

## **JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)**

**Report by: Head of Planning Services**

**Date: 20 March 2019**

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<b>Application Number</b>	18/1195/REM	Agenda Item
<b>Date Received</b>	9 August 2018	<b>Officer</b>
<b>Target Date</b>	Eot 25 March 2019	John Evans
<b>Parishes/Wards</b>	Castle	
<b>Site</b>	Market Lot S3, located within Land Between Huntingdon Road, Madingley Road, and the M11, Eddington, Cambridge, Cambridgeshire	
<b>Proposal</b>	Reserved matters application pursuant to application 13/1402/S73 for construction of 186 residential units, access road, cycle parking, car parking, landscaping, utilities and associated ancillary structures.	
<b>Applicant</b>	University of Cambridge	
<b>Recommendation</b>	Approve with conditions	
<b>Application Type</b>	Reserved Matters	<b>Departure:</b> No

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<b>SUMMARY</b>	The development accords with the Development Plan for the following reasons: <ol style="list-style-type: none"><li>1) The scheme accords with the outline parameter plans.</li><li>2) The height and mass of the proposed development is contextually appropriate in its setting.</li><li>3) A high quality scheme of distinctive character will be provided, which prioritises cycling through its design.</li><li>4) Car and cycle parking is successfully</li></ol>
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	incorporated into the layout.
RECOMMENDATION	APPROVAL

## 0.0 INTRODUCTION

- 0.1 This report relates to a reserved matters application within the Cambridge City Council (CCC) boundary. The applications is part of the wider North West Cambridge Development Site (NWCD) now known as Eddington.
- 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 Cambridge Local Plan 2018 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. Both the Cambridge Local Plan 2018 and the NWCAAP together form the policy basis for the assessment of any planning 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. (This does not relate to Lot S3). The outline applications required Environmental Impact Assessment (EIA).
- 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 floor space (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 Phase 1 of the site, of which Lot S3 is a part. The first phase is based around the local centre and provides for a mix of key worker housing, market housing, student accommodation as well as the community facility, primary school and local centre uses such as food store, café and hotel. Construction is nearing completion with approximately 700 homes occupied. Lots M1 and M2 to the north of the site are still under construction.

- 0.7 This proposal has been discussed with officers as part of comprehensive pre-application work on Phase 1, as well as presentations to the Cambridgeshire Quality Panel, Disability Panel, the JDCC and the North West Community Forum.

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

- 1.1 The application site is a rectangular shaped plot situated at the southern end of Eddington. It is situated around 100m north of Madingley Road Park and Ride site. The entire 0.71ha site falls within Cambridge City Council jurisdiction. In the context of the masterplan, the scheme forms a market residential parcel within the local centre character area, as defined in the Design Code.
- 1.2 The site itself is currently flat and featureless, with construction hoarding at the boundaries as the site awaits development. There is a change in level of 2300mm across the length of the site, the lowest point at the west end. The site slopes up for around three quarters of the development length and gently down to the eastern end at Eddington Avenue. There is a more significant gradient north to south, with higher levels on Turing Way and lower levels to the green corridor.
- 1.3 Lot S3 is situated to the south of Turing Way. The new context to the north of Turing Way is Lot 1 (Wilkinson Eyre) and Lot 3 (Mecanno) residential developments. These recently completed developments are now occupied. Beyond Lots 1 and 3 is Sainsbury's supermarket, Market Square and other residential apartments which make up the local centre.
- 1.4 To the east of the site is Eddington Avenue, the principal access into Eddington from Madingley Road. Beyond which is the ridge and furrow field and the detached dwelling houses of Lansdowne Road and the northern part of Conduit Head Road.
- 1.5 To the south west of the site is a green corridor, a planted landscaped area which forms a part of the green spaces network of Eddington. Beyond this is Madingley Road Park and Ride site, separated from the application site by tree planting and the Washpit Brook. At the north west end of the green corridor is the Southern Utilities Cluster, a single storey brick building.
- 1.6 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, but there are mature specimens on the boundary with the Washpit Brook. The site is adjacent to the Cambridge Green Belt (the open space of the western edge) and situated to the south west of 'Travellers Rest' a Geological Site of Special Scientific Interest (SSSI). The SSSI is situated around 500m from the site at Storeys Field.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks consent for the erection of five buildings accommodating at total of 186 market apartments. The blocks contain predominantly four levels of accommodation, with a basement car park.
- 2.2 The buildings are orientated north east to south west, with the primary entrances to the north off Turing Way. Block A is a fully enclosed block with an internal courtyard. In the centre of the site are three S shaped blocks B, C and D which have interlocking gardens and terraces. At the eastern end of the site is the L shaped block E. Each block stands approximately 13.5m in height which reduces to 13m at the lowest point of the sloped roof profile. The courtyard amenity spaces are 14m in width from the flank wall of each block.
- 2.3 The materials of construction are predominantly glazed brickwork, turquoise in colour. The windows are relatively large, with floor to ceiling glazing and regular piers in between the window planes. The window apertures have a glazed plane and an attenuated louvre panel for ventilation. The north Turing Way elevation has projecting balconies from all of the blocks. The southern elevation of all blocks have inset balconies within the footprint of each building. The entrances have bronze coloured panels. The balustrades and metal work will be made from dark grey coloured metal woven rods.
- 2.4 Each block has a communal foyer on the ground floor which is a co working amenity space for residents. These are flexible spaces with seating, kitchen facilities and an accessible toilet.

### *Summary of housing mix*

- 2.5 A mix of market apartment types are proposed from studio units to larger three bed units. This is summarised in table 1 below:

*Table 1: Apartment mix*

<b>Unit size</b>	<b>No. of units</b>	<b>Mix</b>
Studio	51	27%
One bed	55	30%
Two bed	73	39%
Three bed	7	4%
<b>Total</b>	<b>186</b>	<b>100%</b>

### *Car parking and access*

- 2.6 Access into the basement car park is via the ramp at the south west corner of block A.

- 2.7 A total of 186 car parking spaces are provided for residents (ratio of 1:1 per dwelling). Of these spaces 20 are equipped for E-charging. Ten spaces are suitable for disabled people, including eight which have E-charging.
- 2.8 Six visitor car parking spaces are provided at ground level to the western end of the block A. A further one space is available within the basement.
- 2.9 A pedestrian footpath runs north to south through the site linking Turing Way with the green corridor to the south.

#### *Cycle parking and access*

- 2.10 A total of 543 cycle parking spaces are provided across the development. This includes 20 off gauge spaces (for large cycles) 50 visitor spaces and 195 accommodated within internal apartment storage.
- 2.11 The reserved matters application is accompanied by the following documents:
  1. Design and Access Statement
  2. Planning Statement
  3. Daylight and Sunlight Report
  4. Biodiversity Survey and Assessment
  5. Noise Insulation Scheme
  6. Transport Statement
  7. Surface Water and Foul Water Drainage Strategy
  8. Utilities Statement
  9. Site Waste Management Plan
  10. Sustainability Statement
  11. Energy Strategy
  12. Piling Risk Assessment
  13. Wind Desk Based Assessment
  14. Sample Overheating Assessment
  15. RECAP Waste Toolkit

#### **Amended and additional information**

- 2.12 The following information has been received:
  - Response to height and massing queries, including additional verified views.
  - Response to landscape officer comments, including provision of an access ramp.
  - Response to Camcycle comments including amendments to the gradient of the basement ramp; cycle parking to the north of the basement; car stopping areas in the basement and integration of contrasting coloured tapered kerbs.

- Additional drainage information.
- Apartment layout changes to meet new Local Plan internal space standards. Amended plans to increase the internal floor space of eight apartments and the addition of balconies to 22 apartments.

### **3.0 SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
<b>Strategic Approvals</b>		
11/1114/OUT & S/1886/11	Outline for 3,000 dwellings; up to 2,000 student bedspaces; employment floorspace, including commercial and academic floorspace; retail floorspace; Senior Living; Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries; Hotel; Energy Centre; and associated infrastructure including roads, pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.	Approved
13/1402/S73 and S/2036/13/VC	Section 73 application to vary condition 69 (Drawing Numbers) of 11/1114/OUT and S/1886/11.	Approved
<b>'Lot' Approvals</b>		
13/1400/REM and S/2044/13/RM	325 post graduate bed spaces, part of strategic green corridor, part of strategic cycle and pedestrian route and associated infrastructure.	Approved
13/1828/REM	Community centre and nursery, including public realm and associated ancillary structures.	Approved
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	Approved

	structures, pursuant to outline approval 13/1402/S73.	
17/0285/REM	Market Lot M3, 106 market residential units, and 416 square metres of commercial space (Use Class D1).	Approved

## 4.0 PUBLICITY

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

## 5.0 POLICY

### 5.1 Development Plan Policy

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	Policy 4: The Cambridge Green Belt Policy 8: Setting of the City Policy 14: Areas or major change and opportunity areas Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use Policy 33: Contaminated Land Policy 34: Light Pollution Control Policy 50: Residential space standards Policy 51: Accessible homes Policy 55: Responding to context Policy 57: Designing new buildings Policy 59: Designing Landscape and the Public Realm Policy 67: Protection of Open Space Policy 69: Protection of sites of Local Nature Conservation Importance Policy 70: Protection of Priority Species and Habitats Policy 71: Trees Policy 80: Supporting sustainable access to development Policy 82: Mitigating the transport impact of development Policy 82: Parking management

PLAN	POLICY NUMBER
North Cambridge Action Plan 2009	West Area 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 NW16 Public Transport Provision NW17 Cycling Provision NW18 Walking Provision NW19 Parking Standards NW21A 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

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

Central Government Guidance	National Planning Policy Framework 2018  National Planning Policy Framework – Planning Practice Guidance March 2014  Circular 11/95  Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)  Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
Material considerations	<u>City Wide Guidance</u>  Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).  Cambridgeshire Quality Charter for Growth (2008)

	Cycle Parking Guide for New Residential Developments (2010)
	Air Quality in Cambridge – Developers Guide (2008)

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Transport Assessment Team)**

- 6.1 No objections. The development overall is consistent with the outline permission. The provision of cycle parking is consistent with the NWCAAP.
- 6.2 The analysis in the Transport Assessment demonstrates that sufficient car parking is being provided for residents for expected car ownership levels and this complies with the maximum standards in the NWCAAP.

