

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 21 January 2015

Application Number	15/1663/REM (Cambridge City Council)	Agenda Item	
Date Received	1 September 2015	Officer	John Evans
Target Date	1 December 2015		
Parishes/Wards	Castle		
Site	Market Lots M1 and M2, located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire		
Proposal	121 units, access roads (including cycle and pedestrian routes), cycle parking, car parking, landscaping, utilities and associated ancillary structures.		
Applicant	University of Cambridge		
Recommendation	Approve with conditions		
Application Type	Reserved Matters	Departure:	No

Application number	S/2219/15/RM (South Cambridgeshire District Council)	Officer	John Evans
Date Received			
Target Date	1 September 2015 1 December 2015		
Parishes/Wards	Girton Parish		
Site	Market Lots M1 and M2 located within Land Between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire		
Proposal	119 units Market Residential, access roads (including cycle and pedestrian routes), cycle parking, car parking, landscaping, utilities and associated ancillary structures.		
Applicant	University of Cambridge		
Recommendation	Approve with conditions		
Application Type	Reserved Matters	Departure:	No

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1) The scheme complies with the outline parameter plans and Design Code. 2) A high quality scheme of distinctive character will be created through a mix of house typologies and integrated drainage and landscaping. 3) Car and cycle parking is successfully incorporated into the design.
RECOMMENDATION	APPROVAL

0.0 INTRODUCTION

- 0.1 This report relates to two concurrent reserved matters applications, one within the Cambridge City Council (CCC) boundary and one within South Cambridgeshire District Council (SCDC). These two applications for part of the wider North West Cambridge Development Site (NWCD).
- 0.2 The wider site sits to the northwest of Cambridge, and to the south of Girton Village, between Huntingdon Road and Madingley Road. The NWCD was allocated as an Area of Major Change within the Cambridge Local Plan 2006, policy 9/7, Land between Madingley Road and Huntingdon Road. The draft Cambridge Local Plan 2014 recognises 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 application 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 comprise 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, a number of other strategic conditions have been approved relating to the whole site.

- 0.6 Detailed reserved matters have been progressed for a large proportion of Phase 1 of the site, of which Lots M1 and M2 are 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, M1 and M2, located within the northern part of the anticipated first phase of the NWCD. They are situated around 120 m south of Huntingdon Road. Approximately two thirds of the site falls within South Cambridgeshire District Council (2.17ha), with the remaining one third within Cambridge City Council (1.39ha).
- 1.2 In the context of the masterplan, the scheme forms the first market residential parcels within the 'Ridgeway Village' a character area defined in the Design Code, to the north of the emerging local centre for NWCD. To the south of Lot M2 a small part of the site falls within the 'Local Centre' Character Area of the Design Code.
- 1.3 Lot M1 is bordered by Primary Street to the east, part of the main route towards the local centre (Eddington Avenue), and Neighbour Park to the west. Beyond Neighbourhood Park is further market lots S1/S2 currently at the pre application stage. The northern tip of parcel M1 abuts the residential garden of 'Arcady'. The southern end fronts Secondary Street, which bisects parcels M1 and M2.
- 1.4 Lot M2 is situated to the south west of the Avenue. To the east is the primary school, a circular footprint building recently opened for the new school term in September 2015. To the west is Lot 4, a residential parcel which has permission for 70 units. To the south of M2 is the proposed hotel which does not yet have planning permission and Lot 5, a parcel with approval for 325 student units.
- 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, although Lot M2 is situated close to the Veteran Oak. The site is adjacent to the Cambridge Green Belt and situated to the west of 'Travellers Rest' a Geological Site of Special Scientific Interest (SSSI).

2.0 THE PROPOSAL

- 2.1 The proposed development is for a total of 240 market residential units, 121 within CCC and 119 within SCDC, with associated landscaping and infrastructure, which forms a key part of the first phase of the NWCD.

Lot M1 – Northern Parcel

- 2.2 Parcel M1 proposes a total of 79 houses and 13 apartments arranged on a grid of six streets, orientated north east to south west. Two streets, Green Street and Tree Street are pedestrian focussed, and are not accessible to vehicles.
- 2.3 The scheme has a mix of house types, but are all domestic in scale, containing three levels of accommodation, with a variety of roof treatments. The house types within the central mews streets are back to back dwellings surrounding each perimeter block. External amenity spaces are provided in internal courtyard spaces and roof terraces at third floor level. The villas and neighbourhood park house types are more conventional in design and layout, with rear gardens defined by fence and wall boundary treatments.
- 2.4 The largest house type is the villas. These are detached properties which stand 7m to their rear eaves level and have a principal roof height of 10m.
- 2.5 One apartment block is provided at the junction of Primary Street and The Avenue. This has a square shaped footprint, with three levels of accommodation standing 13.8m to the top of the parapet.
- 2.6 The materials of construction are predominantly buff brickwork with two different types of mortar pointing (hosepipe and slurry joints) for the mews typologies. Roof top areas will be finished in metal cladding (colour Campagne). Enhanced materials will also be employed across the house types included bronze coloured metalwork and stone panelling adjacent to front doors.
- 2.7 The roofs of all the house types accommodate brown roofs and solar panels. External sustainable drainage features such as swales and rills are incorporated into the streets.

Lot M2 – Southern Parcel

- 2.8 Parcel M2 provides 46 houses and 102 apartments. The dwellings are also arranged on a grid layout formed by two new streets, one of which, Green Street, is not accessible by vehicles.

- 2.9 The 102 Veteran Oak Apartments (VOA) are contained within three buildings, irregular in footprint, positioned at the southern end adjacent to Veteran Oak Gardens. They contain five levels of accommodation, rising 16m in height to their overhanging cornice detail.
- 2.10 The external appearance of the VOA is facing buff brickwork with a 'rusticated' base, achieved with different brickwork and pointing. The elevations are punctuated with full height windows with an offset pattern, with Juliet balconies and horizontal banding defining each floor. A roof level loggia is incorporated on the top level of each apartment block. Linking blocks L and M is a first and second floor bridge which contains residential accommodation.
- 2.11 The VOA and dwelling houses on South Terrace are served by a basement containing 136 car parking spaces and three cycle parking areas for 91 bicycles. The basement is accessed by a cycle/vehicle ramp on the southern side of apartment block M. Two lift 'pop ups' are provided to the north of the VOA on Green Street and Tertiary street. These provide access to the residential properties along Green Street and can also be used by cyclists.
- 2.12 The greater proportion (54%) of cycle parking for the VOA is contained at ground floor level within the building envelope. These stores are large enough to accommodate some oversized cycles and trailers.
- 2.13 Car parking across the scheme provides a total of 373 spaces, 38 of which are visitor spaces. Car parking spaces are either on plot or within the basement underneath the VOA.

Summary of housing mix

- 2.14 A mix of house types are proposed from studio units to large detached dwellings. This is summarised in table 1 below:

Table 1: Summary of housing mix

	Lot M1		Lot M2		
	Houses	Apartments	Houses	Apartments	Total
6 bed	1	-	-	-	1
5 bed	11	-	-	-	11
4 bed	47	-	28	-	75
3 bed	20	-	18	4	42
2 bed	-	3	-	59	62
1 bed	-	4	-	32	36
Studio	-	6	-	7	13
Total	79	13	46	102	240

- 2.15 The reserved matters applications are accompanied by the following documents:

1. Design and Access Statement

2. Planning Statement
3. Biodiversity Survey and Assessment
4. Noise Insulation Scheme
5. Transport Statement
6. Surface Water and Foul Water Drainage Strategy
7. Utilities Strategy
8. Sate Waste Management Plan
9. Sustainability and Energy Statement
10. Piling Risk Assessment
11. RECAP Waste Toolkit

Amended plans and additional information

Cycle parking strategy

- Revised cycle parking strategy for the Veteran Oak Apartments to improve accessibility to the basement and further provision of visitor cycle spaces.
- Minor reconfiguration and additional cycle parking to house types within Parcel M1.

Landscape and Drainage

- Further landscape, drainage and utilities sections provided to demonstrate tree planting is deliverable upon implementation.
- Further elevations of underground basement entrances provided.

Lifetime Homes

- Additional plan illustrating how the house types are adaptable for Lifetime Homes.
- Amended plan with minor alterations to three streets to address vehicle conflict issue.
- Additional information supplied on the University's approach to construction management across the NWCD.
- Written response provided to issues raised by Girton Parish Council.

