

Application Number	15/1141/REM	Agenda Item	
Date Received	19th June 2015	Officer	Mr John Evans
Target Date	18th September 2015		
Ward	Queen Ediths		
Site	Keith Day Road Cambridge Cambridgeshire		
Proposal	Reserved matters application for public realm (known as circus/piazza) totalling 1.57ha in area, pursuant to outline application 06/0796/OUT.		
Applicant	C/o Agent United Kingdom		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1) The application accords with the outline parameter plans. 2) A High quality landscaped public realm will be provided. 3) Public Art has been integral to the design development and is successfully integrated into the scheme.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site sits to the west of the main Addenbrooke’s Campus within the emerging ‘Cambridge Biomedical Campus’ (CBC). CBC is situated between Robinson Way and the railway line, and is part of the Addenbrooke’s 2020 land released from the Green Belt in the Cambridge Local Plan 2006. It was approved through outline planning permission **06/0796/OUT** for the following uses: clinical research and treatment, clinical in-patient treatment and biomedical and biotech research and development.

- 1.2 The application site is an irregular shaped parcel of open space known as the 'Circus' totalling 1.7ha in area. It is situated within the centre of CBC and will form the principal area of public realm required through the outline permission. The Circus will be framed by new buildings, some of which benefit from reserved matters approval, described below.
- 1.3 To the north of the site, a new building to be occupied by AstraZeneca (AZ) fronts approximately 50% of the northern edge of the Circus. The proposed building for AZ has three levels of accommodation and a planted threshold edge underneath an overhanging first floor level. The building has two entrances fronting the Circus.
- 1.4 To the south of the circus is Papworth Hospital proposal, a new building for clinical use. This building has five levels of accommodation and has a principal entrance onto the Circus, to be hard landscaped as shared surface public realm. Further south beyond is a recently opened Multi-Storey Car Park (known as MSCP2).
- 1.5 The site is bound by Francis Crick Avenue to the west. Francis Crick Avenue forms part of the internal CBC road network and has cycle lanes on both side of the carriageway (National Cycle Route 11). To the east of the site is Robinson Way, which is part of the internal road network of Addenbrooke's. Beyond, is the area known as the High Street (concurrent application **15/1171/FUL**) which will be addressed by numerous new buildings including the Forum, approved in 2014.
- 1.6 An existing shared cycle and pedestrian route bisects the site from east to west connecting Robinson Way with Francis Crick Avenue.
- 1.7 There is an existing ditch running through the site from east to west.

Local Plan constraints

- 1.8 The site is covered by policy 5/15 (Addenbrooke's) in the Cambridge Local Plan (2006). There are no listed Buildings, or buildings of Local Interest on the site. The site falls outside the controlled parking zone. There are no existing trees on the site.

2.0 THE PROPOSAL

- 2.1 The proposal is for new public realm consisting of the 'Circus' or 'Clearing', Piazza and High Street of the emerging CBC. The scheme will form the key landscaping and public realm for the development of adjacent plots, most importantly new buildings for AZ and Papworth Hospital to the north and south.
- 2.2 Procedurally, the majority of the development is a reserved matters application totalling 1.57ha in area. To the east of the site, approximately 25% of the site falls outside the original outline permission and is submitted as a concurrent full planning application (**15/1171/FUL**). This part of the site proposes resurfacing of Keith Day Road, previous referred to as the 'High Street'. The two separate applications have been designed comprehensively.
- 2.3 The centrepiece of the proposal is a circular area of green space known historically as the 'Circus' and latterly, the 'Clearing'. This contains a hierarchy of tree planting, seating, pathways and three of the four proposed public art icons. The Clearing has diameter of 106m.
- 2.4 The eastern end of the public realm (formally known as the Piazza) is landscaped green space divided into 'garden rooms' with seating, pathways, tree planting and planting. This part of the site contains one of the four public art icons. The Piazza has width of 46.5m.
- 2.5 Bisecting the site from east to west is the Cambridge Guided Bus (CGB) route, the integration of which is a requirement of the outline permission. The CGB route has two areas of 'shared space', at the entrance of Papworth hospital and at the junction with Robinson Way. These are raised tables within the carriageway with a different surface paving to the main CGB route.
- 2.6 Two bus gates are provided at the junction with Francis Crick Avenue to the west of the CGB route and at Robinson Way Junction to the east.
- 2.7 The CGB route contains two bus stops (on each side of the road), to the east of the Clearing.

2.8 The application site provides 21 public cycle stands for (short stay) visitors. Contextual information illustrates site wide provision for adjacent sites.

2.9 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Masterplanning Drawings
3. Planning Statement
4. Transport Statement
5. Drainage Report
6. Geotechnical Statement
7. Ecological report
8. Archaeological report
9. Public Art Delivery Plan

3.0 SITE HISTORY

Reference	Description	Outcome
06/796/OUT	Up to 215,000sqm floor space for various clinical research and development and new areas of public realm	Approved
C/05009/12/CW	Erection of Energy Innovation centre (EIC) of 2,675sqm GEA as part of the wider expansion of Addenbrooke's Hospital to form part of the Cambridge Biomedical Campus authorised under planning application ref:06/0796/OUT	Approved
11/0780/REM	Reserved matters application (access, appearance, landscaping, layout and scale details) for a 1,228 space multi-storey car park (33,141sqm gross external floor area) and perimeter access road at the south west corner of Addenbrooke's campus, to	Approved

serve Addenbrooke's as it expands and the new Papworth Hospital (pursuant to outline approval 06/0796/OUT).