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

- 6.3 No objections. Please add a condition to any permission that the Planning Authority is minded to issue in regard to this proposal requiring that all the proposed access points off Turning Way be constructed so that their falls and levels are such that there is a positive gradient, of not less than 1:40 away from the back edge of the footway along Turning Way into the proposed development to prevent private water from the site draining across or onto the proposed adopted public highway.

### **Environmental Health**

- 6.4 Support. This application has been the subject of pre-application workshops. We have no objection in principle to this reserved matters application, subject to imposition of the conditions in addition to any conditions that remain relevant under the outline variation permission approval ref. 13/1402/S73.

### *Artificial lighting*

- 6.5 All artificial lighting (not just street lighting) full vertical and horizontal isolux contour maps and an assessment of artificial light impact on existing and proposed residential premises both on and off site (including neighbouring lots) should be carried out. This is secured by a condition on the outline.

### *Indoor Noise*

- 6.6 The AECOM Noise Insulation Scheme Report, June 2018 is very thorough and comprehensive. Predicted indoor ambient noise levels achieve the requirements of outline planning condition 50 following installation of a noise insulation scheme / mitigation as appropriate for all the scenarios assessed.

- 6.7 Vehicles using the car park ramp are not predicted to significantly increase ambient noise levels above those that would already be apparent due to the M11 and the Primary Street.

#### *Air Quality*

- 6.8 Section 5.7 of the Planning Statement produced by Aecom and dated July 2018 confirms that electric vehicle charge points will be installed in 29 car parking spaces. Based on the information submitted there are no objections on air quality grounds.

#### **Refuse and Recycling**

- 6.9 No objections. Paper is no longer collected separately on the Eddington (or anywhere in the District/City) site. We are moving away from the provision of community ‘bring site’ recycling points.

- Bin distances need to meet RECAP guidelines so that residents are not walking further than is acceptable.
- There needs to be a strategy for management of organic waste. It is possible to collect this waste stream but this would require an additional vehicle to do so. Alternatively communal bins should be considered. Either way developers need to make it clear how organic waste will be managed.

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

##### *Comments on application as amended*

- 6.10 Support. Overall, there is much to commend about the proposed scheme for Lot S3 at Eddington. The submission is of high quality and the comprehensive Design and Access statement clearly sets out the evolution of the scheme and the compliance with the Design Code. The proposal received a favourable assessment from the Cambridgeshire Quality Panel.

- 6.11 Heights and massing - The overall approach to form and massing is supported. The interlocking form of the five proposed buildings, allows for this lot to respond to key contextual and place making opportunities, by creating a strong active frontage onto Turing Way and visual and physical connections to the green corridor to the south. The L and S-shape forms in particular, create appreciable gaps between the buildings, which successfully break down the massing of the proposal when viewed from areas south of the lot.

- 6.12 Whilst the design code suggests ‘3-storeys generally for this Lot’, in our view the proposal accords with the more overarching principles set out on page 31 of Design Code relating to urban hierarchy and legibility and is considered appropriate for this location as a key gateway into the wider development.

- 6.13 Internal Space standards and provision of private amenity space – revised plans show all units meet the minimum standards and provide an external private space. This is supported.

- 6.14 We believe the proposal has the potential to create a high quality and well-designed scheme that will complement Phase 1 of Eddington. The proposal complies with the approved parameter plans and key aspects of the design code. Subject to the clarification of materials on the submitted elevations, the application is supported in Urban Design terms.

### **Senior Sustainability Officer (Design and Construction)**

- 6.15 Support. The sustainability strategy is formulated around the 13 sustainability principles established at outline stage which are based on the Bioregional One Plant Living measures, an approach which is welcomed. It is clear from both the sustainability and Energy Statement and the Design and Access Statement that these requirements have been used to inform the design of Lot S3.

### **Access Officer**

- 6.16 See Disability Panel comments.

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

#### *Comments on application as amended*

- 6.17 Support. Overall the proposals are acceptable and well considered however conditions are required to confirm specific planting conditions and irrigation.

#### *Comments on application as submitted*

- 6.18 Support. Overall, the proposals are acceptable and well considered however we require some clarifications prior to providing full support for the application.
- 6.19 Coordinated technical engineer's and landscape sections are needed through the courtyard landscape areas to understand the depths of soils for all the various types of beds. Ideally, through the deepest and shallowest beds so that we can understand their make-up and consider their suitability.
- 6.20 The illustrative landscape sections through the thresholds shown in the DAS are concerning where the landscaped areas are shown with steep and curved mounding. All the beds should be terraced or more flat in nature to allow for retention of water and mulch on the beds or both soils.
- 6.21 Confirmation of automatic irrigation for all planting areas on the podium is required. These areas will be vulnerable to weather conditions and must be irrigated to maintain healthy landscape beds.
- 6.22 There is a concern over the lack of inclusive access for the public path which crosses the site between Blocks A and B. It is considered that there is scope to include an accessible ramp adjacent to the steps to accommodate this change in level.

- 6.23 Overall, the planting strategy is acceptable, however we have concerns over the use of *Quercus palustris*. This is a ‘thirsty’ tree which prefers acidic, moisture rich soils. We feel this is not an ideal choice for a podium where soils are shallow and will often be dry.

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

- 6.24 Support. Agree that three of the spaces are rendered unusable by the column and that the end spaces next to car parking space 71 look in danger of having the car using this space damaging parked cycles. The length needed for a parked cycle at 45 degrees is 1.5m.
- 6.25 Strongly agree that the ramp should accord with the City Council’s Cycle Parking guide which does state that ramps should not exceed 7% (1 in 14) gradient and that there should be a rounded transition at each end (p34 of the guide).
- 6.26 It is agreed that the minimum height clearance should meet guidance which is 2.4m.
- 6.27 It is agreed that 2.15m is narrow for 2-way cycling particularly where there is an upstand either side. If no widening is possible tapering the kerbs as suggested would at least provide a little more space.
- 6.28 Regarding marking of the off-gauge cycle parking, these should be marked with a cargo-bike symbol.

**Cambridgeshire County Council (Flood and Water Management)**

- 6.29 No objection, subject to compliance condition.

**Head of Streets and Open Spaces (Sustainable Drainage Officer)**

*Comments on application as amended*

- 6.30 Support. The additional material is acceptable. There are no surface water flooding or drainage issues associated with the proposals subject to a compliance condition.

*Comments on application as submitted*

- 6.31 The submitted hydraulic calculations are not complete and do not include all of the proposed structures. Calculations to show the performance of the system (including all pipes and attenuation features) for a range of summer and winter storm durations for all durations up to the seven day storm event should be provided. The calculations should prove that the water can be contained within the system for a 1 in 30 year event and that there is no

internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The reference numbers of all features should be consistent to the ones shown in the drainage layout.

- 6.32 The submitted maintenance plan does not cover all the proposed features (e.g. green roofs, pumping station and the petrol interceptor are not included). This plan should contain the maintenance schedule for all features of the proposed drainage layout.

#### **Head of Streets and Open Spaces (Nature Conservation Officer)**

- 6.33 Support. The proposals for Lot S3 are in accordance with the aims and objectives of the site wide Biodiversity Strategy.

#### **Environment Agency**

- 6.34 No objections. Subject to informatics relating to surface and foul water drainage and pollution.

#### **Anglian Water**

- 6.35 No objections. Anglian Water will take steps to ensure there is sufficient foul drainage capacity. No comments on the used water network.

#### **Cambridgeshire Constabulary (Architectural Liaison Officer)**

- 6.36 No objections or other comments and this application is supported. This office has had early consultation with the applicants in relation to a Secured by Design (SBD) application.

- 6.37 It would appear from the documents and Design and Access statement that the SBD measures suggested in that consultation will be implemented and we will consult further.