3.0 SITE HISTORY

Reference	Description	Outcome
Strategic Approvals		
11/1114/OUT	Outline for 3,000 dwellings; up to 2,000	Approved

& S/1886/11	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.	
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

**‘Lot’
Approvals**

13/1400/REM and S/2044/13/RM	325 post graduate bed spaces, part of strategic green corridor, part of strategic cycle and pedestrian route and associated infrastructure.	Approved
13/1828/REM	Community centre and nursery, including public realm and associated ancillary structures.	Approved
14/1722/REM	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.	Approved

4.0 PUBLICITY

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

5.0 POLICY

5.1 National Planning Policy Framework (2012)

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

5.2 North West Cambridge Area Action Plan (2009)

- 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 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Application as Amended

- 6.1 Minor traffic calming additions along the mews streets adequately addresses highway safety issues.

Application as submitted

- 6.2 As these are through routes for some vehicles and this will engender vehicular conflict between emerging vehicles and passing vehicles.
- 6.3 Although most motor vehicles will be moving at low speeds (so it is most likely that only damage to property will result) the routes will be used by cyclists who, on even on streets designed to restrict motor vehicle speeds, are capable of travelling at relatively high speeds for the environment, and these persons are particularly vulnerable.
- 6.4 For this reason it is considered that the proposal creates a risk and hazard that falls outside those that would normally be expected to be encountered by users of the highway. Such risks and hazards should and can be designed out and not designed into a scheme.
- 6.5 Although these streets will not be adopted as public highway, the designer should provide the same duty of care as the County Council, when acting as Local Highway Authority.

Environmental Health

- 6.6 No objections subject to accordance with details submitted pursuant to outline conditions and the imposition of further conditions relating to noise insulation.

Refuse and Recycling

- 6.7 Provided the developers follow the current bin layouts for phase one of NWCD the Refuse and Recycling Team supports the scheme for the 3 and 6 bunkers sets of underground bins plus vehicle pad layouts.

Urban Design and Conservation Team

Application as amended

- 6.8 The application as revised is supported. Revisions to the Primary Street apartments improves their level of amenity.
- 6.9 Revised cycle strategy for the VOA is supported. A condition is recommended to agree the final appearance of the basement entrance control box features.
- 6.10 Vehicle noise transfer issues are addressed in the Noise Assessment.

Application as Submitted

- 6.11 The application is supported in design terms subject to conditions relating to materials, including fenestration and the VOA cornice detail.

Veteran Oak Apartments

- 6.12 The proposals are considered to be broadly compliant with the approved Design Code. The Design Code identifies that buildings should be '4 storeys generally' along the boundary with Veteran Oak Gardens. The variation in the approach taken to the VOA where a more continuous five storey roofline has been proposed (one additional storey) was discussed at length as part of the pre-application discussions and the proposed form of the buildings within this submitted application is considered an acceptable approach. Whilst there is an additional storey, the buildings act as a unified "family" apartment typology and are still within the overall height parameter agreed as part of the outline permission.
- 6.13 The VOA have now incorporated a cill to the windows on the ground floor which provides an improved balance to the overall elevation. The cornice is a key design feature and the intended materials needs to be carefully considered.
- 6.14 The materials for the inside of the basement need to be considered. The 'Quality Panel' identified that the basement will be the front door for many residents and accordingly its appearance needs to be high quality.
- 6.15 Overall the approach to the proposed layout and design of the proposed houses and apartments are supported in design terms.

Car parking layout for West Mews

- 6.16 The car park layout has been adequately tracked to ensure vehicles have adequate space to manoeuvre and exit the Mews parking.

East Mews and Green Street – Back to back amenity

- 6.17 Some concerns are raised regarding noise transfer between residential properties and parking underneath. Further information may be required to demonstrate there will be no harm to amenity.

Primary Street Apartment

- 6.18 Some of the Primary Street Apartments have limited outdoor amenity space. Their overall level of amenity can however be improved through the insertion of a high level window fronting the internal courtyard space.

Senior Sustainability Officer (Design and Construction)

Application as amended

- 6.19 Air conditioning is not being installed. Comfi cool system will not adversely affect Code for Sustainable Homes rating.

Application as submitted

- 6.20 The approach being taken as part of Lots M1 and M2 to deliver an exemplar development that meets the requirements of the AAP in relation to sustainable design and construction is fully supported.
- 6.21 The 'comfi-cool' system proposed for some of the new should be explained in more detail.

Access Officer

Application as Amended

- 6.22 Additional plans showing Lifetime Homes adaptations is supported. The more detailed plans show how 'Lifetime Homes' standards are being met.
- 6.23 There are concerns that properties straddle the district council boundaries as the two local authorities offer different services to older people and different charities are available for support depending on parish boundary.

Application as Submitted

- 6.24 The Design and Access Statement does not adequately address and explain how the dwellings comply with Lifetime Homes. The scheme should explain how ground floor accommodation could be converted and how the spaces could be adapted to be meet the needs of disabled people.

Head of Streets and Open Spaces (Landscape Team)

Application as Amended

- 6.25 The application is now supported. The co-ordination between utilities and landscape is welcome. This general improvement of technical information gives more comfort that the planting, particularly the tree planting, is more likely to be achievable. The outstanding matters can be addressed through conditions.
- 6.26 Much has been done to resolve the landscape space issues of this high density development, but there are still reservations about the long term viability of the tree planting. The further work to gain more rooting space for trees but this can be addressed with conditions.
- 6.27 Additional information to be conditioned:
- Heights and designs of brick garden walls, railings and fences.
 - Landscape/engineering sections each with its own plan view.
 - Details of the vehicle and pedestrian swale crossings.

- Groundworks specification and rootcell installation method statement.
- Softworks specification.
- Hardworks specification.
- Detailed planting plans.
- Method statement for the installation of utilities.

Application as Submitted

- 6.28 Although the development proposals generally have many good qualities, the landscape proposals cannot be supported due to a lack of accurate and representative information.
- 6.29 The public landscape is limited to Green Street, Tree Place and the areas around the apartment blocks to the south. There are additional trees in the highway, but many will be planted on private land. Many of the tree species are ultimately small in size and they are competing visually with quite large buildings and also much of the tree and other planting is contained in planters.
- 6.30 All of these public landscape areas will share available underground space with the numerous utilities that will be need to be installed. The competition for underground space needs careful and early consideration as additional space will not be able to be found at a later time in the planning or construction process.
- 6.31 The detail remains insufficient to give comfort that all of the tree planting can be delivered and delivered in a sustainable manner. As previously highlighted inadequate underground space may result in planting having to be omitted at construction stage.

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

Application as Amended

- 6.32 A plan showing the site in a wider context with the desire lines for cyclists and pedestrians is necessary to inform where wider are located.
- 6.33 The minimum width for a shared cycle and pedestrian path is 3m. Green Street in M2 is likely to be used by a number of cyclists as it appears to follow a desire line to the local centre and so it is a concern that the path is only 2m for much of the route.

Cycle Parking:

- 6.34 The spacing and location of the ground floor apartment cycle parking is supported but detail is needed about what type of rack is proposed for the M2 blocks and the enclosure for M1 blocks. Block L cycle store requires an additional access door to the corridor to make it convenient for residents on the ground floor.

- 6.35 Access to the cycle parking for the Oak Tree Apartments has been improved with use of the ramp and the proposed additional, covered short stay parking at ground level.
- 6.36 It is not clear from the plans how the cycle parking for 7A and 7B is accessed – it appears that the internal door needs to be removed.

Application as Submitted

- 6.37 A larger context plan is needed to show links from the proposal site to the wider walking and cycling network, particularly from the site to the Ridgeway.
- 6.38 The minimum width for a shared cycle and pedestrian path is 3m. The plans appear to show Green St paths as being from 2-3m – a consistent 3m is needed the length of both Green St and Tree Street and the path through the Veteran Oak apartments should also be 3m.
- 6.39 To make the site as permeable as possible there should be a cycle/pedestrian path linking across the park adjacent to M1 linking directly across to S2.

Cycle Parking

- 6.40 The spacing and location of the apartment cycle parking is fine but detail is needed about what type of rack is proposed for the M2 blocks and what kind of enclosure for M1 blocks. Block L cycle store requires an additional access door to the corridor to make it convenient for residents on the ground floor.
- 6.41 The cycle parking for the 5 bedroom houses at the edge of M1 is not acceptable. At 1m width the path to the back garden is too narrow and the location at the back of the garden is not convenient. It is recommended that the garages are made large enough to accommodate the cycle parking.
- 6.42 Some of the other typologies need reconfiguring to enable convenient access.
- 6.43 It is not clear which residents will be using the basement cycle parking accessed by a lift and so it is not possible to comment on whether or not this is convenient.

