



NORTH WEST CAMBRIDGE - PHASE 2

JDCC MEMBER ADVANCE/DETAILED BRIEFING PACK

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1

INTRODUCTION

NWC PHASE 2

INFRASTRUCTURE

INTRODUCTION

This briefing pack has been produced to give members of the Joint Development Control Committee an overview of the infrastructure proposals that the University has been developing in respect of the next phase of the North-West Cambridge Development, ahead of the submission of an application(s) in due course, which will come to the Committee.

Members will be aware that the University is in the process of creating a new mixed-use development on the North-West Cambridge Development site. The site was originally identified for development in the 2003 Structure Plan, before becoming a site allocation in the Cambridge City Local Plan, and subsequently the subject of the North West Cambridge Area Action Plan (NWCAAP) in 2009 (link: <https://www.cambridge.gov.uk/media/2710/north-westcambridge-area-action-plan.pdf>).

Following the allocation of the site and the adoption of the NWCAAP, the site was the subject of an initial Outline planning application (approved in 2013), which Panel members previously reviewed, to establish the now approved Masterplan and development parameters. The Outline permission includes a Design Code for the site (link: https://eddington-cambridge.co.uk/wp-content/uploads/sws_condition_7_design_code.pdf), which sets out the fundamental design considerations for the site, alongside plot specific constraints.

After the outline permission came a series of detailed proposals for the development of specific lots within the first phase of the scheme which created two main vehicular entrances into the site, alongside the majority of the Local Centre. These schemes came before the Committee previously.

The Phase 1 and Phase 2 areas illustrated overleaf.

NWC PHASE 2 INFRASTRUCTURE

PHASE 1 COMPLETED:



PHASE 2 INFRASTRUCTURE, OPEN SPACE, STREETS AND SPACES IN ADVANCE OF THE PLOTS:



NWC PHASE 2

INFRASTRUCTURE

SCOPE AND PHASING

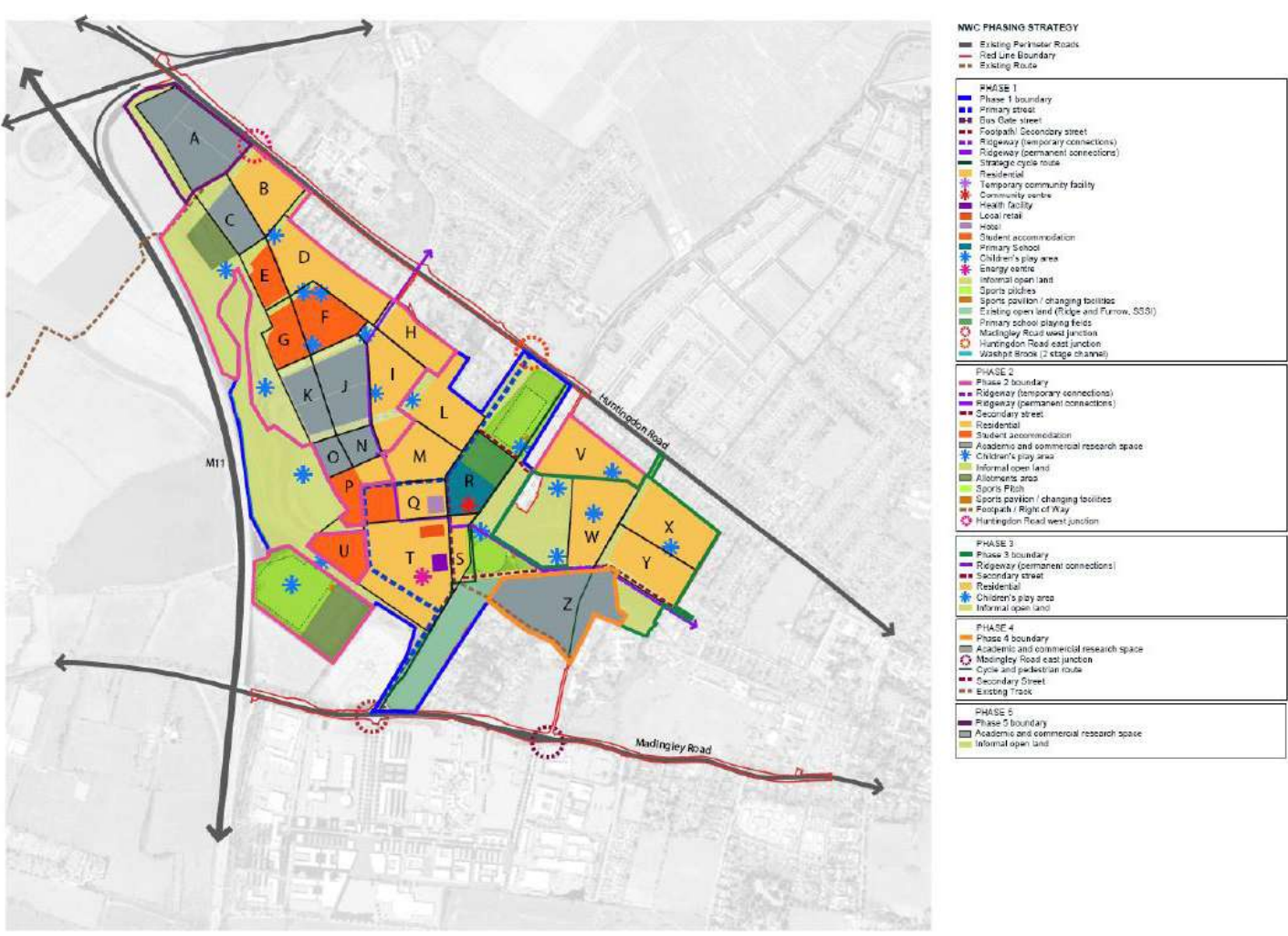
Following on from the delivery of the first phase of the site, the University is now looking towards the delivery of the second phase of the scheme, which will largely see the ongoing development of the site progress to the west of the Local Centre (with the exception of plot V).