#### **Cambridgeshire Quality Panel (Meeting of 2 May 2017, pre submission)**

- 6.38 The conclusions of the Panel meeting(s) were as follows:
- The Panel felt that the scheme has great character and liked the proposed lifestyle it was setting for bike conscious people. Generally they supported the cycle led strategy, but highlighted the need to explore a smarter car-parking strategy.
  - Further thought about future climate and ventilation, particularly on the north western façade.
  - Consider alternative/additional social space, such as on the roof. The Panel encourage excellent Wi Fi and coffee to create culture.
  - Consider how to maximise the use of car parking spaces. There is a danger some people who own parking bays will not have cars, so consider a permit arrangement instead.
  - Consider alternative ground level bike store close to the lift and lobby.

- 6.39 The relevant section of the minutes of the panel meeting(s) are attached to this report as Appendix A.

#### **Disability Consultative Panel (Meeting of 27 June 2017, pre submission)**

- 6.40 Footpath through the site (with stairs) - The Panel were disappointed that although the scheme was presented as having 'accessible routes throughout' the designers were proposing a series of steps to address the level change instead of a ramp. Wheelchair users or the ambulant disabled unable to climb these steps would potentially have to take a lengthy detour onto the pedestrian/ cycleway in order to navigate the site which could potentially lead to conflict.
- 6.41 The Panel would emphasise that routes should be accessible to all, including wheelchair users. Those with a disability would not purchase a property that did not suit their needs. However, this arrangement could result in those who acquire a disability feeling stranded. Should a ramp not be feasible, the Panel would stress that the steps would need to be large, shallow and with a handrail.
- 6.42 Accessible units - The Panel note that all units were adaptable but no specific provision was being made for any wheelchair accessible units.
- 6.43 Accessible parking bays - These should include electric charging points. The Panel would like to see the provision of basement mobility scooter charging points.
- 6.44 Lifts - These may not be firefighting lifts but would need to have a secondary power supply for use in an emergency. The design team to include a comprehensive fire evacuation strategy as part of the submitted application.
- 6.45 Visitor parking - The Panel were disappointed by the low number of visitor parking bays; particularly as there would be no routes/linkages provided with the neighbouring Park & Ride site.
- 6.46 Bathrooms - The designers are recommended to accommodate wet room shower flooring and drainage in all bathrooms, as any future adaptions if required, would be more straightforward and therefore less costly. The main doors should be fully automated.
- 6.47 Bathroom doors - For convenience and space-saving the Panel would recommend integrated sliding doors.
- 6.48 Communal area - The Panel would strongly recommend the provision of WC facilities. Although the maintenance issue is understood, such provision would be greatly valued by those with mobility issues.
- 6.49 Generous corridor widths - The Panel expressed some concern that these corridors could potentially become cluttered with bikes. A management plan

would need to include the requirement to keep the corridors clear for fire safety.

#### *Conclusion*

- 6.50 Some good access features are included here although as discussed, some further work would be recommended.

#### **Cambridge Airport**

- 6.51 No objections.

- 6.52 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

### **7.0 REPRESENTATIONS**

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

3 Lansdowne Road  
7 Lansdowne Road  
8 Lansdowne Road  
130 Turing Way

- 7.2 The representations can be summarised as follows:

#### *Design*

- The density is too high and not suitable for the edge of a village.
- Tall structures should be kept to the centre.
- The small windows give the impression of high density flats or office blocks, which is not in keeping with the edge of an urban area.
- Larger windows with fewer mullions would improve its appearance.
- The building is too high and uniform.
- Using different materials would help to break up the lattice effect. Possibly with use of cedar wood cladding.
- This plot is too dense and high and will affect the quality of life for Lansdowne Road residents and property prices.
- The flat line of the proposed block will further emphasise the very unattractive roofline currently presented from all angles of the new development.
- The block should have a more varied roofline.
- This is an opportunity to improve the cheap unattractive appearance of the entire University development.

#### *Amenity*

- The five storey building will overlook the gardens and some bedrooms of Lansdowne Road properties.

### *Sustainability*

- Rain runoff should be improved.

### *Other*

- Council tax query.

### **Camcycle**

#### *Comments on application as amended*

- 7.3 Objection withdrawn. Amendments noted.

#### *Comments on application as submitted*

- 7.4 Objection. The application is contrary to policy 8/6 of the 2006 Local Plan and Policy 82 of the Local Plan 2014 based on technical flaws with the plans and sections.

#### *Objection 1*

- The swept path of cars parking in spaces 49 through 71 will potentially overlap with cycles parked in the row of diagonal cycle parking stands nearby.

#### *Objection 2*

- The slope of the basement ramp is not specified in the Transport Assessment, however our measurements based on the published diagrams estimate it to be approximately 7.5% to 8.0%. These numbers are in excess of the maximum 7% slope specified in the Cycle Parking Guide.

#### *Objection 3*

- There is a place along the basement ramp where there is only about 2m between floor and ceiling, which is below minimum headroom for a cycleway. There is a section drawing which shows only 1.6m between floor and ceiling. IAN 195/16 table 2.5.2 specifies for covered cycleways an absolute minimum clearance of 2.2m and a desirable clearance of 2.7m.

#### *Objection 4*

- The cycleway on the ramp appears to be 2.15m wide between kerbs on either side each having a 12cm upstand. This is extremely narrow for a bidirectional path because people must maintain a safe distance from the kerbs in order to prevent inadvertent collisions.

#### *Objection 5*

- The car ramp is a single lane that we presume is controlled by a traffic signal, however no indication is made on the basement floor plan as to where an existing driver would wait. We are concerned that people cycling to and from the ramp may be caught in between cars using and waiting to use the ramp.

*Proposed amendments*

- The cycle parking needs to be kept clear of the swept path of cars. This may require some restructuring of the design. We believe that there is an excessive quantity of car parking provided (see discussion below), therefore one option is to reduce the number of car parking spaces in order to provide the manoeuvring space needed.
  - The slope of the ramp should not exceed 7%. This seems to require a lengthening of the ramp by a few metres please ensure that there is at least 2.2m of clearance over the cycle ramp, preferably up to 2.7m.
  - The ramp should be able to accommodate a tricycle going down must pass a tricycle going up. Furthermore, even the dynamic envelope of a person on only two wheels going up a steep ramp is much wider than usual, due to wobble, and that needs to be considered.
  - Please ensure that the control mechanism for the ramp is made clear: showing the stop line and ensuring clear lines of visibility between people cycling and motorists using or waiting to use the ramp.
  - The applicants have promoted the interesting idea of allowing and encouraging people to take their cycles to their flat. The lift is 1.85m by 1.4m according to the Transport Assessment, in order to fit a bicycle. However, this is barely enough room to fit a ‘typical bicycle’ and would not be sufficient for a tricycle, adapted cycle, cargo cycle or larger mobility scooter, which can often be up to 2.3m in length.
  - We believe it would have been useful for the lifts to be able to fit these larger types of cycles, in order to support more diverse usage of cycles.
  - We recommend that the applicants increase the number of ‘off-gauge’ cycle parking spaces, particularly at ground level and distributed across all the blocks, even if that means reducing the overall number of cycle parking spaces.
  - We believe there is an excessive quantity of car parking for what is intended to be a site focusing on sustainable transport. Transport Assessment paragraphs 3.14 and 4.25 support our belief. In particular, the estimates based on Castle Ward car ownership show demand for only 142 car spaces out of the 187 in the design.
- 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 (and impact on heritage assets)
5. Transport
6. Renewable energy and sustainability
7. Residential amenity
8. Disabled access
9. Refuse arrangements
10. Public Art
11. Third party representations
12. Planning Obligations

### **Principle of Development**

8.2 The principle of development for Lot S3 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 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 50 – Noise Insulation scheme

Condition 51 – Lighting  
Condition 54 – Detailed waste management plan  
Condition 55 – On site waste storage facilities for residential development  
Condition 65 – Fire hydrants

- 8.5 These matters are assessed 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 will provide the key built frontage to primary street (Turing Way) as set out in parameter plan 02. There is no encroachment onto the green corridor to the south, an area reserved for open land under parameter plan 03.
- 8.9 This proposal falls under the ‘Residential C3 and C4’ area of the Land Use parameter plan 04, which allows for the residential use described.
- 8.10 The development complies with the height and frontage width criteria set out in Parameter plan 05 and 06. The application site falls within building zone J. The maximum building height for this plot is restricted to 15m. Ground level AOD is 17.3m which means block heights range from between 13.37m to 14.5m, well below the maximum 15m which is permitted. Building frontages do not exceed the maximum permitted and the unconventional S shaped footprint means that the depth of most wings of each block does not exceed 12m. Further analysis of building height is discussed below in the design section.
- 8.11 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).
- 8.12 The proposed development sits within the first phase of Eddington as identified in the Phasing Plan approved under condition 5 of the outline consent.

- 8.13 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 in the green corridor to the south.
- 8.14 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.
- 8.15 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.