Cambridgeshire Quality Panel

- 6.44 The Quality Panel viewed the application at the pre-application stage on 9 April 2015. Their comments are set out in full within Appendix 3 and are summarised in the report, paragraph 8.50.

Cambridgeshire County Council (Flood and Water Management)

- 6.45 The application is supported. Further details of the maintenance of the brown roofs are required by condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

Application as Amended

- 6.46 The applicant has submitted further plans and sections of drainage and utilities. This gives comfort that the drainage scheme is robust and is integrated with the scheme of landscaping. Final details of the above basement attenuation and swale inlets can be adequately controlled by suitable planning conditions.

Application as Submitted

- 6.47 The overall principles of the use of permeable paving, swales and brown roofs is supported and the drainage is in accordance with the strategic surface water drainage strategy for the site.
- 6.48 The overall principles of the use of these features is supported and the drainage is in accordance with the strategic surface water drainage strategy for the site. The proposals represent best practice.
- 6.49 However there are strong concerns that some practical and construction issues that will affect the drainage has not been fully taken into consideration and this includes the provision of trees within areas of permeable paving.
- 6.50 There are no details of any inlets into the swales, this should be commensurate with a high quality landscape and not a standard engineering approach.
- 6.51 There are also concerns about the provision of attenuation above the basement and how this will work on a practicable basis.
- 6.52 In summary, although the approach is supported there are concerns that a realistic assessment of the practical needs of the development, such as services, trees and landscape has not been fully undertaken which could impact on the overall attenuation provision required in the drainage strategy and impact on the landscape as a whole. Further information is therefore required.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.53 The M1, M2 Reserved Matters Application Biodiversity Survey and Assessment (Aug 2015) has been reviewed. The document is in accordance with the site wide Biodiversity Strategy. The proposed mitigation and enhancement measures are fully supported.

Environment Agency

- 6.54 No objections.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.55 No objections.

Cambridgeshire County Council (Archaeology)

- 6.56 No objections. Archaeological issues have been addressed under the outline permissions.

Disability Consultative Panel (Meeting of 29 September 2015)

- 6.57 No explanation on Lifetime Homes requirements. The Panel expressed some scepticism and would therefore call for plans containing greater detail. (Later adaptations often mean additional expense for the property owner).
- 6.58 The volume and location of visitor parking bays was also questioned, as many disabled residents require visits by carers or medical staff at unsociable hours.
- 6.59 Design team should be invited to a future Panel meeting to discuss the implementation of Lifetime Homes principles in relation to each dwelling type.

Disability Consultative Panel (Meeting of 29 October 2015)

- 6.60 Awaiting comments. An update will be provided at the meeting.
- 6.61 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 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

Girton Parish Council

- 7.1 The Council noted that the 240 market units will be of mixed styles, with tall town houses over 3 or 4 levels and multi-storey blocks of flats. The provision of car parking was noted as being two car parking spaces for larger properties, with one for smaller units. It was questioned whether rooms meet minimum Bream excellence standards for Lifetime Homes, and the Council would welcome clarity on this.
- 7.2 The Council asked for a condition that no dwelling's complete site crosses the boundary between parish and city, and that properties are therefore within one jurisdiction or another. Approved with three abstentions.
- 7.3 The owners/occupiers of the following addresses have made representations:
- Arcady, Huntingdon Road
161 Huntingdon Road
2 Storeys Way
7 Storeys Way
6 All Souls Lane
- 7.4 The representations can be summarised as follows:

Design Issues

- Concerns raised regarding compliance with Design Code criteria for block type 1.

Amenity Issues

- Impact on privacy, security and quietude of Arcady.
- Privacy and security of Arcady a concern because of the high density of housing proposed.
- Object to any balconies over 10m in height that would overlook Arcady.
- Amenity impacts from construction disturbance.
- Impact of heavy equipment.
- Object to the proposed properties having balcony areas.
- Boundary treatment to Arcady unresolved.
- Confirmation required that prevailing wind has been taken into account.

Transport Matters

- The Transport Assessment contains no indication of how the proposals ameliorate the impact of additional cycle and traffic impact on Storeys Way.
- The bollards on the corner of Storeys Way need to be removed.
- The Transport Assessment suggests an increase in vehicular traffic through Storeys Way.
- A single yellow line should be installed on Storeys Way to prevent traffic and parking by commuters.

Cambridge Cycling Campaign

- The Campaign are pleased that the development provides a high standard of cycling facilities and infrastructure.
- However, connections of the mews to each other seems unnecessary as this will encourage people to look for car parking adjacent to the primary school.
- The two pedestrianised streets are supported.
- Provision for school drop off should be considered.

7.5 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses and 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. Affordable Housing

4. Context of site, design and external spaces
5. Disabled access
6. Residential amenity
7. Renewable energy and sustainability
8. Waste and Recycling
9. Transport
10. Public Art
11. Third party representations
12. Planning Obligations

Principle of Development

8.2 The principle of development on the NWCD is established through the 2013 outline planning permission and the NWCAAP.

8.3 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.

8.4 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 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

8.5 These matters are covered in the relevant subsections in the report.

Compliance with Parameter Plans and Strategic Conditions

- 8.6 The parameter plans approved as part of the outline application (as amended by 13/1402/S73 and S/2036/13/VC), 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
- 8.7 The proposal complies with all of the parameter plans as approved under the section 73 outline approval ref: 13/1402/S73 and S/2036/13/VC.
- 8.8 The application secures the provision of 'secondary street' as required by parameter plan 02 Access and which also has reserved matters approval.
- 8.9 This proposal falls under the 'Residential C3 and C4' area of the Land Use PP 04, which allows for the residential use described. The scheme also complies with the heights set out in PP 05 and 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 the NWCD 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. Areas of play are located in close proximity, the largest of which is Neighbourhood Park to the west. The application site does however include Green Street and Tree Street, which offer informal space for children to play.
- 8.13 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.
- 8.14 This proposal links in with a number of site wide highway strategies such as the bus stop strategy and underground refuse site wide scheme.
- 8.15 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

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

Table 2: NWC Housing

Tenure type	Approved	Pending	Total	Outline Limit
Key Worker Housing	707	0	707	1500
Market Housing	49	240	289	1500
Student Bedspaces	325	0	325	2000
Total	817	264	1081	5000

Dwelling Mix

- 8.17 A mix of dwelling sizes is provided across M1 and M2, ranging from studio units to large detached dwelling houses as detailed in paragraph 2.15. The proposed mix reflects a broad range of housing sizes and types as intended for delivery in phase 1.

Affordable Housing

- 8.18 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.
- 8.19 It was agreed in principle 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.
- 8.20 Several reasons were identified as to why clustering could not be achieved for the local centre. 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 also make clustering these properties amongst the market units difficult to achieve in design terms.
- 8.21 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. This application for Lots M1 and M2 now fulfills part of the market housing provision approved on the NWCD.

- 8.22 In the context of the entire first phase, there will be an overall mix of market and affordable (key worker) housing (see table 2), 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.
- 8.23 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 market housing which would be built and occupied early, supports viability, to the benefit of the entire site.
- 8.24 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. While the scheme is mono-tenure, it offers a wide range of house sizes and types to ensure a variety of potential occupiers. A mix of tenures is provided when considered holistically across the first phase. It is therefore considered to be compliant with policy and with the outline approval.

Context of site, design and external spaces

- 8.25 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 Lots M1 M2 complies with the Design Code requirements.

Overall Design vision

- 8.26 The scheme aims to create a high quality new neighbourhood for the Ridgeway Village Character Area. This will be achieved through new dwellings which take positive inspiration from period homes in existing neighbourhoods in Cambridge. The positive attributes of the 'period home' which have guided the application proposal include quality design and detailing, robust materials, generous room sizes, high ceiling heights, 'period streets' with mature trees and gardens.
- 8.27 The Quality Panel (see paragraph 8.53) concluded the scheme to have high character through its integration of landscape and variety of place. The application therefore demonstrates 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.