14/0120/FUL	Redevelopment of existing parking area to provide education centre (3,985 sqm), private hospital (10,405 sqm), hotel and conference centre (12,540 sqm), ancillary hot food takeaway (Class A5, 605 sqm) and ancillary D1 (530 sqm) and associated car parking and public realm works known as The Forum Cambridge	Approved
14/1411/REM	Reserved matters application pursuant to outline approval 06/0796/OUT for New Papworth hospital and associated amenity space, planting, vehicle drop off area, cycle parking, energy centre/plant room and servicing area.	Approved
14/1633/REM	Reserved matters application pursuant to outline approval 06/0796/OUT for a total of 59,821sqm (Gross External Area excluding plant) Biotech and Biomedical Research and Development floorspace, to include: i) R&D Centre and Corporate Headquarters, ii) R&D Enabling Building, iii) Support Building and Energy Centre, iv) Associated car, motorbike and cycle parking, v) Hard and soft landscaping, vi) Internal roads, supporting	Approved

facilities and ancillary infrastructure.

15/1171/REM Resurfacing of land at Keith Day Road to provide new public realm with 0.22ha associated landscaping. Concurrent application

4.0 PUBLICITY

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

4.2 There was a pre-application developer presentation to Planning Committee members on 8 April 2015.

4.3 A presentation was made to the Southern Fringe Community Forum on 3 February 2015.

4.4 A presentation was made to the Disability Panel on 31 March 2015 as part of the pre-application process.

4.5 A presentation was made to the Cambridgeshire Quality Panel on 11 June 2014.

5.0 POLICY

5.1 See **Appendix 1** for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/4 3/6 3/7 4/13 4/15 5/15 8/2 8/4 8/5 8/6 8/8 8/11

	9/3 9/5
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5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 Circular 11/95
Supplementary Planning Documents	Public Art
Citywide Guidance:	Biodiversity Checklist Cambridge Landscape and Character Assessment Cambridge Walking and Cycling Strategy Cambridgeshire Design Guide For Streets and Public Realm
Area Guidelines	Southern Corridor Area Transport Plan Cambridge Southern Fringe Area Development Framework (2006)
Informal Guidance	Cambridge University Hospital Strategic Masterplan 2010 Transport Strategy for Cambridge and South Cambridgeshire 2014

5.4 Status of Proposed Submission – Cambridge Local Plan

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

adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report the following policies in the emerging Local Plan are of relevance:

Policy 16: Cambridge Biomedical Campus

Policy 55: Responding to Context

Policy 56: Creating Successful Places

Policy 59: Designing Landscape and the Public Realm

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objections. The land is not, and will not, form a part of the adopted highway network and no significant adverse effect upon the Public Highway is anticipated to result from this proposal if it gains benefit of Planning Permission, however, the Cambridgeshire Guided bus and a public Right of Way may be affected and so both interested parties should be consulted as part of the planning process.

Cambridgeshire County Council (Public Rights of Way Officer)

- 6.2 No objections. Public Footpath No.47 Cambridge runs along the eastern side of Francis Crick Avenue. The CGB cycleway runs through the site. The site plans show that both these routes are going to be kept clear and open.

Cambridgeshire County Council (Cambridge Guided Busway Team)

- 6.3 No objections. Shared space route of CGB is acceptable. The rest of the overall scheme is supported, including the raised tables and kerb heights.
- 6.4 At present there will be a bus movement along this route every 7.5 minutes between 06:42 and 18:27. Then one bus movement every 15 minutes until 20:18 6 days per week (Mon to Sat). No services on a Sunday.

Cambridgeshire County Council (Flood and Water Management Team)

- 6.5 No objections. The submitted Surface Runoff Management and Flood Risk Mitigation Strategy is acceptable.

Head of Refuse and Environment

- 6.6 No objections in principle. The intrusive ground investigation has been undertaken and results of monitoring and laboratory testing are awaited. Following completion of this work, a Phase 2 Geotechnical and Geo-environmental Interpretative Report will be prepared and submitted to the LPA.
- 6.7 The initial findings direct that there are no matters that would prevent the development or influence the current design. The further investigations can be addressed through the reserved matters application or through a planning condition if deemed necessary.'
- 6.8 Planning conditions control construction related impact of the development.

Urban Design and Conservation Team

Overall concept

- 6.9 The concept of rethinking the three spaces of the Circus, Piazza and High Street and creating a single linked series of spaces is supported in design terms and has the potential to create a more convincing public realm and more coherent setting for the new buildings in this section of the CBC.
- 6.10 The proposals have been designed to integrate with the surrounding approved schemes for Papworth, AstraZeneca and so materials will be consistent and pedestrian/cycle routes connect through.

Connectivity/CGB/Design Speed

- 6.11 One of the key issues to resolve as part of the proposals was how to reduce the dominance and speed of the CGB route as it passes through the spaces.