### **Affordable Housing**

- 8.16 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.
- 8.17 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.
- 8.18 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. This application for Lot S3 now fulfills part of the market housing provision approved at Eddington.
- 8.19 In the context of the entire first phase, there will be an overall mix of market and affordable (key worker) housing as well as commercial, employment and student uses. The delivery of such housing will ensure a mix of tenures on site from the early stages.
- 8.20 The proposal, while single tenure in terms of this particular application, must be seen holistically within the overall site and considered with the background of the outline consent. The scheme offers a range of apartment 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 within the outline approval.

## **Context of site, design and external spaces (and impact on heritage assets)**

- 8.21 The key design issue is the design and layout of the proposed new buildings in their setting, and the appearance and function of the landscaped areas. This section describes how Lot S3 complies with the Design Code requirements.

### Overall Design vision

- 8.22 The scheme aims to deliver the highest architectural quality, in design and sustainability, at the southern edge of Eddington at its entrance from Madingley Road. This will be achieved through a warehouse building typology, which is considered by the design team as an ideal structure for contemporary lifestyles. This is because they offer adaptable, sturdy spaces suitable for work and cycle friendly apartments. Officers agree this is considered a positive design approach which will result in a distinctive development and well integrated with its surrounding context. Quality Panel also 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 Eddington, as set out within Policies NW1: Vision, NW2: Development Principles, of the NWCAAP and Cambridge Local Plan 2018 policy 55.

### *Site layout*

- 8.23 The block structure and design follows guidance set out in the Design Code, in particular the principles established within ‘Block Type 9 – Linear Block’. The arrangement of the buildings provide well defined edges to adjacent streets and open spaces, with ground floor active uses overlooking key spaces and routes.
- 8.24 The Design Code sets out that Lot S3 should provide a continuous frontage length, similar to Lot 1 and 3 opposite. It should provide ‘strong enclosure and overlooking to Turing Way’. In the view of officers the development successfully achieves this through the building type and boundary treatment for each of the courtyard spaces. This demonstrates a successful integration of buildings routes and spaces in accordance with Cambridge Local Plan 2018 policy 56.
- 8.25 The development takes the approach of five smaller blocks across the site, rather than a continuous building frontage. This achieves good daylight throughout the development and visual permeability into the garden courtyards from Turing Way. As a result, the scheme will have active frontages along Turing Way which will enhance the townscape and provide natural surveillance. This is because of the relatively large entrances into the co working amenity spaces of the building and public views into the inner courtyards through the cycle store fencing.

- 8.26 The co working spaces are intentionally positioned at the main entrance of each block so that all residents walk through the ‘working foyer’ to reach the lift and stair core. This follows the live-work concept upon which the building is based, to create spaces to enable chance encounters, gatherings and communal amenity, to an otherwise private residential scheme. This is considered a positive design response to Eddington with a positive community focus, in accordance with NWCAAP policy NW2 and Cambridge Local Plan 2018 policy 56, part f.
- 8.27 At the western end of the site Block A is a four sided courtyard which is semi private, with access from Turing Way. All units on the ground floor of Block A are dual aspect and have landscape thresholds providing a buffer to windows in the courtyard. The block has direct access down to the basement through four lift cores which are sized and furnished to allow cycles to be taken up into the apartments. The block is considered convenient, safe and accessible in accordance with Cambridge Local Plan 2018 policy 57: design of new buildings.
- 8.28 The S shaped plan form of Blocks B to E result in all dwellings enjoying a significant outlook between primary facing windows. The plan also means the majority of units are dual aspect with a corner position, which enhances amenity. The plan results in the creation of dual fronted private courtyards to both Turing Way and the green corridor. There will be a visual connection to the green corridor from the public street along Turing Way, with each north facing court having a screened entrance portico, a reference to screened courts of the Colleges in the City. This provides a secure entrance to blocks B to E and access to ground level cycle parking options. Overall this layout is considered well resolved.
- 8.29 Mail access is provided in the communal foyer where the letter boxes are located. This ensures that letter boxes are conveniently located and accessible from the street, in accordance with Cambridge Local Plan 2018 policy 57, part g.

#### *Height, Scale and Massing*

- 8.30 The development will create a robust southern edge to Eddington. Whilst the Design Code indicates ‘three storeys generally’ for this part of the site, with the exception of the southern elevation of Block A, the development stands at four levels of accommodation. Notwithstanding, the design approach is considered an appropriate response to its context. This is because the development is not a continuous frontage. There are significant 14m gaps between the buildings resulting from the asymmetric building design which break up the building frontage from oblique angles across the site. The rounded corner edges of each block also softens their appearance.
- 8.31 The graphical analysis in support of the application demonstrates that the proposed building heights will not result in harm to the setting of Eddington or the nearest residential properties at Lansdowne Road. An additional photomontage has been produced from the corner of the ridge and furrow

field which in the view of officers demonstrates the development will not be unduly imposing and is contextually appropriate.

- 8.32 The submitted verified photomontages also demonstrate that the proposal does not compete with the important southerly corner element of Lot 1, nor does it challenge the established heights and perceived density of the local centre in views further afar. The visual impact has been tested from an oblique angle from the west where the future allotments will be sited. This photomontage shows that the L and S-shape forms create appreciable gaps between the buildings, which successfully break down the massing of the proposal.
- 8.33 Importantly, the development does not exceed the maximum AOD heights for the plot, which informed the Landscape and Visual Impact Assessment as part of the outline planning permission. Therefore the proposed building heights are considered acceptable.
- 8.34 The Design Code encourages variation in the roofline for Lot S3. The development incorporates a sloping profile to the roof line of each block which gives the southern elevation in particular a distinctive, varied form, which will be apparent when viewed from Eddington Avenue and further south. This demonstrates the development positively responds to the Design Code block type 9 criteria. This is a welcome contrast to the flat roofs within phase 1 of Eddington.

#### *Materials*

- 8.35 Robustness and permanence to reflect the Life Cycle Loft Apartment, are the guiding concepts for the external materials of the buildings. The predominant material is glazed brickwork which will have a subtle variation in different light, with pastel green and turquoise tones. Officers consider this treatment is a positive response to the development edge which will integrate with the green corridor and existing architecture in Lots 1 and 3 to the north. The development demonstrates a positive response to its surroundings in accordance with Cambridge Local Plan policy 57.
- 8.36 The development also demonstrates positive inspiration from the character of Cambridge through its detailing. The design and access statement identifies Cambridge City centre is a place where the corners of buildings have particular importance, through chamfers, scallops and other ornamentation across historic buildings. This proposal draws on that characteristic through rounded corners to the blocks which softens their appearance providing a distinctive new architecture to Eddington.
- 8.37 To the north Turing Way elevation, the regularity of the brick piers and the small partition of the windows resemble the look of a warehouse. Above 850mm (fall protection) all windows are openable. The projecting balconies with crossed metal rods will add visual interest to the street and articulation to the facade in long view. Deep window reveals and internal balconies give a

balance of solid to void across the elevation. This means there will be shadow and articulation along the Turing Way street scene.

- 8.38 To the south green corridor elevation, floor to ceiling glazing and narrow brick piers to the top floor creates a lighter character to the frontage. Balconies are within the floorplan of the building to provide shade, with the same crossed metal rod balustrade. The proposed materials and graphical testing through photomontages suggest a high quality external appearance, in accordance with NWCAAP policy NW2 and Cambridge Local Plan 2018 policy 57 part a.
- 8.39 Officers consider that the overall palette will sit well with the adjacent development, in particular the Lot 1 buildings situated on the opposite side of Eddington Avenue. **Condition 1: materials** is recommended, including the requirement for sample panels of all external materials to be provided, prior to development commencing. Use of the glazed brickwork is considered essential to the success of the scheme and will be secured through discharge of the planning condition.

#### *Drainage and Landscape*

- 8.40 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.
- 8.41 The development proposes a pathway along the eastern side of Block A to increase permeability of the development from Turing Way to the Green corridor. The amended plans now remove the steps to include a ramped access from the green corridor which is more inclusive. Final details of the landscape specification and implementation scheme will be agreed through **conditions 3, 4, 5 and 6: landscape**.

#### Cambridgeshire Quality Panel

- 8.42 The Cambridgeshire Quality Panel reviewed the emerging proposal on 2 May 2017 (At pre application stage). 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 2 below. The full minutes are attached as Appendix 1.