Site layout and street hierarchy

- 8.28 The layout of the proposed new mews streets across the scheme accord with the principles of permeability and block structure, as set out within the Design Code, (P28). 'Edge to core' permeability for pedestrians is optimised because the number of routes proposed goes above and beyond which was envisaged on the indicative Design Code for Lots M1 and M2.
- 8.29 Lots M1 and M2 are anchored by Green Street, a landscape focused green spine which provides a link to the Veteran Oak Gardens and the Local Centre to the south. The four mews streets follow the same northeast – southeast alignment, an orientation which optimises daylight and sunlight through mostly east-west and south frontages. A new oak tree will be provided at the junction of Tree Place and Villa Street. This provides a reference to the veteran oak and will contribute to the creation of an attractive and distinctive development, required by part a of NWCAAP policy NW2.
- 8.30 Tree Street provides another pedestrian focused street which contributes to a hierarchy of streets across the two Lots. This hierarchy will contribute to a development which has character, because it enables a variety of block types and housing typologies within the neighbourhood village character area. A mix of block types 1, 2 and 4 from the Design Code ensure that perimeter blocks set a clear distinction between the public and private domain and that architectural variation is achieved within a coherent structure.
- 8.31 This layout of streets means the site is very well connected with its surroundings. Quality Panel praised the permeability to the south and the inclusion of car free roads. In taking this approach to street layout and hierarchy the scheme responds to context, contributing to creation of a neighbourhood of character and legibility, in accordance with Part b of the NWCAAP and the principles of urban structure set out on p28 of the Design Code.
- 8.32 Concerns from the Cycling and Walking Officer that the footpath/cycleway along Green Street should be 3m in width for its entire length are noted. Green Street is primarily a pedestrian focused landscaped amenity for future residents, including informal play for children. While cyclists will be permitted to travel along this local route, it is not designed for fast cycle movements through the space.
- 8.33 Other routes are available through M1 including East Mews and Central Mews which will cater for cyclists commuting at speed. It is anticipated that the main flows of cyclists from outside the site will use Primary Street and the Ridgeway cycle route, which is reflected in the applicants updated cycle access plans. It is considered that the design of Green Street is appropriate for its primary function as a landscaped amenity, in accordance with the principles of accessibility set out in part b of NWCAAP policy NW2: Development principles.

Northern End - Lot M1

The Villas – Development Edge Block

- 8.34 The Design Code prescribes a 'Development Edge Block' to complete the perimeter block which form the existing housing fronting onto Huntingdon Road. This is successfully achieved in the application proposal, through the detached Villa dwellings situation on the northern side of Villa Street.
- 8.35 Design guidance for 'block type 1' seeks to ensure a completed perimeter block is created with the existing residential properties fronting Huntingdon Road. This is achieved through the proposed Villas as required by the design guidance. Their frontage width falls within the secondary guidance principles set out within figure 3.15 (4m-12m). The positioning of the Villas accords with the minimum 20m distance set out in the Design Code, which aims to create an appropriate relationship with the existing residential properties to the north.
- 8.36 Figure 3.15: Typical Block, states that dwellings positioned at street junctions must 'turn the corner' and avoid blank walls. The two end Villa's fulfil this requirement through their bespoke design. While the eastern flank elevation of plot 1B01 is wider than 12m, a continuous frontage is avoided through its cranked floorplan and articulated roof height. For these reasons officers do not consider that the application proposal is in conflict with the design principles for block type 1.
- 8.37 Continuous frontages are generally avoided across the mews typologies. This is to ensure each street is well articulated through the design of each dwelling. West Mews terrace extends 72m in overall length which is greater than the 30m -60m recommended in the Design Code. However roof level articulation through projecting dormers, will avoid a monotonous frontage.

Drainage and Landscape

- 8.38 The proposed approach to landscape and drainage is comprehensive. A high quality public realm will be provided through a variety of hard and soft landscape treatments, which reflect the hierarchy and character of new streets. The three mews streets are block paved shared surfaces with a drainage rill and a small area for threshold planting to define the front of the mews properties. A high quality street scene will be created.
- 8.39 Green Street will make a significant contribution to character and amenity, because it will provide a multi-functional layered landscape, integrating drainage and providing pedestrian connectivity. Green Street contains a central linear drainage swale bridged by decked composite paths connecting each side of the space. Planting will subdivide the space with steps down to the swale with informal seating and areas for play. A comprehensive approach to development is demonstrated through the continuation of Green Street across its junction with the Avenue, to allow Green Street to continue to the north boundary of Lot M1.
- 8.40 Officers recognise that the width of Green Street accommodates a range of planting, drainage and utilities and coordination is needed to ensure all these elements are deliverable through implementation. Whilst detailed sections

have now been provided demonstrating how all these feature can be accommodated, final construction level drawings for rootcells and a method statement for installation of utilities is still required. This can be adequately controlled through the imposition of condition 9.

- 8.41 The front threshold planting beds to the West Mews are limited in size, and the Council's Landscape Officer has some concerns regarding the quality of planting which can be achieved. However the limited rooting space can be supplemented with a rootcell system to enable shrubs and climbers to establish.
- 8.42 Integration of drainage and landscape it also evidenced through the surface swale to the front of the Villas to the north of Lot M1. The planted swale provides essential surface water attenuation whilst providing amenity and ecological benefits. Comprehensive development and creation of local distinctiveness is demonstrated in accordance with policy NW2: Development Principles of the NWCAAP.

Southern End – Lot M2

VOA - Design and appearance

- 8.43 A positive response to context is demonstrated by the integration of the layout with the Veteran Oak Gardens to the south. The Veteran Oak to the south of the site, an existing landscape feature, will be framed by the new VOA and linked to the north by the landscaped spine of Green Street. This creation of local distinctiveness is further enhanced through Tree Street. A new neighbourhood of distinctive character will be created, in accordance with the vision set out in part a of policy NW2: Development Principles of the NWCAAP.
- 8.44 The proposed scale and mass of the VOA are considered successful in their context. This is because their irregular footprint and siting around the Veteran Oak Gardens will positively frame this important space. As requested by Quality Panel, their form, bulk and height has been tested for sunlight impact and key views from South Terrace and around the Veteran Oak Gardens. The design of the VOA fulfills the design vision of standalone autonomous buildings, with multiple frontages, inspired by Italian Palazzo buildings. The VOA are attractive in design and will provide desirable accommodation, which demonstrates compliance with policy NW2: Development Principles of the NWCAAP.
- 8.45 The design code 'local central character area' sets out that building heights should be *four storeys generally*. While the VOA apartments are uniformly five storeys in height, in context with the other predominantly four storey buildings across the local centre character area, compliance with the Design Code is achieved. The VOA remain under the parameter plan heights.
- 8.46 Materials of construction will be important in achieving a quality external appearance envisaged in the visualisations. Samples of the reconstituted

stone cornice and window casements can be adequately controlled and assessed through the discharge of condition 2.

- 8.47 The basement level detailing has been provided for the VOA and South Terrace properties which enjoy basement access. The lighting and detailed finish will provide a safe and welcoming environment for those residents regularly accessing their property from the basement. Notwithstanding comments from the Urban Design and Conservation Team regarding the basement door control box, officers do consider it necessary to control this apparatus by condition. It is not likely to be overly prominent or visually intrusive.

Boundary to Neighbourhood Park

- 8.48 Neighbourhood Park Terrace properties have two frontages, their main entrance onto West Mews and their rear garden outlook onto Neighbourhood Park. The boundary treatment with Neighbourhood Park needs to be carefully designed to provide a reasonable level of privacy for future occupants of Neighbourhood Terrace, whilst providing an attractive eastern boundary to Neighbourhood Park. The Design and Access Statement proposes a low brick wall (1200mm in height) with trellis rails above (to a height of 1500mm), staggered in plan, allowing for areas of hedging and planting either side.

- 8.49 Officers consider the proposed boundary treatment appropriate in this emerging context. The detailed elevations do not reflect the strategy in the Design and Access Statement, therefore condition 16 is recommended to ensure final details are provided through implementation.

Drainage and Landscape

- 8.50 The drainage and landscape approach through Green Street is continued south into Lot M2 at its junction with South Terrace. Soft landscaping has been increased around the VOA to improve privacy for the ground floor apartments and to provide an attractive landscaped setting. Magnolia and flowering cherry trees will help to balance the height and form of the buildings whilst maintaining pedestrian and cycle permeability through to the south of the NWCD.