- 6.12 Bus gates are proposed at either end of the CGB link to prevent private vehicle access along it and these will also have the effect of slowing buses. The section between the bollards and the ramp/table is such that buses will not be able to achieve unacceptably high speeds.

Senior Sustainability Officer (Design and Construction)

- 6.13 The approach to sustainable design and construction and responding to our changing climate is supported. Of particular note is the approach being taken to urban greening and integrating sustainable drainage systems into the scheme, with the use of rain gardens and some multi-functional space within the Circus. The proposals represent best practice and can be considered to be an exemplar in managing surface water from a site of this size and type. The proposals to investigate the use of low energy LED lighting as part of the Lighting Strategy is supported.
- 6.14 With regards to the hard landscaping materials, it is recommended that materials are sourced with reference to the BRE's Green Guide to Specification, and that timber used for timber decking, benches, tables and chairs is from FSC/PEFC certified sources. Regarding construction waste, it is noted that a Detailed Waste Management Plan will be submitted prior to the commencement of development in light of Condition 24 of the outline permission.

Access Officer

- 6.15 Application supported. An Equality Impact Assessment has been carried out.

Head of Streets and Open Spaces (Landscape Team)

Comments on Application as Submitted

- 6.16 The landscape team feel that the proposals provide a strong sense of place while maintaining practical links and connections between buildings, transport corridors and leisure spaces. The proposed landscape provides a variety of hard and soft leisure spaces from the open, park-like area to the west to the more intimate garden rooms to the east, which supports the area as a place of work and as a healthcare facility for the wider public.

SUDS features also form a part of the landscape proposals and feature throughout providing another layer of interest to a diverse scheme.

- 6.17 There is still work to be done in the detail and to finalise planting palettes and methods, but as a strategic masterplan, the landscape team can provide full support to the proposals.
- 6.18 In general more details of planting beyond strategic planting proposals and plant palettes. Planting plans with schedules, preparation/cultivation/planting specifications and maintenance/management plans will be required.

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

- 6.19 The application is generally supported with the exception of some pedestrian links.
- 6.20 Pedestrians coming from and to the west (e.g. Clay Farm and Trumpington) do not have a coherent route to the main hospital. They will cross from the busway and do not have a footway next to the road which will be the desire line.
- 6.21 Given the low level of lighting proposed for the areas through which the pedestrian routes are intended to go there is also an issue of personal security at night. Staff walking home from a late shift may feel vulnerable away from the main road.
- 6.22 The low level bollard lighting along the road and along the pedestrian routes is not acceptable with regards personal security. There may also be an issue with the glare from bus headlights which can blind oncoming cyclists where there is low lighting.
- 6.23 The design of the cycle link from the crossing of Francis Crick Ave onto the road must emphasise through surfacing materials, signage and design that this is the obvious route for cyclists to take for those heading towards the Forum, main hospital and AZ. Those heading to Papworth will use the path across the clearing to access the cycle parking and so the path should be a minimum of 3m in width to cater for this usage.

6.24 The width of the crossing area between this section of cycle and pedestrian link and Francis Crick Ave should be made as wide as possible to cater for the different movements both modes are making here.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.25 The proposal is to restrict the flow to greenfield run-off rates and is in accordance with the site wide surface water drainage strategy. The main method of attenuating the flow and providing water quality benefits is by utilising rain gardens and some multi-functional space within the circus itself. This is considered best practice and as such would represent an exemplar in managing surface water from a site of this size and type. The design and appearance of the inlet and outlet structures are important to the overall success of the scheme.

6.26 Although details of who will be maintaining the system has been included a management and maintenance plan has not been included.

Head of Streets and Open Spaces (Nature Conservation Officer)

6.27 Awaiting comments. An update will be provided on the amendment sheet.

Environment Agency

6.28 No objections.

Public Art Officer

6.29 Awaiting comments. An update will be provided on the amendment sheet.

Cambridgeshire Quality Panel (Meeting of 11 June 2015)

6.30 The conclusions of the Panel meeting(s) were as follows:

6.31 The Panel applauded the vision for the proposed Circus and Piazza areas. Some concerns raised with how the vision for the

Piazza would be realised and recommended that the space be tested against spaces of similar size and character.

6.32 The Panel also noted a lack of detail regarding drainage of the Circus. Further consideration should also be given to night time use and the position of the CGB stop was also queried.

6.33 The relevant section of the minutes of the panel meeting(s) are attached to this report as **Appendix 2**.

Disability Consultative Panel (Meeting of 31 March 2015)

6.34 The Panel's considered the scheme a very thorough and well-considered proposal. Several detailed comments on public realm provided.

Public Art Panel (Meeting of 10 February 2015)

Meeting minutes:

6.35 The commissioning strands are to involve the public realm elements of the Circus, Piazza and High Street and an Artist in Residence has been appointed for the whole campus. The art strategy was approved in 2010/11 followed by the development of a Steering Group and artist's brief. The process of artist selection then followed with proposals developed. Public engagement is currently in its final stages.