*Table 2: Quality Panel Issues and officer responses*

<b>Issues and recommendations of Quality Panel</b>	<b>Officer response</b>
The Panel felt that the scheme has great character and liked the	In response, the application submission extended the balcony beneath all of the

<p>proposed lifestyle it was setting for bike conscious people. Generally they supported the cycle led strategy, but highlighted the need to explore a smarter car-parking strategy.</p>	<p>proposed blocks to increase capacity. This means the development provides a 1:1 ratio or car parking per dwelling which is considered appropriate in this location. The enlarged basement from the pre application proposal also allows space for one additional visitor car parking space in the basement.</p>
<p>Panel were concerned that the internal corridors appeared too narrow for bikes, especially at corners. Though should be given to the practicalities for bringing wet bikes into the communal spaces.</p>	<p>The corners of the corridors were chamfered in the final application submission to increase convenience when taking cycles into the apartments.</p>
<p>The basement plan geometry necessitates two aisles so is inefficient.</p>	<p>The basement was enlarged and reconfigured for the application submission.</p>
<p>Some of the balconies appeared too narrow to be useful.  Distances between balconies and living room/bedroom windows was quite tight, particular between blocks A and B.</p>	<p>The majority of balconies are generous in size and are practical and usable for future residents. Whilst it is recognised that some of the south facing balconies are relatively shallow at 1m, they are generous in width (4m) spanning the living room. As such they will be desirable, usable spaces.  There was further refinement of windows design and location for the application submission, to reduce interlooking.</p>
<p>The simple approach to landscape design with more formal spaces close to the lobbies and less formal spaces on the south side of the blocks was appreciated.</p>	<p>Noted.</p>
<p>Further thought about future climate and ventilation, particularly on the north western façade.  The Panel hoped that further layout studies could achieve more cross ventilation and that sunlight studies were needed on north west facing units.</p>	<p>The application was accompanied by shadow studies.</p>

<p>The Panel welcomed and appreciated the applicant's ambition to achieve Code Level 5.</p> <p>The Panel were supportive of the concrete roof with a high thermal mass and the use of photovoltaics on the roof. Furthermore, they commented that the exposed concrete complements the warehouse design.</p>	<p>Noted.</p>
<p>Consider alternative/additional social space, such as on the roof. The Panel encourage excellent Wi Fi and coffee to create culture.</p>	<p>The use of the rooftop would not be practicable because of amenity considerations. The rooftop also accommodates photovoltaic panels.</p>
<p>Consider how to maximise the use of car parking spaces. There is a danger some people who own parking bays will not have cars, so consider a permit arrangement instead.</p>	<p>A management plan condition is recommended for the car park.</p>
<p>Consider alternative ground level bike store close to the lift and lobby.</p>	<p>The enlarged basement car park has allowed for more integrated cycle storage. The development provides comprehensive cycle storage options.</p>

### Quality Panel Conclusion

- 8.43 Quality Panel was supportive of the scheme. Their outstanding queries have been satisfactorily addressed through the application submission.

### *Fire Strategy*

- 8.44 The application Design and Access Statement included a fire strategy setting out how the development addresses means of escape; compartmentation and fire spread; smoke control; fire suppression; fire spread control; detection and alarm fire fighting access and emergency facilities. The apartments are covered by sprinklers throughout and an automatic fire detection and alarm system will be provided. All residences are separated from the communal foyers by a ventilated lobby to prevent smoke penetration. Firefighting vehicular access is within 18m of the dry riser. In the view of officers the proposal adequately demonstrates consideration of the fire strategy for the

purposes of the planning application and is compliant with Cambridge Local Plan 2018 policy 57.

#### *Impact on heritage assets*

- 8.45 The development is situated over 500m from the Travelers Rest geological site SSSI. There will be no adverse impacts. The strategy for managing the SSSI was considered at outline application stage. The development does not give rise to impacts which were not considered in the outline Environmental Statement.
- 8.46 The development will be visible from some locations within the Conduit Head Road Conservation Area. Officers do not consider there to be any significant harm to its setting. (Please see scale and massing above).

#### *Designing out crime*

- 8.47 The building has a secured boundary with electronic key fob access into the buildings and courtyards. Access to the communal foyers is allowed for all residents. Access to residential corridors is reserved for residents of the individual block only. The approach taken is fully supported by the Designing Out Crime Officer and as such is the development is complaint with Cambridge Local Plan 2018 policy 57.

### **Transport**

#### Transport Impact

- 8.48 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.
- 8.49 This notwithstanding, a transport statement has been provided with the application confirming the proposed trip rates. The County Council transport team has 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

- 8.50 The scheme provides a total of 187 car parking spaces, including ten disabled bays. 20 spaces are equipped for E-charging (Eight disabled bays are equipped for E-charging). The maximum number of car parking spaces which would be permitted by the NWCAAP policy NW19: Parking Standards would be no more than 192 residential car parking spaces, with 46 spaces for visitors. The quantum of car parking is grounded in evidence taken from on car ownership patterns for Castle Ward applied to the proposed development.

This suggests demand for 142 car parking spaces. Whilst the proposed 1:1 ratio (187 car parking spaces) is slightly above the estimated demand and mindful that Quality Panel considered demand for car ownership to be relatively low, the amount proposed overall is considered acceptable in this context.

- 8.51 It is considered that parking outside of the wider site in 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. If on street parking increases then funds are available from the applicant to consult residents upon and provide for (if recommended following consultation) controlled parking zones (CPZ) in the affected streets.
- 8.52 The provision of car parking for Lot S3 is summarised in table 4 below:

*Table 3: Proposed car parking spaces*

<b>Location</b>	<b>Car Parking</b>
<i>West of Block A (above ground)</i>	
Visitor	6
Disabled	3
Car Club	3
<i>Basement</i>	
Basement standard	156
E-charging	20
Disabled	10 (included 8 E-charging)
Guest	1
Total	187

#### *Visitor Car Parking*

- 8.53 The development provides seven visitor car parking spaces which is below the maximum of 46 spaces suggested within the NWCAAP. This is considered acceptable because of the robust site wide visitor car parking strategy, with pay and display spaces available within the local centre and the relatively close proximity of Madingley Road Park and Ride, albeit that the Park and Ride is for a different purpose. The additional pressure on the Park and Ride Site is considered negligible.

- 8.54 Eddington is subject to parking controls whereby there are no opportunities for fly parking within the development. The amount of visitor car parking proposed is therefore considered acceptable. It would be undesirable in landscape terms to install further visitor car parking along Turing Way. Initial monitoring suggests spare capacity across the key worker underground car parks constructed at Eddington, which could be used to provide more site wide visitor car parking in future. Further monitoring of car parking occupancy rates is required by condition under the Lot 5 and Lot 8 consents.

*Travel plan approach*

- 8.55 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).
- 8.56 Welcome packs will be provided to all new residents ensuring they have all up to date bus timetable information, taxi numbers, along with walking and cycling routes. This includes promotional material for a site-wide website and car-share database. 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.
- 8.57 Condition 40 of the outline permission requires car parking provision does not exceed 4000 across NWCD overall. Lot S3 provides approximately 9% of this maximum provision which is proportionate.

*Car club spaces*

- 8.58 Three car club spaces are provided in close proximity to Lot S3, approved as part of the Lot 4 permission. This is one of a total of 12 spaces provided across Eddington. This provision supports the overall strategy for sustainable transport at Eddington in accordance with NWCAAP policy NW11.

Cycle Parking Provision

- 8.59 Cycling is central to the concept of the development and prioritised in the scheme. This is because of the enhanced cycle parking provision at ground level and within the basement; delivery of ancillary cycle washing facilities and the design of the buildings to facilitate cycles being brought into individual units. It is important to note that the internal apartment storage of cycles is in addition to the full provision of cycle parking at ground level and in the basement. The development does not rely on the internal apartment storage to provide the amount of cycle parking required by the adopted standards. It is an additional amenity and part of the overall design concept of the development.
- 8.60 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 4: Lot S3 Cycle Parking Provision*

<b>Location</b>	<b>Number of spaces</b>
<i>Cycle spaces above ground</i>	
Residents parking	48
Off gauge	6
Visitor parking	50
Cycle parking in apartments	195
<i>Cycle parking in the basement</i>	
Residents parking	230
Off gauge	14
Visitors	20
Cycle wash station	1
Disabled scooter parking and charging	4
Total	543

- 8.61 Camcycle made comments on the application as submitted and set out five objections and several proposed alterations. The objections have all been positively responded to by the developer team and in the view of officers address the issues raised.
- 8.62 There has been a minor reconfiguration of cycle parking spaces within the basement to be more compatible with vehicle tracking. All cycle parking spaces within the basement are now easily accessible.
- 8.63 Camcycle raised concerns regarding the gradient of the basement ramp which at 7% was considered too steep. Whilst only a small part of the ramp

exceeded 7%, the revised plans lengthen the ramp and reduce the gradient. The segregated cycle lane kerb detail will also be reduced to 25mm to reduce the risk of cyclists losing balance if they overrun. The scheme, combined with these amendments demonstrates cycling is prioritised throughout the development and is in accordance with NWCAAP policy NW2.

#### *Highway Safety*

- 8.64 Vehicle swept path analysis has been undertaken for the proposed basement which demonstrates its design is suitable for manoeuvring of vehicles. The County Highways Authority does not raise any concerns with the design of the vehicle access.

#### **Renewable energy and sustainability**

- 8.65 The vision shared by both the applicant and the local authorities is for Eddington 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.
- 8.66 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, swales, rills, alongside some underground storage crates.
- 8.67 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.
- 8.68 All residential units are proposed to be naturally ventilated with acoustic louvered panels, consisting of a perforated metal cover, an acoustic louvre system and an internal ventilation opening on facades where noise levels are projected to be above acceptable limits. There will be the additional provision of some mechanical ventilation to a limited number of residential units. This is to ensure that acceptable internal noise levels can be achieved both with windows open and closed both for background and thermal comfort ventilation requirements (rapid).
- 8.69 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.