Cambridgeshire Quality Panel

- 8.51 The Cambridgeshire Quality Panel reviewed the emerging proposal on 9 April 2015. The Panel were very supportive of the proposals and were impressed by the integration of landscape and sense of place. A number of specific recommendations were made to further enhance the scheme which are set out in table 3 below. The full minutes are attached as Appendix 3.

Table 3: Quality Panel Issues and officer responses

Issues and recommendations of Quality Panel	Officer response
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<p>The ground floor apartments in the three apartment blocks should be better designed as well as the detail of the cornice treatments at roof level.</p>	<p>The VOA apartments now have more generous thresholds around the ground floor apartments to ensure privacy.</p> <p>Soft landscaping has been increased around each building to improve their setting. Low walls have been added below the ground floor windows of the VOA to enhance privacy.</p>
<p>The Buildings at the north east corner could be enhanced.</p>	<p>A bespoke single detached dwelling was development for plot 1B 13. In my view its flank elevation will present an attractive frontage to Primary Street and integrate successfully with the proposed terraced properties to the south.</p>
<p>Further design work for the basement car parks is required, including the internal treatment to make for a better environment.</p>	<p>Further design work has detailed the materials and lighting for the basement elevations for South Terrace. This is important because the basement will be a key point of access for many future residents. The detailed design and appearance of the basement level is considered appropriate.</p> <p>The design of basement has also been development with the revised cycle strategy. The ramp access will have an attractive entrance recessed into the building, for use by both cyclists and vehicles.</p>
<p>Details of balcony and garden designs would be helpful.</p>	<p>The reserved matters proposal provides detailed landscape plans and sections of Green Street and Tree Street.</p>

Quality Panel Conclusion

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

Conclusion

8.53 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.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.54 The proposed development is closest to 'Arcady' an existing detached residential property situated on the northern boundary of Lot M1. The proposed detached residential properties along Villa Street maintain the minimum 20m distance to the common boundary with Arcady required by the Design Code.
- 8.55 The height of the Villas is two storey, with accommodation contained within the roof volume. There are no third level roof windows which might otherwise command views over the private garden of Arcady, in compliance with the height and massing coding for the Neighbourhood Village. This Design Code requirement will be rigorously applied to all future phases of the NWCD which adjoin neighbouring residential properties to Huntingdon Road.
- 8.56 In the view of officers a neighbourly relationship is proposed with the residential property of Arcady which will not significantly detract from the current level of amenity enjoyed by existing occupants.

Living conditions and external amenity space

- 8.57 The layout and design of the proposal provides high quality living conditions for future occupiers. All of the units are generally aligned to the internal space 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).

Back to Back distance- East Mews and Green Street

- 8.58 The East Mews and Green Street typologies have a back to back distance of 13m which is below the 18m mandated for 'block type 4' back to back typologies within the Design Code (p39). However, the Design Code is clear that lesser distances may be acceptable in some circumstances. In this case, a good level of amenity is achieved because of the orientation of the key primary outlook of each property, and the position of windows and amenity spaces is such that direct overlooking is avoided.
- 8.59 The East Mews houses have enclosed roof terraces which is their principle amenity space. This roof space will benefit from direct sunlight for most of the day during the summer months. Direct sunlight will be reduced to approximately 50% coverage of the terrace by the autumn equinox. Officers

consider the aspect and size of the terraces to provide a good level of amenity.

- 8.60 East Mews dwellings also have relatively small courtyard gardens. While they will be in shadow for large periods of the winter, the submitted shadow study demonstrates they will still receive some direct sunlight during most of the year. During the summer months approximately 50% of the courtyard will received sunlight from 12:00 until the late afternoon. This reduces to around 25% by the autumn equinox. Overall, the three external amenity spaces serving East Terrace provides a good level of amenity for future residents.

Lot M2, VOA – Amenity space

- 8.61 The VOA all benefit from a private balcony/terrace area which is accessed from their principal living space. The outdoor terraces vary in size and shape because of the footprint of the building, but all can accommodate a table and chairs and are versatile spaces.
- 8.62 The ground floor thresholds of the VOA have been improved through larger areas of soft landscaping, which combined with their multiple window openings and outlook will result in a good overall level of amenity for future occupiers.
- 8.63 The scheme has been considered comprehensively with the adjoining Lots and the proposed scheme is will not compromise their amenity.

Primary Street Apartments – Amenity and outlook

- 8.64 The apartments fronting Primary Street are relatively small studios, two of which are single outlook. However, the overall level of these studios has been improved with recessed windows, threshold planting and landscaping. Officers consider an appropriate level of amenity is provided.

Proximity to Public Open Space

- 8.65 Lots M1 and M2 are located in close proximity to a range of informal public open spaces, childrens play areas and sports facilities. Amenity and informal areas for childrens play is also incorporated into the design and layout of M1 and M2 in Green Street and Tree Place.
- 8.66 To the west, Neighbourhood Park is a relatively large park which abuts the western boundary of Lot M1 and is situated approximately 100m from the centre of the parcel.
- 8.67 To the north of the Primary School are sports pitches and a trim trail which are in similar close proximity to Lots M1 and M2. (Approximately 150m to the centre of the parcels). The strategic open space of Storeys Field is located to the south east approximately 250m from the site which also includes a cricket pitch.

- 8.68 Delivery of the above informal and formal open spaces will be delivered relatively early in the construction of phase 1 of the NWCD. The triggers for these spaces are likely to be reached in 2017 with the delivery of key worker housing within phase 1.

Noise and Environmental Issues

Green Street and Tertiary Street 'pop ups'

- 8.69 The proposed lift entrances giving basement access to the lower street properties will create some disturbance for the future occupiers of units 2E01 and 2D01. Given the internal configuration of these properties and the design of threshold planting, there is not considered to be a significant impact on their overall level of amenity.

Vehicle parking and residential accommodation

- 8.70 The submitted noise assessment does not highlight any issues with the relationship of car parking spaces with residential accommodation (in separate ownership) above. This issue will be adequately managed through appropriate insulation, also controlled through the Building Regulations.

Noise impact of plant and equipment

- 8.71 The method of ventilation for the VOA is not specified at this stage. Lift services and plant extract should also be considered for possible noise impact. This can be adequately controlled through the imposition of condition 13.

Contamination

- 8.72 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

- 8.73 Construction related activities can be adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.
- 8.74 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.
- 8.75 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.

- 8.76 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.

Renewable energy and sustainability

- 8.77 The vision shared by both the applicant, and the local authorities for this site is for it to be an exemplar of sustainable living. The sustainability strategy is formulated around 13 sustainability principles established at outline planning stage. The Council's Sustainable Design and Construction Officer fully supports the way in which these principles have informed the application proposal.
- 8.78 The proposal includes a number of innovative and exemplar approaches, all of which are fully supported. These include connection of the residential units to the site wide district heating scheme and extensive use of photovoltaic panels; connection of the residential units to the site-wide non-potable water network; design of units to benefit from cross ventilation; proposals to maximise daylighting, and integration of sustainable drainage systems into the overall landscaping. Provision is also made for porous paving, brown roofs, swales, rills, alongside some underground storage crates.
- 8.79 Policy NW24 of the North West Cambridge AAP and the outline condition 25 requires the achievement of Level 5 of the Code for Sustainable Homes for the majority of new homes on site. To demonstrate how these requirements will be met, Code for Sustainable Homes pre-assessments have been included. The overall approach to achieving Code Level 5 is supported.
- 8.80 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

- 8.81 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 recyclables, paper and residual waste. Green waste is dealt with separately (see below).
- 8.82 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.

- 8.83 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).
- 8.84 Across Lots M1 and M2 the majority of new dwellings will have a walking distance of less than 35m which is supported. One dwelling has a longer distance of greater than 50m. In context with the overall provision, the walking distance for this one property on Green Street is considered acceptable.
- 8.85 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). Final detailed for composting facilities for each property can be ensured through condition 16.
- 8.86 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.

Transport

Transport Impact

- 8.87 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.
- 8.88 This notwithstanding, 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.

Car parking

- 8.89 The scheme provides a total of 332 car parking spaces, including 10 disabled bays. The maximum number of car parking spaces which would be permitted by the NWCAAP policy NW19: Parking Standards would be 368. Of this overall provision 136 spaces will be provided at basement level. The

quantum of car parking is grounded in evidence taken from the 2011 census on car ownership patterns for the surrounding streets, which indicates the provision will meet anticipated demand.