6.36 Collaboration – artist and landscape architect. 'The Campground' will place the emphasis on green, not grey public realm. A network of connections between private and social spaces, primary and tertiary routes and meadow planting for seasonal change. Street furniture will be provided for informal, playful areas for escape.

6.37 Lighting and landscape architecture – 'The Clearing'. Illuminated resin 'tents' of light will be placed within the 'garden environment' of the public realm. The tent will act as a playful antithesis to the heavy architecture and permanence of the surrounding campus development. For the longer-term it is proposed that a pop-up food or coffee stall will inhabit the clearing area.

- 6.38 Securing 'activation' and the use of space through a programme of events. Other proposed works include 'The Gateway' a countryside gate sculpture providing an open invitation, a noticeboard and a postbox.
- 6.39 The process (next steps) - Campus users will be updated on the proposals that will be submitted into the planning process in the coming months. A further 18 months to 2 years will be needed for the development and delivery of detailed designs.

Conclusion

- 6.40 The Panel welcomed the update. On the illuminated resin tents proposal, the Panel note the heavy cost implication as well as the maintenance considerations. The intention to provide only a very small number as incidental punctuations instead of a trail of tents is therefore supported, as they could have the added advantage of supporting other elements. The noticeboard and postbox should ideally play a functional role.
- 6.41 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

Councillor Tim Moore has commented on the application. His comments are set out below:

Functional use

- 7.1 This space will be used by staff, visitors and patients. At present there are few quiet places where patients who have received life limiting diagnoses can be, or discuss their feelings with relatives, places to meditate. Planting and layout could be sensitive to these people. Birds, good smelling plants and nature have a great health benefit for all, but especially those in mental distress.

Safety and Open Access

- 7.2 The design has the guided bus travelling through the centre of the circle. It is on the level, smooth and with no steps. The design naturally limits speed and provides good driver visibility. The cycle paths should be clearly marked. The area should

provide tactile feedback for blind where their foot path crosses a cycle or bus way. Trip hazards should be avoided, so benches and seats should be set back from the paths. Those with disabilities need a variety of seat and bench heights. Any lighting or other post in the paths should be tall enough (waist height or greater) and have a high contrast band on them.

Biodiversity/ecology

7.3 This open space can be seen as a part of the green space to the south and east. It should be planned to enhance this ecosystem, provide insect and bird benefits for as much of the year as possible. There could be bird feeding stations location planned (there will be local staff volunteers who would service these). As the trees mature bird nesting boxes could be added.

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

14 Collier Way

7.5 The following comments are made:

- The shared use of the CGB for cyclists is in conflict with the Transport Strategy for Cambridge and South Cambridgeshire.
- Cyclists should have their own 3m cycle lane.
- The southbound cycle route 11 is poorly designed requiring crossing Francis Crick Avenue.

7.6 Full details of the representation can be inspected through Public Access.

8.0 ASSESSMENT

8.1 From the consultation responses and representation received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Parameter Plans and Outline Conditions
3. Context of site, design and external spaces
4. Public Art
5. Renewable energy and sustainability
6. Disabled access
7. Residential amenity

- 8. Refuse arrangements
- 9. Highway safety
- 10. Car and cycle parking
- 11. Third party representations
- 12. Planning Obligation Strategy

Principle of Development

- 8.2 The principle of the development has already been established through the outline planning permission 06/0796/OUT approved in 2009.
- 8.3 Local Plan policy 5/15 within the 2006 Local Plan allocates the site for clinical uses through proposals site 9.02. The principles of access, including integration of the CGB, accords with the criteria of Cambridge local plan 2006 policy 9/5 and the new policy framework in the draft Cambridge Local Plan 2014.
- 8.4 The outline conditions which this reserved matters application must be in accordance with are:
 - Condition 5 Planning Parameters: Piazza and Circus
 - Condition 16 Ecology: Reserved Matters Applications
 - Condition 24 Detailed Waste Management Plan for Construction
 - Condition 43 Structural Landscaping: Implementation and Replacement
 - Condition 45 Landscaping: Development Plot Schemes
 - Condition 47. Landscaping: Development Plot Management Plan
 - Condition 62 Public Realm Design Strategy
 - Condition 60 Archaeology
 - Condition 64 Public Art Details
 - Condition 65 Public Art Maintenance and Implementation Details
 - Condition 66 Provision and Maintenance of Public Art
- 8.5 These matters are discussed in the relevant subsections in the report.
- 8.6 In my opinion, the principle of the development is acceptable and in accordance with Cambridge Local Plan 2006 policies 5/15 and 9/5.

Parameter plans and outline conditions

Parameter plans

- 8.7 The Circus public realm, its broad size and shape is set out within **Parameter plan 1** Location of land use and **Parameter plan 6** Landscape Provisions. The reserved matters application proposal is in complete accordance with these requirements.
- 8.8 Two guided bus stops are provided in the centre of the CGB route as required by **Parameter plan 8** Movement and Access.
- 8.9 The public realm was previously intended to incorporate public right of way footpath 47 under **Parameter plan 9** Access – Pedestrian. This footpath is now to be diverted to the south which has been formally agreed through a diversion application approved by Committee in 2014.
- 8.10 The Circus incorporates a dedicated cycle route along the length of the CGB route. This accords with **Parameter plan 10** Access- Cycle and is discussed in the further in the design subsection below.