- 8.70 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan 2018 policy 28 and the Sustainable Design and Construction SPD 2007.

### **Residential Amenity**

#### Impact on amenity of neighbouring occupiers

##### *Lansdowne Road*

- 8.71 The proposed development is closest to the residential properties along Lansdowne Road to the east. They are detached two storey dwellings situated a significant distance (100m) from the application site. Officers recognise that the development of Lot S3 will be visible from the first floor bedroom windows of properties in Lansdowne Road, but there will be no direct impact of overshadowing or a harmful sense of enclosure. Officers do not consider the visual impact of the proposed buildings to be significantly harmful because of the distances involved and the screening provided by the substantial planting on the west side of the ridge and furrow field.
- 8.72 The amended information provides further graphical testing of the development from the corner of the ridge and furrow field and from the southern end of Eddington Avenue. This demonstrates that the proposed buildings of Lot S3 respect the hierarchy of development to the north. In the view of officers, the broken frontage to the southern elevation by reason of the 14m courtyards between buildings significantly relieves the length of the elevation when viewed from oblique angles.
- 8.73 Officers recognise the fenestration of the new buildings may create some temporary reflection of the sun, but this would be no worse than the current buildings on the site. It is only likely to occur very infrequently and would not result in significant nuisance or harm to the residents of Lansdowne Road.

##### *Lots 3 and 7*

- 8.74 The development of Lot S3 was always intended as part of phase 1 of the masterplan for Eddington. In that context, Lot S3 will complete the frontage to Turing Way, providing enclosure to both sides of the street. There will be no adverse harm by reason of overshadowing from the height of the proposed buildings to the neighbouring lots to the north. Turing Way is relatively wide, so the outlook of the existing apartments to north will not experience a harmful sense of enclosure.

#### Amenity for future occupiers of the site

##### *Living conditions and external amenity space*

- 8.75 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All units either comply or exceed the standards, in many cases providing substantially more floor area than the minimum. In this regard, the units would provide a high quality internal living environment for the future occupants.
- 8.76 The amended plans ensure that the studio apartments in block E all provide at least 37 sq m in floor area and have a private balcony. Additional balconies have also been added to the west facing one bedroom apartments in blocks B to E and to the north west studios. The development is therefore in accordance with the requirements of Cambridge Local Plan 2018 policy 50: residential space standards.
- 8.77 The gross internal floor space measurements for units in this application are shown in the table 2 below:

*Table 5: Internal space of apartments*

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m <sup>2</sup> )	Proposed size of unit	Difference in size
<b>Block A</b>						
Ground floor						
0	2	4	1	70	81	+11
1	2	4	1	70	76	+6
2	2	4	1	70	87	+17
3	1	1	1	39(37)*	46	+9
4	Co working unit					
5	3	5	1	86	101	+15
6	2	4	1	70	77	+7
7	2	4	1	70	81	+11
8	2	4	1	70	81	+11
9	2	4	1	70	75	+5
First floor						
01-00	3	5	1	86	94	+8
01-01	1	2	1	50	61	+11
01-02	2	4	1	70	76	+6
01-03	1	2	1	50	53	+3
01-04	1	1	1	39(37)*	37	0
01-05	2	4	1	70	80	+10
01-06	2	4	1	70	75	+5
01-07	1	1	1	39(37)*	37	0
01-08	1	2	1	50	53	+3
01-09	2	4	1	70	77	+7

01-10	2	4	1	70	74	+4
01-11	2	4	1	70	78	+8
01-12	2	4	1	70	75	+5
Second Floor						
02-00	3	5	2	93	123	+30
02-01	2	4	1	70	78	+8
02-02	2	4	1	70	75	+5
02-03	1	2	1	50	54	+4
02-04	1	1	1	39(37)*	37	0
02-05	2	4	1	70	75	+5
02-06	2	4	1	70	75	+5
02-07	1	1	1	39(37)*	37	0
02-08	1	2	1	50	54	+4
02-09	2	4	1	70	76	+6
02-10	2	4	1	70	76	+6
02-11	2	4	1	70	78	+8
02-12	2	4	1	70	75	+5
Third Floor						
03-00	2	4	1	70	73	+3
03-01	2	4	1	70	76	+6
03-02	1	2	1	50	53	+3
03-03	1	1	1	39(37)*	37	0
03-04	2	4	1	70	75	+5
03-05	2	4	1	70	80	+10
03-06	1	1	1	39(37)*	37	0
03-07	1	2	1	50	53	+3
03-08	2	4	1	70	77	+7
Block B						
Ground Floor						
0	Co working space					
1	1	2	1	50	50	0
2	1	2	1	50	53	+3
3	2	4	1	70	78	+8
4	1	1	1	39(37)*	39	+2
5	2	4	1	70	75	+5
6	1	1	1	39(37)*	39	+2
7	1	1	1	39(37)*	39	+2
8	2	4	1	70	72	+2
9	1	2	1	50	51	+1
First Floor						
01-00	1	1	1	39(37)*	51	+12
01-01	1	2	1	50	53	+3

01-02	1	2	1	50	50	0
01-03	2	4	1	70	73	+3
01-04	1	1	1	39(37)*	39	+2
01-05	2	4	1	70	74	+4
01-06	1	1	1	39(37)*	39	+2
01-07	1	1	1	39(37)*	39	+2
01-08	2	4	1	70	72	+2
01-09	1	2	1	50	52	+2
Second floor						
02-00	2	4	1	70	72	+2
02-01	1	2	1	50	50	0
02-02	1	2	1	50	53	+3
02-03	2	4	1	70	73	+3
02-04	1	1	1	39(37)*	39	+2
02-05	3	5	2	93	133	+40
02-06	1	1	1	39(37)*	39	+2
02-07	1	1	1	39(37)*	39	+2
02-08	2	4	1	70	72	+2
02-09	1	2	1	50	52	+2
Third Floor						
03-00	2	4	1	70	72	+2
03-01	1	2	1	50	53	+3
03-02	1	2	1	50	50	0
03-03	2	4	1	70	73	+3
03-04	1	1	1	39	39	0
03-05	Unit number not used - Duplex Below					
03-06	1	1	1	39(37)*	44	+7
03-07	1	1	1	39(37)*	39	+2
03-08	2	4	1	70	72	+2
03-09	1	2	1	50	52	+2
<b>Block C</b>						
Ground Floor						
0	Co working unit					
1	1	2	1	50	50	0
2	1	2	1	50	53	+3
3	2	4	1	70	78	+8
4	1	1	1	39	39(37)*	+2
5	2	4	1	70	74	+4
6	1	1	1	39	39(37)*	+2
7	1	1	1	39	39(37)*	+2
8	2	4	1	70	72	+2

9	1	2	1	50	51	+1
First Floor						
01-00	1	1	1	39	51	+12
01-01	1	2	1	50	53	+3
01-02	1	2	1	50	50	0
01-03	2	4	1	70	73	+3
01-04	1	1	1	39(37)*	39	+2
01-05	2	4	1	70	74	+4
01-06	1	1	1	39(37)*	39	+2
01-07	1	1	1	39(37)*	39	+2
01-08	2	4	1	70	72	+2
01-09	1	2	1	50	52	+2
Second Floor						
02-00	2	4	1	70	72	+2
02-01	1	2	1	50	50	0
02-02	1	2	1	50	53	+3
02-03	2	4	1	70	73	+3
02-04	1	1	1	39	39(37)*	+2
02-05	3	4	1	70	74	+4
02-06	1	1	1	39	39(37)*	+2
02-07	1	1	1	39	39(37)*	+2
02-08	2	5	2	93	124	+31
02-09	1	2	1	50	52	+2
Third Floor						
03-00	2	4	1	70	72	+2
03-01	1	2	1	50	50	0
03-02	1	2	1	50	50	0
03-03	2	4	1	70	73	+3
03-04	1	1	1	39	39(37)*	+2
03-05	2	4	2	70	74	+4
03-06	1	1	1	39	39(37)*	+2
03-07	1	1	1	39	39(37)*	+2
03-08	Upper floor of flat below					
03-09	1	2	1	50	52	2
<b>Block D</b>						
Ground Floor						
0	Co working space					
1	1	2	1	50	50	0
2	1	2	1	50	53	+3
3	2	4	1	70	78	+8
4	1	1	1	39(37)*	39	+2
5	2	4	1	70	74	+4