- 8.90 Table 5 below illustrates that most of the larger 3, 4 and 5 bed properties are served by two car parking spaces each. This provision accords with the maximum car parking standards for this site. A reduced provision is made for 13 of the 3 bed units (served by 1 car parking space each). Given the sustainable location of the site, well served by cycle routes and public transport, a reduced provision is realistic for these units.
- 8.91 It is considered that parking outside of this wider site in the surrounding residential streets is unlikely to occur given the walking distances involved; however the Section 106 agreement for the outline permission factors in monies for monitoring of these streets, and if street parking increases, then funds are available from the applicant, through the S106 to consult residents upon, and provide for (if recommended following consultation) controlled parking zones (CPZ) in the affected streets.

Travel plan approach

- 8.92 To complement this, the applicant will provide a detailed residential travel plan required by the S106. Part of this travel plan will include incentives to encourage trips by sustainable modes for all those living on the site. This will set out access to the car club in phase 1 (and the wider site in later phases). From early in the development be served by public transport.
- 8.93 The travel plan will also provide for welcome packs to all new residents (ensuring they have all up to date bus timetable information, taxi numbers, along with walking and cycling routes), will ensure that the applicant provides information on notice boards, and includes promotional material for a site-wide website and car-share database. There will also be the need to provide adequate, secure, cycle parking on site.
- 8.94 These travel plan incentives are designed to encourage the choice of sustainable modes of travel from the outset reducing the need to own a car.
- 8.95 The University will also be responsible for parking enforcement across the site and will be responsible for managing the use of the visitor car parking associated with this development.
- 8.96 Condition 40 of the outline permission requires car parking provision does not exceed 4000 across NWCD overall. Lots M1 and M2 provide approximately 9% of this maximum provision which is proportionate.
- 8.97 The provision of car parking across Lots M1 and M2 is summarised in table 4 below:

Table 4: M1 and M2 Car Parking Provision

Car parking location	Number of units	Car parking spaces per dwelling	Use
6 bed units	1	2	Residents
5 bed units	11	2	Residents
4 bed units	75	2	Residents
3 bed units	42	27 units - 2 spaces 13 units - 1 spaces	Residents
2 bed units	62	1	Residents
1 bed	36	1	Residents
Studio	13	1	Residents
Total car parking provision	240	332	Residents and visitors
Basement car parking for South Terrace and lower Green Street properties	95	136 (including 8 disabled spaces)	Residents
Visitor spaces within the application boundary		18 (including 5 disabled spaces)	Visitors
Visitor spaces outside Lots M1 and M2		46 (including 4 disabled spaces)	Visitors

Car club spaces

- 8.98 One car club space is provided in close proximity to M1 M2, approved as part of the Lot 4 permission. This is one of a total of 12 spaces provided across the wider NWCD. This provision supports the overall strategy for sustainable transport on NWCD in accordance with NWCAAP policy NW11.

Cycle Parking Provision

- 8.99 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 dwellings. In the view of officers cycle parking is secure, convenient and adequate in size to meet the needs of future occupiers. The provision of cycle parking is summarised in table 5 below:

Table 5: M1 and M2 Cycle Parking Provision

Cycle space location	Number of spaces	Proposed use
Within building footprint for Residential use	669 (1 space per bedroom)	Residents
Residential visitor spaces around main entrance points of VOA	14	Visitors
Within the ground floor building envelope of the VOA	82	Residents
Within the basement of the VOA	91 (71 for VOA apartments)	Residents

VOA Cycle Strategy

- 8.100 The amended cycle parking strategy (see paragraph 2.14) prioritises cyclists as required by NWCAAP policy 17: cycling provision. The cycle parking options and accessibility proposed demonstrate that the provision for cyclists is integrated into the scheme.
- 8.101 Occupants of the VOA will be allocated either the ground floor cycle store, or a basement store when moving into their property. The basement storage offers safer cycle parking, but can be less convenient if access is not carefully considered. A total of five lifts are provided for cyclists to use, three of which are within the main entrance lobby of each apartment block. By accommodating cyclists at their main point of address, the scheme demonstrates legibility, in the interests of encouraging cycling journeys. In addition, cyclists have the option of using the cycle/vehicle ramp to the south of apartment block M. The ramp will have a 3m cycle lane across its width and will be managed with a key fob and traffic light system.
- 8.102 Large and oversized bicycles have been accommodated into the strategy. Space can be provided within the ground floor level cycle store. A dedicated area is available within the basement for storage of oversized cycle trailers.

Visitor cycle parking

- 8.103 12 visitor spaces are provided under the first floor between apartment block L and M and to the front of block K. This provision is over and above the recommended standards because it will also provide short term parking suitable for residents.

Public Transport

- 8.104 The proposed residential units are located in reasonably close proximity to the bus stops situated in the local centre and on Eddington Avenue. 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

- 8.105 The transport strategy on this site is aiming to be as sustainable as possible. Given public transport improvements secured through the outline permission, car club provision, cycle provision and infrastructure, the overall strategy for car parking is supported.
- 8.106 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

- 8.107 The application proposal will provided safe and convenient access to all buildings and spaces. The scheme has been presented on two occasions to Disability Panel who are now content that the scheme is complaint with Lifetime Homes standards.
- 8.108 Further details plans demonstrate how different house types can be adapted to meet different needs as peoples circumstances change. These adaptations include circulation space for wheelchairs, provision for hoists through modification of internal walls and conversion of ground floor spaces to living accommodation.
- 8.109 Car parking is in close proximity to each dwelling. Disabled car parking bays are clustered around the main lift cores within the VOA and the lift provision serving lower Green Street is considered acceptable.
- 8.110 In conclusion, the scheme adequately addresses inclusive access and is compliant with NWCAAP policy NW2: Development principles, part h.

Public Art

- 8.111 Lots M1 and M2 do not contain any of the outcomes of the site wide Public Art Delivery Plan.

Third Party Representations

8.112 Four third party representations has been received. The following matters are raised:

Table 6: Representations

Issue	Officer response/report section
<p>Connections of the mews to each other seems unnecessary as this will encourage people to look for car parking for the adjacent primary school.</p>	<p>The mews streets are fully permeable and link with the Avenue and Primary Street. This approach is fully in accordance with the Design Code guidance for these Lots. The new streets will be subject to parking controls enforced by the University which will manage fly parking.</p> <p>The nearby primary school has a travel plan which discourages car based trips and drop off on surrounding streets.</p>
<p>The Transport Assessment contains no indication of how the proposals ameliorate the impact of additional cycle and traffic impact on Storeys Way.</p>	<p>Cycling and walking infrastructure upgrades were considered under the outline planning application. These include a new Toucan Crossing to Huntingdon Road to the North West of Whitehouse Lane, a new Toucan Crossing on Madingley Road and improvements to facilities at the Huntingdon Road/ Victoria Road / Castle Road junction.</p> <p>This reserved matters results in no additional impact on local networks and within the extent of impact already accepted for North West Cambridge.</p>
<p>A single yellow line should be installed on Storeys Way to prevent traffic and parking by commuters.</p>	<p>This matter would need to be progressed through a Traffic Regulation Order by the County Council. Impact of potential overspill car parking on surrounding residential streets was considered at outline stage.</p> <p>Reserved matters applications for key worker housing have include a condition which requires monitoring and review of the overall strategy and car parking ratio.</p>

<p>Concerns raised regarding compliance with Design Code criteria for block type 1.</p>	<p>The Villa's within block type 1 are compliant with the Design Code criteria. See paragraph 8.34.</p>
<p>Boundary treatment to Arcady unresolved.</p>	<p>The proposed timber boarded boundary treatment to the northern boundary with Arcady is considered appropriate in context. Existing trees within the rear garden of Arcady are unlikely to be adversely affected by the new boundary treatment.</p>
<p>Object to any balconies over 10m in height that would overlook Arcady.</p>	<p>The design of the Villas facing directly towards Arcady do not have any windows or balconies at (third storey) roof level.</p> <p>The design of the scheme respects the 20m no build zone and will not be unduly dominant from the rear garden of Arcady.</p>
<p>Confirmation required that prevailing wind has been taken into account.</p>	<p>The design of the VOA has taken into account the site aspect. There is not considered to be any significant risk of wind tunnels.</p>
<p>Amenity impacts from construction disturbance.</p>	<p>Construction activities have been agreed through the site wide Construction and Environmental Management Plan and will be closely managed to ensure the impact on surrounding residential properties is kept to a minimum.</p> <p>Hill Residential is also a member of the Considerate Constructors Scheme which has its own code of good practice.</p>
<p>The Parish Council asked for a condition that no dwelling's complete site crosses the boundary between parish and city, and that properties are therefore within one jurisdiction or another.</p>	<p>The NWCD has not been designed to relate to the district boundary between CCC and SCDC. This is because the position of the boundary does lend itself to a logical design solution.</p> <p>It was established at an early stage that the master planning would evolve through a considered design response and not be influenced by an arbitrary administrative boundary.</p>

	The management arrangements for dwellings which stagger the boundary will be agreed through those relevant service areas through implementation. Ultimately, dwellings will be allocated one district for administration purposes.
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Planning Obligation Strategy

8.113 The reserved matters applications fall 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 proposed development provides a range of market house types and sizes, in a coherent layout of distinctive design, which will make a positive contribution to the emerging context of the NWCD. Landscape and drainage are integrated as part of the design and car and cycle parking is successfully accommodated. APPROVAL is recommended.

