustainable drainage. The proposal complies with the adopted NWCAAP and is therefore recommended for approval.

**10.0 RECOMMENDATION**

**APPROVE subject to the following conditions**

1. Prior to the commencement of development, except for any underground enabling works, of the buildings approved and identified below samples of the materials to be used in the construction of the external surfaces of the those buildings, which includes external features such as windows, doors and lintels shall be submitted to and approved in writing by the local planning authority.

a) Buildings A, B, C, D, E, F ,G , H and J

b) Ancillary cycle pavilions in Landscape Court

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

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

2. Prior to the commencement of development, except for any underground enabling works, of the areas of public and private realm approved and identified below samples of the materials to be used in the construction of the external surfaces of those specified areas (which include, kerbs, footways, cycleways and carriageway) shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

(areas defined within page 30 of the Design and Access Statement)

- a) Market Square
- b) Ridgeway and Ridgeway Corner
- c) Forecourt
- d) Two Arrivals Courts and Social Court
- e) Landscape Court
- f) West Arrival Court

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

3. 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).

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

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

5. 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 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)

6. 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)

7. Before the development/use hereby permitted is commenced, a scheme for the insulation of the ground floors of non-residential building(s) and/or plant 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 and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).

8. The development hereby approved shall include the installation of a noise limiter set to the satisfaction of the Local Planning Authority to control amplified music. Prior to occupation a completion report demonstrating compliance with the approved noise insulation / attenuation scheme, including the installation and setting of the noise limiter, shall be submitted to and approved in writing by the Local Planning Authority (LPA). The noise insulation / attenuation scheme including the noise limiter as approved shall thereafter be maintained in strict accordance with the approved details in perpetuity and shall not be altered without the prior written approval of the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties on the site. (NWCAAP policy NW2).

9. There shall be no commercial / retail related deliveries to the approved development outside the hours of 07:00 and 19:00 on Monday to Saturday and 09:00 to 17:00 on Sundays and Bank and public holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of adjacent future residents, Cambridge Local Plan 2006 policy 3/4.

10. Units A1, A3, A4 and multi-use units occupying buildings A, B, D and E shall not be open outside the hours of 07:30 to 23:00 (Monday to Saturday) and 07:30 to 22:00 Sundays, Bank and Public Holidays.

Reason: Protect the amenity of the neighbouring occupiers and because of uncertainty as to the size and number of commercial units at the application stage, (NWCAAP policy NW2).



11. The number of proposed units contained within buildings A and B shall be carried out in accordance with plan NWC1-STW-02-LTW-GF-DRG-AR-0001 PA1. Any proposed merging of more than two individual units (i.e. the creation of between 1 to 3 units within building B) shall be accompanied by a statement containing the operational justification for the new configuration, the impact on the proposed local centre and any external design implications. The development shall be carried out in accordance with the agreed details.

Reason: Because a new configuration of units within the local centre would have a different impact on servicing, design and amenity which would require assessment by the Local Planning Authority, (NWCAAP policy NW2).

12. Prior to the occupation of any individual commercial unit, details of the ground floor external shopfront to those units on buildings A, B and C fronting the proposed Market Square shall be submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the buildings fronting market square are appropriate and because the number of individual units has yet to be established, Policy NW2 of the NWCAAP.

13. Before the development/use hereby permitted is occupied, details of equipment for the purpose of extraction, filtration and/or abatement of fumes and/or odours shall be submitted to and approved in writing by the Local Planning Authority. The approved extraction/filtration/abatement scheme shall be installed before the use hereby permitted is commenced, shall be serviced and maintained in accordance with manufacturer specifications to ensure its continued satisfactory operation and shall be retained thereafter.

Reason: In the interests of the amenity of adjacent future residents, (NWCAAP policy NW2).

14. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

15. The A1, A3 and A4 uses hereby approved shall be limited to the ground floor of blocks A, B and C only. The ancillary Multi use areas shall be limited to the ground floor of blocks C, D and E only.

Reason: To ensure vitality of the local centre and because a different arrangement of use would alter the character of the development and have different servicing requirements. (NWCAAP policy NW2 and IPPG: food store provision in NWC)

16. Prior to the commencement of the Market Square area hereby approved full details of a scheme of public art shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme will need to be in accordance with the approved North West Cambridge Public Art Strategy set within the Section 106 agreement. The approved scheme for public art shall be carried out in accordance with the approved details and timeframe set out and agreed within the submitted scheme.

Reason: In the interest of creating successful, high quality, attractive environments, Policy 2: Development Principles, NWCAAP.

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

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

18. Prior to occupation of each separate commercial and unit hereby approved, a management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include details of measures taken to minimise the impact on the amenities of nearby residential properties. In the case of A3 (Restaurant and Café), A4 (Drinking establishment) uses this will include details of outside seating hours of use and management, measures to ensure the impact of the coming and goings of patrons is appropriately managed, details of deliveries and contact details for residents to report undue noise or disturbance. The development shall be used in accordance with the agreed management plan(s).

Reason: In the interests of the amenity of adjacent future residents, (NWCAAP policy NW2).

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

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 enabling works and piling in the instance of Lot 2, will not prejudice the discharge of conditions worded as 'prior to the commencement, except for enabling works'.

## Contact details

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

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The following pages include the following appendices

APPENDIX 2 - Plan of the 'Lots' within the Phase 1 masterplan

APPENDIX 3 - Plans and Computer Generated Images

APPENDIX 4 – Quality Panel Report