6	1	1	1	39(37)*	39	+2
7	1	1	1	39(37)*	39	+2
8	2	4	1	70	72	+2
9	1	2	1	50	51	+1
First Floor						
01-00	1	1	1	39	51	+12
01-01	1	2	1	50	53	+3
01-02	1	2	1	50	50	0
01-03	2	4	1	70	73	+3
01-04	1	1	1	39(37)*	39	+2
01-05	2	4	1	70	74	+4
01-06	1	1	1	39(37)*	39	+2
01-07	1	1	1	39(37)*	39	+2
01-08	2	4	1	70	72	+2
01-09	1	2	1	50	52	+2
Second Floor						
02-00	2	4	1	70	72	+2
02-01	1	2	1	50	50	0
02-02	1	2	1	50	53	+3
02-03	2	4	1	70	73	+3
02-04	1	1	1	39(37)*	39	+2
02-05	2	4	1	70	73	+3
02-06	3	5	2	93	142	+49
02-07	Unit number not used – Neighbouring Duplex					
02-08	2	4	1	70	72	+2
02-09	1	2	1	50	52	+2
Third Floor						
03-00	2	4	1	70	72	+2
03-01	1	2	1	50	50	0
03-02	1	2	1	50	50	0
03-03	2	4	1	70	73	+3
03-04	1	1	1	39(37)*	39	+2
03-05	1	4	1	70	73	+3
03-06	Unit number not used - Duplex Below					
03-07	Unit number not used - Duplex Below					
03-08	2	4	1	70	72	+2
03-09	1	2	1	50	52	+2

<b>Block E</b>						
Ground Floor						
0	Co Working space					
1	1	2	1	50	50	0
2	1	2	1	50	53	+3
3	2	4	1	70	74	+4
4	1	1	1	39(37)*	37	0
5	2	4	1	70	77	+7
6	1	1	1	39(37)*	40	+3
7	1	2	1	50	50	0
First Floor						
01-00	1	1	1	39(37)*	52	+13
01-01	1	2	1	50	50	0
01-02	1	2	1	50	53	+3
01-03	2	4	1	70	72	+2
01-04	1	1	1	39(37)*	37	0
01-05	2	4	1	70	75	+5
01-06	1	1	1	39(37)*	40	+3
01-07	1	2	1	50	50	0
Second Floor						
02-00	2	4	1	70	75	+5
02-01	1	2	1	50	53	+3
02-02	1	2	1	50	50	0
02-03	2	4	1	70	74	+4
02-04	1	1	1	39(37)*	37	0
02-05	3	5	2	93	139	+46
02-06	1	1	1	39(37)*	40	+3
02-07	1	2	1	50	50	0
Third Floor						
03-00	2	4	1	70	72	+2
03-01	1	2	1	50	50	0
03-02	1	2	1	50	50	0
03-03	2	4	1	70	72	+2
03-04	1	1	1	39(37)*	37	0
03-05	Unit number not used - Duplex Below					
03-06	1	1	1	39(37)*	40	+3
03-07	1	2	1	50	50	0

\*Where a one bedroom person flat has a shower room rather than a bathroom, the floor area may be reduced from 39 sq m to 37 sq m.

### *Interlooking*

- 8.78 There is 8.7m separating the eastern flank elevation of block A and the western most elevation of block B. Given the design of the fenestration with recessed brickwork, potential interlooking impacts have in the view of officers been adequately mitigated. The design of the fenestration also gives balance and proportion to the overall elevation. Furthermore, new tree planting within the internal courtyard will provide some screening between windows.

### *Co working spaces*

- 8.79 The co working foyer is scaled to accommodate a huge number of different uses - co-working space/lounge, games room, party room, meeting room or large scale dining room that can be booked by residents, particularly those living in the smaller apartments. Acoustically the working foyer is separated by a lobby that also acts as fire lobby with acoustic walls to the adjacent apartments. In summer and warmer weather it can be extended to an external communal terrace by opening the wide windows.
- 8.80 The threshold to the ground floor apartment (block B) is in relatively close proximity to the co working space which has some potential for disturbance. This relationship is however considered acceptable because of the dual aspect design of the apartment and the specification of the door.
- 8.81 It is considered that for the majority of the time the levels of activity noise associated with the internal and external communal areas would not be expected to be significantly higher than those within residential dwellings. Therefore an enhanced level of sound insulation above that which will be provided between dwellings and as detailed would not be necessary.
- 8.82 However, there may be occasions when large gatherings and certain events will have the potential to give rise to noise disturbance to neighbouring residential units. Not every resident in all the blocks may wish to attend gatherings in the co working spaces. They are likely to have a legal right to complain if they are disturbed by noise and this may be difficult to resolve as a statutory noise nuisance.
- 8.83 Noise and disturbance from the co working spaces could potentially spill out into the garden areas which is potentially problematic. This could be a problem in summer evenings whereby noise will travel up the internal elevations of the building. Further consideration or the overall management of these communal amenity areas can be ensured through the imposition of planning **condition 9: management plan**. This will demonstrate how the management arrangements will address potential amenity implications arising from conflicting residential use and behaviour.

### *External Noise*

- 8.84 The submission details how the proposed development Lot S3 residential habitable rooms within blocks A to E will be insulated against external traffic / transport noise. It demonstrates how the noise insulation scheme planning condition 50 and informative requirements are to be achieved.
- 8.85 There are a small number of areas which marginally exceed recommended noise criteria. In these areas practical noise mitigation measures are to be included within the design to reduce the noise levels on the balconies. This is subject to the provision and approval of final balcony noise mitigation details and performance specifications. (**Condition 4: Noise insulation**).

### *Basement car park operational noise*

- 8.86 Vehicles using the car park ramp are not predicted to significantly increase ambient noise levels above those that would already be apparent due to the M11 and the Primary Street.

### *Contamination*

- 8.87 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.

### *Artificial Lighting*

- 8.88 All external lighting will be designed to ensure light spillage is minimised so that there is little impact to residential amenity, wildlife and the landscape, whilst still providing a safe and secure environment. Final details will be considered through the discharge of **condition 12, Artificial Lighting**.

### *Construction Management*

- 8.89 Construction related activities can be adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.
- 8.90 As a reserved matters application pursuant to the outline consent the construction of this proposal will have to follow the 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.
- 8.91 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.

### *Air Quality*

- 8.92 The submitted Energy Statement confirms that all dwellings will be linked to the existing district heating scheme (incorporating low NOx boilers and combined heat and power) thus no new combustion emissions to air will be introduced as part of the development.
- 8.93 Electric vehicle charge points will be installed in 29 car parking spaces. These will be secured by **condition 10: Electric Vehicle charge points**.

### **Disabled access**

- 8.94 All apartments within the development are designed to Lifetime Homes standards. This means that the disabled car parking spaces have a more generous width of 3.3m and are located to each core with the basement; the approach to all entrances will be level or gently sloping; all entrances will be illuminated; level access over the threshold and have adequate weather protection; there is turning space for a wheelchair in dining areas and living rooms and the structure above the main bedroom and bathroom ceilings is capable for supporting ceiling hoists. As such the development is compliant with Cambridge Local Plan 2018 policy 51.
- 8.95 The Disability Panel expressed some reservations at pre application stage that although the scheme was presented as having 'accessible routes throughout' a series of steps where the north to south footpath links Turing Way to the green corridor. The amended plans now incorporate a ramp to the green corridor which is inclusive for wheelchair users. This issue has now been satisfactorily addressed.
- 8.96 Disability Panel commented that the overall provision of disabled parking was limited. The application submission, which includes an enlarged basement achieves 5% disabled car parking spaces of the overall provision.
- 8.97 The Panel expressed some concern that these corridors could potentially become cluttered with bikes. The management company for the blocks would regulate this matter in the interests of access and fire safety.
- 8.98 The Disability Panel recommendations on the internal fixtures and fittings of the development have been passed onto the developer team and will be incorporated into the detailed design stage.

### **Refuse Arrangements**

- 8.99 The Council's Commercial Waste manager is broadly content with the waste strategy. The development site will have access to the site wide underground waste strategy collection system, the three collection points of which fall outside of the application site. The detailed design of the underground bins has already been agreed through the primary street infrastructure application.

8.100 Provision should be made for green waste for this part of the Eddington development and can be secured through the imposition of **condition 11: green waste**. In my opinion the proposal is compliant with Cambridge Local Plan 2018 policy 57.

### Public Art

8.101 Lots S3 does not contain any of the outcomes of the Eddington site wide Public Art Delivery Plan.

### Third Party Representations

8.102 Four third party representations have been received. The following matters are raised:

*Table 6: Representations*

Issue	Officer response/report section
<i>Camcycle</i>  Concerns with layout and ramp.  We believe there is an excessive quantity of car parking for what is intended to be a site focusing on sustainable transport. Transport Assessment paragraphs 3.14 and 4.25 support our belief. In particular, the estimates based on Castle Ward car ownership show demand for only 142 car spaces out of the 187 in the design.	All satisfactorily addressed, see paragraph 8.61 – 8.63.  See paragraph 8.48.  Officers consider the 1:1 ratio of car parking to units appropriate in this context.
<i>Third Party representations</i>  The density is too high and not suitable for the edge of a village.  Tall structures should be kept to the centre.  The small windows give the impression of high density flats or office blocks, which is not in keeping with the edge of an urban area.  Larger windows with fewer mullions would improve its appearance.  The building is too high and uniform.	See paragraph 8.30.  In the view of officers the unconventional footprint and spaces between buildings significantly reduces the visual impact of the development from longer views.  The roofline has variation across the length of the development.  The development will not result in material harm to the amenities of Lansdowne Road properties to the east of the development.  The proposed glazed brickwork is

<p>Using different materials would help to break up the lattice effect. Possibly with use of cedar wood cladding.</p> <p>This plot is too dense and high and will affect the quality of life for Lansdowne Road residents and property prices.</p> <p>The flat line of the proposed block will further emphasise the very unattractive roofline currently presented from all angles of the new development.</p> <p>The blocks should have a more varied roofline.</p> <p>This is an opportunity to improve the cheap unattractive appearance of the entire University development.</p>	<p>considered a very high quality external material, the use of which will be secured through <b>condition 2: materials</b>.</p>
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### Planning Obligation Strategy

8.103 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 dwellings, in a layout of distinctive design which will make a positive contribution to Eddington. The height scale and mass of the proposed buildings are considered contextually appropriate with the existing design and layout. Car and cycle parking is successfully integrated into the overall design and layout. APPROVAL is recommended.