10.0 RECOMMENDATION

APPROVE (both 15/1663/REM and S/2219/15RM) 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) All dwelling house typologies across Lots M1 and M2 including the two apartment blocks fronting Primary Street.

b) Three Veteran Oak Apartment buildings within Lot M2.

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 commencement of any of the Veteran Oak Apartment buildings, full details of the proposed cornice are to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

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

3. Prior to commencement of the Veteran Oak Apartment buildings, full details of windows to the glazed link to the Veteran Oak Apartments L and M are to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: To accord with policies 3/4 and 3/12 of the Cambridge Local Plan (2006).

4. 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 all the external surfaces (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 pages 159 and 160 of the Design and Access Statement)

- a) Villa Street
- b) Neighbourhood Terrace
- c) Tree Street and Green Street
- d) East, West and Central Mews
- e) South Terrace

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

5. Prior to commencement of the development details of the inlets into the swale on Green Street shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order that adequate provision is made for sustainable urban drainage on the site and to ensure the inlet features are attractive in design, (NWCAAP Policy NW25).

6. Prior to commencement of the development details of all permeable paving, including structural design calculations, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order that adequate provision is made for sustainable urban drainage on the site and that detailed construction plans accord with the overall scheme of attenuation, (NWCAAP Policy NW25).

7. Prior to commencement of the development, details of the above basement attenuation in relation to the Veteran Oak Apartments shall be submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order that adequate provision is made for sustainable urban drainage on the site and that detailed construction plans accord with the overall scheme of attenuation, (NWCAAP Policy NW25).

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

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

9. Prior to occupation of the development, full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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

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

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

11. The development shall be constructed fully in accordance with the approved plans and noise insulation / attenuation scheme recommendations and principles as detailed in the submitted AECOM Infrastructure and Environment UK Limited document titled North West Cambridge, Lot M1/M2 Reserved Matters Application, Noise Insulation Scheme, August 2015- Prepared for: Hill Residential North West Cambridge (NWC-AECOM-M1/M2-LTW-XX-RPT- AC-0001, Revision 00 dated August 28th 2015), submitted pursuant to condition 50 of variation consents S/2036/13/VC-SCDC and 13/1402/S73- Cambridge City.

Reason: In the interests of the amenities of future occupiers of the development, (NWCAAP policy NW2).

12. Prior to occupation of the residential units an AECOM Noise Insulation Scheme (as detailed in i above) post construction / installation completion and performance testing report to include details of the airborne sound attenuation specification / performance standards of the external building facade elements and whole house ventilation system / mechanical ventilation with heat recovery (MVHR) operational noise limits, acoustic performance test certificates as appropriate shall be submitted to and approved in writing by the Local Planning Authority (LPA).

Reason: In the interests of the amenities of future occupiers of the development, (NWCAAP policy NW2).

13. Before the development/use hereby permitted is occupied, an operational noise assessment and scheme for the insulation of any plant and equipment as appropriate, in order to minimise the level of noise emanating from the said plant and equipment shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and retained thereafter.

Reason: In the interests of the amenities of future occupiers of the development, (NWCAAP policy NW2).

14. No development shall take place until details of the implementation; maintenance and management of the surface water drainage scheme have 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 adequate provision is made for sustainable urban drainage on the site and that detailed construction plans accord with the overall scheme of attenuation, (NWCAAP Policy NW25).

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

Schedule of updated drawings

Site Location Plans

NWC1-AEC-M1-LTW-XX-DRG-TP-0001 Site Location Plan 1:2000 at PA1
NWC1-AEC-M1-LTW-XX-DRG-TP-0002 Site Location plan Cambridge City Council 1:2000 PA1
NWC1-AEC-M1-LTW-XX-DRG-TP-0003 Site Location Plan South Cambridgeshire District Council 1:2000 PA1

Engineering Drawings (WSP)

T13091-WSP-DR-E-0000-PL-01 Drainage General Arrangement M1 1:250 at A1 PA1
T13091-WSP-DR-E-0000-PL-02 Drainage General Arrangement M2 1:250 at A1 PA1
T13091-WSP-DR-E-0000-PL-003 Lot 2 Basement Foul water drainage general arrangement 1:200 at A1 PA1
T13091-WSP-DR-E-0000-PL-004 Drainage Details PA1
T13091-WSP-DR-E-0000-PL-005 Impermeable areas plan Lot M1
T13091-WSP-DR-E-0000-PL-006 Impermeable areas plan Lot M2
T13091-WSP-DR-E-0000-PL-007 Sketch for overland flood flows plan 1:500 at A1 PA1
T13091-WSP-DR-E-0000-PL-030 Fire Hydrant locations 1:500 PA1
T13091-WSP-DR-E-0000-PL-008 Basement drainage ketch house types 1a and 6a 1:100 PA1
T13091-WSP-DR-E-0000-PL-009 Junction Sightline 1:500 PA1
T13091-WSP-DR-E-0000-PL-010 Vehicle Tracking – Refuse vehicle in lot M1 1:500 PA1
T13091-WSP-DR-E-0000-PL-011 Vehicle Tracking – Refuse vehicle in lot M2 1:500 PA1
T13091-WSP-DR-E-0000-PL-012 Vehicle Tracking – Long wheel base base fire tender in Lot M1 1:500 at A1 PA1
T13091-WSP-DR-E-0000-PL-013 Vehicle Tracking – Long wheel base base fire tender in Lot M2 1:500 at A1 PA1
T13091-WSP-DR-E-0000-PL-014 Vehicle tracking – Large car in Lot M2 Basement 1:500 PA1
T13091-WSP-DR-E-0000-PL-015 Vehicle tracking – Parallel parking in front of Neighbourhood terraces
T13091-WSP-DR-E-0000-PL-016 Vehicle tracking – Avenue Terrace 1:250 at A1 PA1
T13091-WSP-DR-E-0000-PL-017 Vehicle Tracking – Residential parking sheet 1, 1:200 at A1 PA1
T13091-WSP-DR-E-0000-PL-018 Vehicle Tracking – Residential parking sheet 2, 1:200 at A1 PA1
T13091-WSP-DR-E-0000-PL-019 Services Site Plan 1:250 PA2
T13091-WSP-DR-E-0000-PL-020 Sections PA2

Landscape Drawings (RMA)

T13091-RMA-DR-L-0000-PL-100 General Arrangement Plan Landscape
1:500 PA2
T13091-RMA-DR-L-1000-PL-101 Hard Landscape Plan M1 1:200 PA2
T13091-RMA-DR-L-2000-PL-102 Hard Landscape Plan M2 1:200 PA2
T13091-RMA-DR-L-1000-PL-103 Soft Landscape Plan M1 1:200 PA2
T13091-RMA-DR-L-2000-PL-104 Soft Landscape Plan M2 1:200 PA2
T13091-RMA-DR-L-0000-PL-105 Tree Planting Plan 1:500 PA2
T13091-RMA-DR-L-2000-PL-106 External Works Plan M1 1:200 PA2
T13091-RMA-DR-L-2000-PL-107 External Works Plan M2 1:200 PA2
T13091-RMA-DR-L-1000-PL-114 X-Sections H-H and I-I Central Mews
1:50 PA2
T13091-RMA-DR-L-2000-PL-121 Raised Concrete Ventilation Planter
1:20 & 1:25 PA2
T13091-RMA-DR-L-2000-PL-122 In ground Planter Details 1:25 PA2
T13091-RMA-DR-L-2000-PL-123 In ground Planter Details PA1
T13091-RMA-DR-L-2000-PL-124 X-Sections A-A - G-G Green Street / The
Villas Various PA1