Outline Conditions

- 8.11 The proposed public realm accords with all of the mandatory minimum parameters which are specified within **condition 5** of the outline permission. The Circus measures 106m in diameter and 46.5m in width across the Piazza which accords with the criteria set out in the condition.
- 8.12 The parameter plans allow for an ‘amenity building’ to be accommodated within the Clearing area. The amenity building is not being provided in the short to medium term because of viability issues for future tenants as a service/restaurant/kiosk business. As adjacent plots are developed this position will be reviewed. **Condition 5** sets a maximum gross floor area for the amenity building, but not a minimum. On this is basis its provision is not mandatory. The applicant has adequately secured provision for its future construction (through underground services), which is considered acceptable.
- 8.13 The criteria for the circus and public realm development are set out in **condition 62** of the outline planning permission

06/0796/OUT. This condition requires a comprehensive design strategy addressing the proposed movement strategy, car parking, drainage, landscaping, public art and phasing. The application package includes the required strategy which is discussed in more detail in the relevant subsections below. In my view all components of **Condition 62** have been satisfactorily addressed.

- 8.14 The application includes a scheme for public art as required under outline **conditions 64, 65 and 66**. The detailed scheme, including phasing, maintenance and associated timescales are set out in the accompanying Public Art Delivery Plan (PADP). The public art related conditions attached to the outline permission have been addressed within this reserved matters submission.

Context of site, design and external spaces

- 8.15 The key design issue is the design, appearance and function of the proposed public realm. This sections sets out how the design accords with the relevant Local Plan policies and the design requirements set out in **Condition 62** of the outline permission.

Design vision

- 8.16 This public realm project is collaboration between the public artist and landscape architects. The vision is for a green space for all, intimate in scale and deinstitutionalised in character. This approach was driven by the key principles emerging from public consultation through the public art process.
- 8.17 The scheme is based on the concept of 'the field', a large set piece of landscape which unifies the Circus/Piazza and High Street. Two character areas will be created. The 'Clearing', is a larger green amenity, suitable for social events and informal sport and recreation. 'The Gardens' are a series of smaller scale intimate 'garden rooms' which are more intimate spaces for people to enjoy.
- 8.18 The design of the public realm will serve as a hub for the CBC development. It is designed to cater for social activities with relatively long dwell times, such as sitting and socialising. The public realm is also appropriately designed for more functional

needs, with bus stops and key pedestrian and cycle routes integrated into the layout.

- 8.19 The proposed public realm is pedestrian focused with a low design speed for the CGB route. Shared space is also achieved through two key areas of the site on the route of the CGB. Enforcement and signage will be kept to a minimum. It follows the philosophy of shared space, giving pedestrians and cyclists an equal priority with buses.
- 8.20 The approach taken accords with the vision objectives set out within the parameter plans, **condition 62** of the outline permission and with the principles of design of external spaces set out within Cambridge Local Plan policy 3/7.

Movement and Circulation

Pedestrians

- 8.21 A hierarchy of routes is proposed, with primary routes addressing key desire lines to main destination buildings and secondary and tertiary routes to enable people to meander and explore the public realm. This approach accords with the movement strategy requirement set out in **Condition 62**.
- 8.22 The analysis of movement desire lines set out in the Public Realm Design Strategy and Transport Statement are generally supported. Pedestrian links provide convenient access to the two southern entrances of AZ and the main entrance of Papworth Hospital. There is one exception. Officers consider the instatement of a 2m footpath along the northern side of the CGB necessary. This is because pedestrians walking west along the CGB are unlikely to divert their route around the perimeter of the Clearing. It also provides a safer, illuminated route at night time. The imposition of **condition 3** can ensure this minor change is incorporated into the scheme to provide optimum pedestrian connectivity.
- 8.23 The pedestrian orientated environment is achieved by traffic speeds of below 20 mph with low level 50mm kerbs and bespoke hard surfacing. Two semi formalised shared space crossings are integrated into the design of the CGB to ensure the space is easily navigable by vulnerable users. The crossing points are positioned on the basis of key desire lines

adjacent to the main entrance of Papworth Hospital and at the junction with Robinson Way. These crossings are flush with the level of the road, with colour contrast through the materials palette to aid navigation for the partially sighted. In taking this approach the hard surfacing and landscape elements are designed for ease of use by all users, with due regard for safety, in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.

Cyclists

- 8.24 The key issue relates to the provision made for cycling through the development and the strategic requirements of the parameter plans.
- 8.25 The site occupies an important position in relation to the local cycle network. The Transport Assessment estimates at present 31% of cycle movements into Addenbrooke's pass through the existing cycleway from Francis Crick Avenue which connects with Robinson Way. This demand is anticipated to intensify as the residential development of the southern fringe is built out.
- 8.26 The scheme incorporates a dedicated cycle route through the public realm which will meet anticipated demand and which accords with the requirements of the parameter plans. The cycle route is shared with the CGB. While I note one representation has been received objecting to the shared use of the CGB, this approach is fully supported by all consultees, including the Council's Cycling and Walking Officer. Given the overall frequency of buses (every 15 minutes at peak times), and limited vehicle speeds, the CGB route will not be a hostile environment for cyclists. Cyclists will have equal priority through the Clearing to the junction with Robinson Way.
- 8.27 The existing toucan signal controlled junction from the CGB route and Francis Crick Avenue will be the key entry point for cyclists travelling to CBC and the wider campus. Pedestrians and cyclists will cross Francis Crick Avenue together, but it will be necessary to segregate them to enable cyclists to join the CGB shared route through the Clearing. This is achieved by a short section of segregated pathway immediately following the crossing point. All consultees, including the Highways Authority and the Council's Cycling and Walking Officer support this approach.