## 10.0 RECOMMENDATION

**APPROVE** subject to completion of the s106 Agreement and the following conditions:

### Approved Drawings

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

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

## **Materials samples**

2. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials to be used in the construction of the external surfaces of buildings, which includes the glazed brickwork, external features such as entrance doors, windows, stone surrounds, rounded corner details, external metal work, balconies, balustrades, rain water goods, coping, bike and bin stores, shall be submitted to and approved in writing by the local planning authority.

A sample panel of the facing materials to be used shall be erected on site and shall be at least 1.5m x 1.5m to establish the detailing of bonding, coursing, glazed colour treatment and type of jointing and any special brick patterning/articulation detailing 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 (Cambridge Local Plan 2018 policies 55 and 57).

## **Public Realm Materials**

3. Prior to the commencement of the hard landscaped external spaces (internal courtyards) samples of the materials to be used in the construction of the external landscape surfaces which includes footways, paving and details of the landscaped courtyards, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 55 and 57).

## **Hard and soft landscaping implementation**

4. All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

### **Podium planting beds**

5. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the local planning authority details of planting beds on all podium areas. Soils must be deep enough to support the planting being proposed, predominantly level in profile (except where internal ponding/swale areas are proposed). Slopes which allow the migration of soils and mulch onto surrounding hard surfaces must be avoided. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity, maintenance and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

### **Landscape management plan**

6. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing prior to occupation of the development. The information shall include details of the irrigation system for the podium landscape including the water delivery system to planting beds, water source, automatic control system, times and amounts of water to planting beds and system maintenance details. The landscape management 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 2018; Policies 55, 57 and 59).

### **Noise Insulation Scheme Commissioning / Verification Completion Report**

7. The development hereby approved shall be constructed fully in accordance with the approved plans and noise insulation / attenuation scheme recommendations and principles as detailed in the submitted and approved '*North West Cambridge, Lot S3 - Reserved Matters Application Noise Insulation Scheme, June 2018 (Prepared by AECOM for Hill Residential / NWC-AECOM-S3-LTW-XX-RPT-AC-0001/ Rev02 dated 22<sup>nd</sup> June 2018)*' pursuant to condition 50 of variation consent 13/1402/S73.

Prior to first occupation of the residential units an '*AECOM Noise Insulation Scheme, June 2018 (as detailed in i above) post construction / installation commissioning and performance testing verification completion report*' shall be submitted to and approved in writing by the Local Planning Authority (LPA). The commissioning / verification report shall demonstrate full compliance with the AECOM Noise Insulation Scheme, June 2018 and shall include the following:

- a) confirmation that all the rooms constructed have had the noise insulation scheme measures installed fully in accordance with the approved noise insulation scheme report (Ref: NWC-AECOM-S3-LTW-XX-RPT-AC-0001/Rev02 dated 22<sup>nd</sup> June 2018) and that internal noise level criteria have been achieved
- b) details of the airborne sound attenuation specification / performance standards of the external building facade elements e.g. acoustically attenuated ventilation louvres, glazing & window systems etc.- sound reduction indices / acoustic performance test certificates (undertaken in accordance with standard test conditions)
- c) whole house ventilation system / mechanical ventilation with heat recovery (MVHR) operational noise calculations and post installation commissioning noise testing in typical room / unit types to ensure that the building services noise limits as recommended have been achieved (day and night-time with MVHR providing whole house ventilation and operating at a duty for thermal comfort control (boost function);
- d) schematic diagram or detailed mechanical and electric building service drawings of ventilation system layout in typical units, operator control details (manual or automatic) and performance calculations to demonstrate that the MVHR boost function or acoustically attenuated ventilation louvres can achieve at least 2 air changes per hour for each habitable room
- e) balconies noise mitigation details including acoustically absorptive soffit finish coverage and performance– sound absorption coefficient certification
- f) confirmation of overall satisfactory workmanship and installation

The noise insulation / attenuation scheme and commissioning / verification report as approved shall thereafter be maintained in strict accordance with the approved details in perpetuity and shall not be altered.

Reason: To protect / safeguard the health and quality of life (amenity) of residential premises in accordance with paragraphs 127(f), 170(e) and 180 of the National Planning Policy Framework (NPPF), July 2018, Policy 35: Protection of human health from noise and vibration of the Cambridge Local Plan, 2018 and North West Cambridge Area Action Plan Policy NW2.

### **Plant & Equipment Noise Insulation Scheme – Operational**

8. Before any mechanical plant and equipment is installed, an operational noise assessment and noise / sound insulation scheme for any plant and equipment including any associated with substations, lifts, ventilation of the basement car park and operation of the basement car park ramp / entrance gate, 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 noise insulation scheme as approved shall be fully implemented before the use hereby permitted is commenced and retained thereafter.

Reason: To protect / safeguard the health and quality of life (amenity) of residential premises in accordance with paragraphs 127(f), 170(e) and 180 of the National Planning Policy Framework (NPPF), July 2018, Policy 35:

Protection of human health from noise and vibration of the Cambridge Local Plan, 2018.

### **Co working space management plan**

9. Prior to the first occupation or use of the approved development, an Occupier Communal / Co Working Space Management Plan / Strategy (OCCSMP) for use of the co-working foyers / rooms and associated external shared communal terraces of each block A to E, shall be submitted to and approved in writing by the local planning authority. The use hereby approved shall only be carried out in accordance with the approved OCCSMP.

For the avoidance of doubt, the OCCSMP shall include the following:

- i) Details of on-site persons, including a dedicated manager during normal office hours who will reside at the premises and will deal with any emergencies or incidents outside office hours including night time supervision;
- ii) Details of how the manager will liaise with local residents and how residents can make contact in the event of any disturbance, emergencies or any other management issues;
- iii) Details of the type of activities that are likely to be held and 'Code of Conduct'.
- iv) A detail of noise management including measures to ensure that noise disturbance and any other potential anti-social behaviour to neighbouring residential properties is minimised. The details shall include a complaints and investigation procedure and information as to how third parties can access that procedure;
- v) Details of the ongoing management regime to ensure that all of the elements included in the OCCSMP will be enforced by the applicant whilst the development is occupied and to set out the process by which sanctions will be applied in the event of non-adherence;
- vi) Anti-social behaviour and disciplinary procedures.

The development shall be occupied in accordance with the agreed management plan, Cambridge Local Plan 2018 policies 55 and 35.

### **Electric Vehicle (EV) charging points**

10. Prior to commencement of use / occupation of the development hereby permitted the Electric Vehicle (EV) charging points to basement car parking spaces, as detailed / shown on the submitted '*Alison Brooks Architects Ltd-Drawing number: 2412\_ \_X\_00\_100/REV.1 - Title: Basement & Ground Floor Site Plan, Date: 30/04/18*' shall be installed and shall remain fully operational and retained / maintained thereafter.

Reason: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with paragraphs 103 and 181 of the National Planning Policy Framework (NPPF), Policies 36: Air quality, odour and dust & 82 of the Cambridge Local Plan, 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

### **Green waste**

- . 11. Prior to occupation of the development details of provision for green waste 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, (Cambridge Local Plan 2018 policy 57).

### **Artificial Lighting**

- 12.Prior to the installation of any artificial lighting details of the height, type, position and angle of glare of any final site lighting / floodlights including vertical and horizontal isolux contours on and off site shall be submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be installed / carried out and maintained in accordance with the approved lighting scheme/plan.

Reason: To protect the amenity of nearby properties. Paragraph 180 (c) of the National Planning Policy Framework, July 2018, Policy 34: Light pollution control – of the Cambridge Local Plan, 2018 and North West Cambridge Area Action Plan Policy NW2.

### **Informative**

All the proposed access points off Turning Way should be constructed so that their falls and levels are such that there is a positive gradient, of not less than 1:40 away from the back edge of the footway along Turning Way into the proposed development to prevent private water from the site draining across or onto the proposed adopted public highway.

### **Informative**

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

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable 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).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for

rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

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

### **Contact details**

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

John Evans | Principal Planner

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