Architects Drawings (PTE)

T13091-PTE-DR-A-1000-PL-303 Tree Street and East Mews Site Section
1:200 at A1 P1
T13091-PTE-DR-A-1000-PL-304 Villas, Avenue, West Mews site sections P1
T13091-PTE-DR-A-1A03-PL-501 House Typology 5A 1:100 P2
T13091-PTE-DR-A-1A06-PL-501 House Typology 5B 1:100 P2
T13091-PTE-DR-A-1D05-PL-501 House Typology 4B 1:100 P2
T13091-PTE-DR-A-1D06-PL-501 House Typology 4A 1:100 P2
T13091-PTE-DR-A-1F04-PL-501 House Typology 3 1:100 P2
T13091-PTE-DR-A-1F06-PL-501 House Typology 4E 1:100 P2
T13091-PTE-DR-A-1F07-PL-501 House Typology 4F 1:100 P2
T13091-PTE-DR-A-1G03-PL-501 House Typology 1A 1:100 P2
T13091-PTE-DR-A-1G09-PL-501 House Typology 1C 1:100 P2
T13091-PTE-DR-A-1H07-PL-501 House Typology 2A 1:100 P2
T13091-PTE-DR-A-1N00-PL-200 Apartment Sectional Elevations 1:100 P2
T13091-PTE-DR-A-1N00-PL-501 Apartment Plans 1:100 P2
T13091-PTE-DR-A-2G01-PL-501 House Typology 4G 1:100 P2
T13091-PTE-DR-A-2G05-PL-501 House Typology 4H 1:100 P3
T13091-PTE-DR-A-2J01-PL-501 House Typology 7B 1:100 P2
T13091-PTE-DR-A-2J02-PL-501 House Typology 7A 1:100 P2

Architects Drawings (ABA)

T13091-ABA-DR-A-1000-PL-109 Site Plan Lower Ground Floor 1:200 at A0
PA1
T13091-ABA-DR-A-1000-PL-110 Site Plan - Ground Floor 1:200 at A0 P2
T13091-ABA-DR-A-1000-PL-111 Site Plan - First Floor 1:200 at A0 P2
T13091-ABA-DR-A-1000-PL-112 Site Plan - Second Floor 1:200 at A0 P2

T13091-ABA-DR-A-2000-PL-109 Site Plan - Basement Floor 1:200 at A0 P2
 T13091-ABA-DR-A-2000-PL-110 Site Plan - Ground Floor 1:200 at A0 P2
 T13091-ABA-DR-A-2000-PL-111 Site Plan - First Floor 1:200 at A0 P2
 T13091-ABA-DR-A-2000-PL-112 Site Plan - Second Floor 1:200 at A0 P2
 T13091-ABA-DR-A-2000-PL-113 Site Plan - Third Floor (House Roofs)
 1:200 at A0 P2
 T13091-ABA-DR-A-2000-PL-114 Site Plan - Fourth Floor (Apts Roof)
 1:200 at A0 P2
 T13091-ABA-DR-A-2000-PL-115 Site Plan - Roof Plan 1:200 at A0 P2
 T13091-ABA-DR-A-1J00-PL-500 Typology Summary - ABA Avenue Terrace -
 HT 3A 1:100 at A1 P2
 T13091-ABA-DR-A-1K00-PL-500 Typology Summary - ABA Avenue Terrace -
 HT 3B + 3C 1:100 at A1 P2
 T13091-ABA-DR-A-2A03-PL-500 Typology Summary - ABA Avenue Terrace -
 HT 3D + 3E 1:100 at A1 P2
 T13091-ABA-DR-A-2K00-PL-120 Plan - Apartment Block K + L - Ground
 Floor 1:100 at A1 P2
 T13091-ABA-DR-A-2K00-PL-121 Plan - Apartment Block K + L – First floor
 1:100 at A1 PA1
 T13091-ABA-DR-A-2K00-PL-122 Apartment Block K + L – Second floor 1:100
 at A1 PA1
 T13091-ABA-DR-A-2K00-PL-123 Apartment Block K + L – Third floor 1:100 at
 A1 PA1
 T13091-ABA-DR-A-2K00-PL-124 Apartment Block K + L – Fourth floor 1:100
 at A1 PA1
 T13091-ABA-DR-A-2K00-PL-125 Apartment Block K + L – Roof 1:100 at A1
 PA1
 T13091-ABA-DR-A-2K00-PL-300 VOA Elevations 1:100 at A1 PA1
 T13091-ABA-DR-A-2K00-PL-301 VOA Elevations 1:100 at A1 PA1
 T13091-ABA-DR-A-2L00-PL-300 VOA Elevations 1:100 at A1 PA1
 T13091-ABA-DR-A-2L00-PL-301 VOA Elevations 1:100 at A1 PA1
 T13091-ABA-DR-A-1000-PL-302 Neighbourhood Terrace Park 1:200 at A1
 PA1
 T13091-ABA-DR-A-1000-PL-303 Villas Front, 1:200 at A1 PA1
 T13091-ABA-DR-A-1000-PL-303 Villas Rear, 1:200 at A1 PA1
 T13091-ABA-DR-A-1000-PL-304 Villas Rear, 1:200 at A1 PA1
 T13091-ABA-DR-A-1000-PL-305 The Avenue South and South Terrace,
 1:200 at A1 PA1
 T13091-ABA-DR-A-2000-PL-300 Avenue North 1:200 at A1 PA1
 T13091-ABA-DR-A-2000-PL-301 Tertiary Street 1:200 at A1 PA1
 T13091-ABA-DR-A-0000-PL-302 Green Street - West 1:200 at A1 PA1
 T13091-ABA-DR-A-0000-PL-303 Green Street - East 1:200 at A1 PA1
 T13091-ABA-DR-A-0000-PL-304 Primary Street 1:200 at A1 PA1
 T13091-ABA-DR-A-0000-PL-111 Site Plan M1 M2 Ground 1:500 at A1 PA1
 T13091-ABA-DR-A-0000-PL-118 Site Plan M1 M2 Roof 1:500 at A1 PA1
 T13091-ABA-DR-A-2L00-PL-110 Plan - Apartment Block L + M - Ground
 Floor 1:100 at A1 P2
 T13091-ABA-DR-A-2L00-PL-111 Plan - Apartment Block L + M - First Floor
 1:100 at A1 P2
 T13091-ABA-DR-A-1B08-PL-500 ABA Villa HT 5A 1:100 at A1 PA1

T13091-ABA-DR-A-1C03-PL-500 ABA Park Terrace HT 4A, 4B and 4A 1:100 at A1 PA1
T13091-ABA-DR-A-1C03-PL-500 ABA Avenue Terrace HT 3A 1:100 at A1 PA1
T13091-ABA-DR-A-1K00-PL-500 ABA Avenue Terrace HT 3B and 3C 1:100 at A1 PA1
T13091-ABA-DR-A-1K00-PL-500 ABA Avenue Terrace HT 3D and 3E 1:100 at A1 PA1
T13091-ABA-DR-A-2E02-PL-500 ABA Green Street Terrace HT 2A, 2B and 2C 1:100 at A1 PA1
T13091-ABA-DR-A-2H02-PL-500 ABA South Terrace – HT 1A, 1B and 1C 1:100 at A1
T13091-ABA-DR-A-1B13-PL-500 ABA End Villa- HT 5B 1:100 at A1 PA1

Application Documents

Utilities Statement, August 2015
Biodiversity Survey and Assessment, August 2015
Transport Statement, August 2015
Noise Insulation Scheme, August 2015
Design and Access Statement, August 2015
Sustainability and Energy Statement, August 2015
Surface and Foul Water Drainage Strategy, August 2015
Site Waste Management Plan, August 2015
Piling Risk Assessment, August 2015

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

16. Prior to occupation of the development details of provision for compost waste receptacles for each house type shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: So that adequate refuse provision is made for future occupiers of the development, (NWCAAP policy NW2).

17. **Informative**

To satisfy this Noise Insulation Scheme condition the rating level (measured or predicted in accordance with the principles of BS4142:2014) from all plant and equipment, vents etc (collectively) associated with this application should be less than or equal to the future predicted background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period),

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

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

18 **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 1 - Plan of the 'Lots' within the Phase 1 masterplan

APPENDIX 2 - Plans and Computer Generated Images

APPENDIX 3 – Quality Panel Report