8.28 Beyond the second bus gate to the east of the site (within the concurrent application **15/1171/FUL**) the cycle route returns on road. The internal road network of Addenbrooke's has low vehicle speeds and Robinson Way is classified by Sustrans as a local cycle route, so segregation on street is not necessary. The overall approach to cycle connectivity accords with part p of Cambridge Local Plan 2006 policy 9/5, contributing to the delivery of the accessibility outcomes for the southern fringe area of major change.

Vehicles

8.29 The Clearing will not be accessible by private motor vehicle. The shared space approach is pedestrian orientated across the public realm. This environment is achieved by traffic speeds of below 20 mph with low level kerbs and bespoke hard surfacing.

8.30 The route bisecting the public realm will be used by bicycle and the CGB only. The 20mph design speed of the road will ensure that principles of shared space are maintained. The position of the bus gates will ensure that acceleration of buses over 20 mph would be hard to achieve through the central clearing area.

8.31 Dark buff aggregate finish of the CGB road surface further encourages moderation of bus speeds and clearly defines the extent of the public realm. Sound principles of a shared space environment are set out, which addresses criterion b of Cambridge Local Plan 2006 policy 3/7.

Hard and Soft Landscaping and Materials

8.32 The design vision, led by the public artist, results in a high quality landscape design. The layout will be attractive in design, accessible and functional, and will provide a high quality amenity for the entire campus. The application proposal delivers on the vision of the outline permission **06/0796/OUT**.

8.33 The proposed landscape provides a variety of hard and soft leisure spaces from the open, park-like area to the west to the more intimate garden rooms to the east, which supports the area as a place of work and as a healthcare facility for the wider public.

- 8.34 The Clearing is a relatively large central space measuring approximately 1000 sq m in area. This flexible space would be suitable for a range of activities or events throughout the year. This provides a high quality space appropriate for its future context, in accordance with Local Plan policy 3/11.
- 8.35 Substantial tree planting will frame the Clearing, providing a high quality setting for adjacent buildings, balancing their considerable width and footprint. Native species (English Oak, Aspen, London Plane) will be planted at a height of 7m-9m to create an established landscape from initial completion. These trees will mature to approximately 25m in height. Cross section images support the officer view that the hierarchy of trees is both carefully considered and appropriate for the new context envisaged through the Public Art Delivery Plan (PADP).
- 8.36 The 'garden room' area to the east proposes native trees (Silver Birch), with fruit trees (Crab Apple) to contribute to biodiversity. Seasonal interest will be evident through the planting palette, contributing to a depth of character commensurate to the City's network of open spaces. Long views of the CBC site will be enhanced from the south, an objective set out in part J of Cambridge Local Plan 2006 policy 9/5.

Integration with adjacent buildings

- 8.37 This reserved matters application is for the public realm only. It is therefore important to consider the way in which the proposed space will integrate with the built form, thresholds and entrances of the buildings which will enclose the space.
- 8.38 To the north, the soft landscaping specification is coordinated with AZ to create uniformity between the threshold of this building and the main clearing area.
- 8.39 To the south, an area of shared space integrates with the principal main entrance of the approved Papworth hospital. In my view a high quality setting will be provided for both adjacent buildings. A good interrelationship and integration between buildings, routes and spaces is provided in accordance with part a of Cambridge Local Plan 2006 policy 3/7.

Sustainable Drainage

- 8.40 The existing site has an open ditch which connects to Hobson's Brook to the west. Cambridgeshire County Council have consented to the realignment and culverting of the ditch.
- 8.41 The Council's Sustainable Drainage Officer has considered the proposals for the drainage of the public realm and is satisfied the scheme successfully integrates with the site wide surface water drainage strategy. The proposal utilises a combination of rain gardens to ensure runoff is managed and mitigated in accordance with SuDS principles. The scheme is considered an example of best practice.
- 8.42 The rain gardens will capture runoff from buildings, pavements and hard surfacing before slowly releasing this back into the drainage system. They will provide an effective drainage solution and will be attractive landscape features with associated benefits for biodiversity. Subject to final drainage details/calculations secured through **conditions 6, 7 and 8**, sustainable drainage has been effectively integrated into the proposals, in accordance with the Public Realm Design Strategy and Cambridge Local Plan 2006 policy 3/7.

Lighting

- 8.43 Night time use of the space has been considered. A lighting strategy has been submitted which outlines the broad approach across the public realm. Lighting within the Clearing is minimised to reflect the 'field' concept set out within the PDAP. While officers have some concerns with safety and security of people walking across the Clearing at night time, instatement of an additional pedestrian pathway on the northern side of the CGB route will ensure that another well lit convenient route west is provided. In so doing, due regard has been given to lighting, safety and an uncluttered appearance, in accordance with Local Plan policies 3/11, part C and 4/15.

Maintenance and Management

- 8.44 CBC Estate Management Ltd will be responsible for the maintenance of the Clearing/Piazza, which is funded by Cambridge University Hospital (CUH) and site occupiers. None of the public realm will be adopted by the City Council.

8.45 Indicative seasonal maintenance has been identified within the application submission. A detailed management plan will be controlled through the discharge of the relevant outline conditions. In my view the scheme adequately meets the soft landscape requirement of **condition 62** and accords with Cambridge Local Plan 2006 policy 3/7.

Quality Panel

8.46 Quality Panel considered this scheme on 11 June 2014. Overall, the Panel applauded the vision for the Circus. The Panel made a number of recommendations which are addressed below in **table 1**:

Table 1: Quality Panel Summary

Issues raised by Quality Panel	Officer Response
Consideration of similar green spaces to inform the design.	The applicant considered the design of similar public realm in the design development. An update to Committee will be provided on the amendment sheet.
Importance of low vehicle speed for the length of the CGB.	The applicant has ensured the CGB route has a relatively low 20 mph design speed. The bus gates and other carriageway events will help to create a low speed pedestrian dominated environment. Also see paragraphs 8.19, 8.23 and 8.30.
Future Management and Maintenance.	The submission details the proposed management and maintenance arrangements which will be through

	Cambridge University Hospital (CUH). Also see paragraph 8.45.
Use of the space at night time.	The scheme includes a lighting strategy with accompanying visuals and indicative specification.
Position of Cambridge Guided Bus Stop.	The application proposes two guided busway stops which meets the requirements of the CGB team.
Frequency of buses and vehicle speeds queried.	See paragraph 6.4.
Panel recommended breaking the landscape into rooms of space.	This suggestion has been incorporated into the design development. 'Garden rooms' within the landscape form the eastern side of the public realm.

Public Art

- 8.47 The site accommodates the campus wide S106 obligation for public art under outline permission **06/0796/OUT**. The public art is intended to add value to the public realm design, creating an iconic place in the centre of CBC. The art and landscape proposal comprises five stages of work: Concept, landscape, furniture, sculpture and activation and legacy.
- 8.48 The concept of 'the field' and 'campground' was developed as an alternative design approach to the formal urban public realm envisaged in the initial Circus pre concept in 2005. A natural landscape character is now proposed, in direct contrast to the large institutional buildings which surround the space. Green space and soft landscape predominate. Secluded amenity is also incorporated in the orchard 'garden room' spaces to the east of the Clearing.

- 8.49 The campground, garden character is reinforced through the design of furniture within the public realm. Uncomplicated design of benches, bins and water fountains, predominately timber in construction, are coordinated to reinforce the overall design vision. This demonstrates a positive outcome of the public art process in driving the design, in accordance with part L of Cambridge Local Plan 2006 policy 3/7.
- 8.50 Four public art icons reinforce the design approach in the public realm. Two of the icons are bespoke sculptures of a contemporary 2-3 person tent. Resin in construction and internally illuminated, they are an 'anti monument'; an alternative human scale art intervention in direct contrast to the large surrounding institutions. The tent in the centre of the Clearing is the iconic symbol of the entire public realm: a place of relief, relaxation, contemplation, and an opportunity to experience nature away from the dense campus.
- 8.51 Two other public art interventions, a gateway sculpture and post box icon are also sited within the Clearing to reinforce this vision.
- 8.52 The approach to public realm and landscaping is integrated, which is fully supported. The proposal is considered best practice by the Public Art Steering Group and the Council's Public Art Officer. The scheme is considered robust and has built a good level of consensus amongst key consultees.
- 8.53 Consideration has been given to the practicalities of management, security and maintenance of public art icons as set out in section 6 of the submitted PADP. The proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Disabled access

Equality Impact Assessment

- 8.54 Inclusive access is fundamental to the design of the proposal. 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.

- 8.55 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. The two shared space areas are provided at key junctions and are flush with the kerb, but have tonal/surface contrast between vehicle and pedestrian areas to help those with sensory impairments. Metal strips provide tactile information at the shared space crossings.
- 8.56 Seating is located throughout the public realm and is located not more than 50m apart to reduce the distance those with limited mobility need to travel without rest.
- 8.57 Street clutter and signage is generally kept to a minimum and visitor cycle racks are positioned away from the principal pedestrian routes.
- 8.58 There are no major level changes across the development and all pathways have a smooth bound surface or paving setts. The proposal robustly addresses the issue of inclusive design and is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7 and 3/11.

Amenity

Impact on amenity of adjacent occupiers and future users

- 8.59 The proposed public realm will not have any adverse impact on neighbouring amenity. Construction related activities can be adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.
- 8.60 The lighting specifications across the space are mainly low level which will be compatible with the operations of surrounding buildings.
- 8.61 It is envisaged that the Clearing could 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.

Contaminated land

- 8.62 The scheme is accompanied by a phase 1 ground investigation which recommends further gas testing and monitoring. This process is secured under the outline planning permission. There are no matters that would prevent the development or influence the current design.

Highway Safety

- 8.63 The County Highway Authority and Cambridgeshire Guided Busway Team have considered this scheme and support the proposals. The minimum 7.3m width for the CGB is provided which meets the specification set out for the safe passing of two passing vehicles.
- 8.64 Private vehicles will be able to travel north and south along Robinson way to access the multi storey car park. The design of the junction with the CGB and Robinson Way is considered acceptable. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Cycle Parking

- 8.65 This application provides 21 visitor cycle parking spaces in close proximity to the bus stops, on the eastern edge of the clearing. Taken in context with the additional visitor cycle parking provided outside the Forum to the east and the employee provision for each new building, it is considered that cycle parking is adequate.
- 8.66 Sheffield stands are the preferred form of cycle parking, which can be secured through the imposition of **condition 2**.

Car parking

- 8.67 There is no car parking provision within the Clearing, Piazza or High Street adjacent. The nearest disabled car parking is located on Robinson Way and on the eastern side of AZ. Although this parking is for AZ rather than general use, able disabled parking is available in MSCP2. The proposal is

compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

8.68 The issues raised in the representation received are discussed in the above report and are summarised in table 2 below:

Table 2: Representations

Issue	Report Response	Section/Officer
Birds, good smelling plants and nature have a great health benefit for all, but especially those in mental distress.	The landscaped 'garden rooms' have been designed to provide a range of secluded spaces for people to use and enjoy.	
The area should provide tactile feedback for blind where their foot path crosses a cycle or bus way. Trip hazards should be avoided, so benches and seats should be set back from the paths.	See Disabled Access subsection from 8.55.	
Any lighting or other post in the paths should be tall enough (waist height or greater) and have a high contrast band on them.	Bollards are minimized through the design. Lighting columns are 1.1m in height and will be clearly visible.	
Those with disabilities need a variety of seat and bench heights.	See Disabled Access subsection from 8.55. The scheme provides a variety of benches and timber seats.	
The shared use of the CGB for cyclists is in conflict with the Transport Strategy for Cambridge and South Cambridgeshire. Cyclists should have their own	See paragraph 8.27.	

3m cycle lane.	
The southbound cycle route 11 is poorly designed requiring crossing Francis Crick Avenue.	<p>The south bound cycle route on Francis Crick Avenue falls outside of the application site.</p> <p>While it is noted that cyclists travelling south along Francis Crick Avenue are required to make two road crossings to join the off road cycleway (route 11), this offsite issue cannot be addressed through this reserved matters planning application.</p> <p>The issue might be mitigated by an improved crossing point to the Francis Crick Avenue/Addenbrooke's Road roundabout. This will be brought to the attention of the Highway's Authority and strategic landowners for consideration of future phases of development at Addenbrookes.</p>

Planning Obligation Strategy

- 8.69 This reserved matters application does not trigger any further S106 contributions over and above that secured at outline stage.
- 8.70 The outline contribution for public art is provided within this public realm application.

9.0 CONCLUSION

- 9.1 The proposed public realm will deliver a high quality landscaped setting to serve the emerging CBC and wider Addenbrooke's campus. The space will function effectively for all modes travelling through the space and the submission robustly addresses inclusive access. Integration of public art has driven

the design concept and is successfully integrated. APPROVAL is recommended.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

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

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

2. Notwithstanding the details contained within the submitted Design and Access statement, the proposed 21 cycle parking spaces shall be Sheffield Stands.

Reason: To ensure convenient cycle parking is provided which functions effectively for future users, Cambridge Local Plan 2006 policy 8/6.

3. Notwithstanding what is shown on the approved plans, a revised drawing instating a 2m wide footpath on the northern side of the Cambridge Guided Bus route shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with this revised detail.

Reason: To ensure pedestrian connectivity along the busway route and to provide a safer footpath at night time, Cambridge Local Plan 2006 policy 3/7.

4. Prior to commencement of development a detailed lighting plan shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved plans.

Reason: To ensure a comprehensive lighting strategy is implemented. Cambridge Local Plan 2006 policy 3/7.

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

OX5177 092 Wider masterplan integration
OX5177 100 REV D00 Public Realm
OX5177-101 REV D05 Masterplan context
OX5177-102 REV D02 Landscape Masterplan
OX5177-104 REV D01 Levels and lighting
OX5177-106 REV D02 Boundary drawing
OX5177-200 REV D01 Clearing sections
OX5177-201 REV D01 Piazza sections

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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.

6. Prior to commencement of development details of the linear drainage (designed to adoptable standards) along with calculations supporting their size shall be submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: In order that the development integrates Sustainable Urban Drainage, Cambridge Local Plan 2006 policy 3/1.

7. No development shall take place until details of the implementation; maintenance and management of the surface water drainage scheme has been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: In order that the development integrates Sustainable Urban Drainage, Cambridge Local Plan 2006 policy 3/1.

8. Prior to commencement of development details of the inlet and outlet drainage structures shall be submitted to and approved by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In order that the development integrates Sustainable Urban Drainage, Cambridge Local Plan 2006 policy 3/1.