This represents a change to the sequence of which the plots come forward, having previously be expected to come forward to the east of the Local Centre first, although all other principles from the approved Phasing Plan remain the same, including the timing of infrastructure delivery in accordance with the S.106.

APPROVED PHASING PLAN (8 PHASES)



PROPOSED REVISED PHASING PLAN (5 PHASES)



NWC PHASE 2

INFRASTRUCTURE

As with the earlier aspects of the delivery of NWCD, the University is bringing forward proposals for the underlying infrastructure within one application (although technically a package of reserved matters applications and discharge of conditions proposals), ahead of proposals for the development plots themselves, which will come forward as separate reserved matters applications.

In summary the Phase 2 Infrastructure scheme comprises:

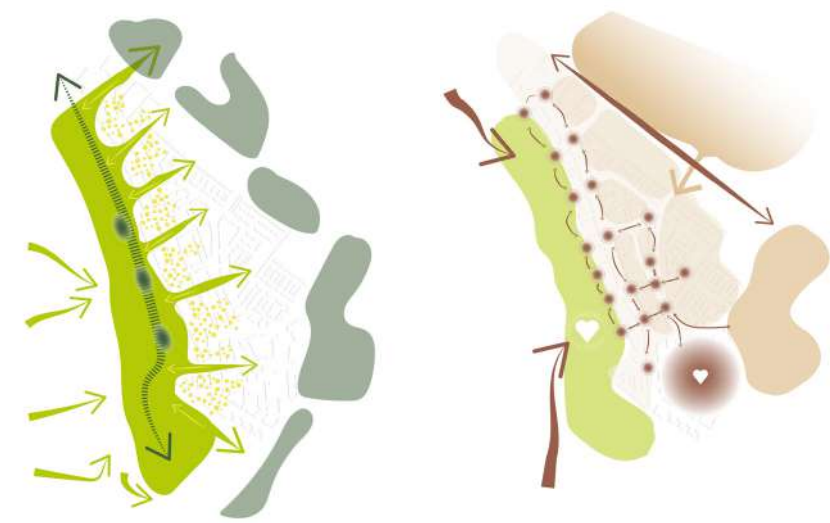
- Extensions to the main primary road networks. This includes:
 - o a new junction with Huntingdon Road
 - o the completion of the permanent Ridgeway connection to and from Eddington for walking and cycling
 - o a cycleway to link between Bunker's Hill and the new Huntingdon Road Junction
- Completion of the Brook Leys area to the western edge of the site, including informal landscaped areas and water features
- Allotments and formal sporting facilities, including a six team changing facility, alongside grass and all-weather playing pitches.
- Children's play spaces
- Public art
- Extensions to the sustainable engineering features of Eddington, including the district heating network, underground bins and water recycling features

The scheme is outlined more fully on the following pages, grouped under the headings of Connectivity, Character, Community and Climate (the Quality Panel Four C's).

We have been discussing the scheme with officers, neighbours and stakeholders for some months now, having relatively recently conducted a public consultation exercise. We're currently reviewing the scheme in the light of that feedback, with the aspiration to submit an application(s) early in 2021.

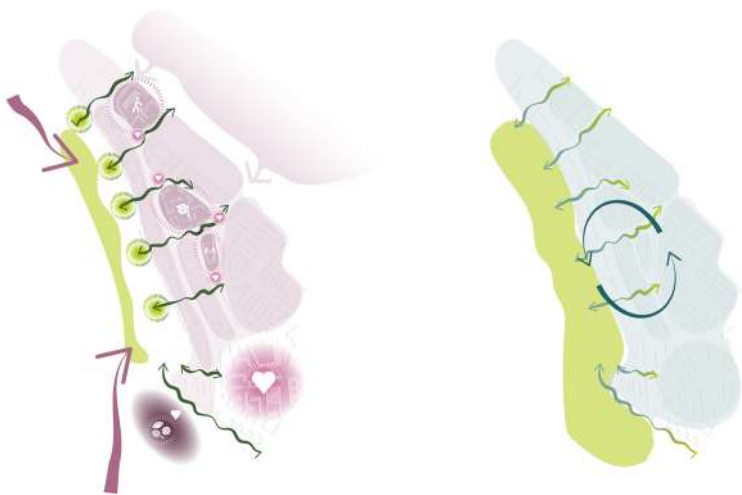
PHASE 2 MASTERPLAN

ILLUSTRATIVE PLAN



CONNECTIVITY

CHARACTER



COMMUNITY

CLIMATE

- KEY
- 1 BROOK LEYS PARKLAND
 - 2 SOUTHERN SPORTS AREA
 - 3 ALLOTMENTS
 - 4 CARTWRIGHT AVENUE (PRIMARY STREET)
 - 5 NEW JUNCTION WITH HUNTINGDON ROAD
 - 6 RIDGEWAY (PEDESTRIANS AND CYCLES)
 - 7 MILNE AVENUE (SECONDARY STREET)
 - 8 GREEN CORRIDORS/ LINEAR PARKS



2

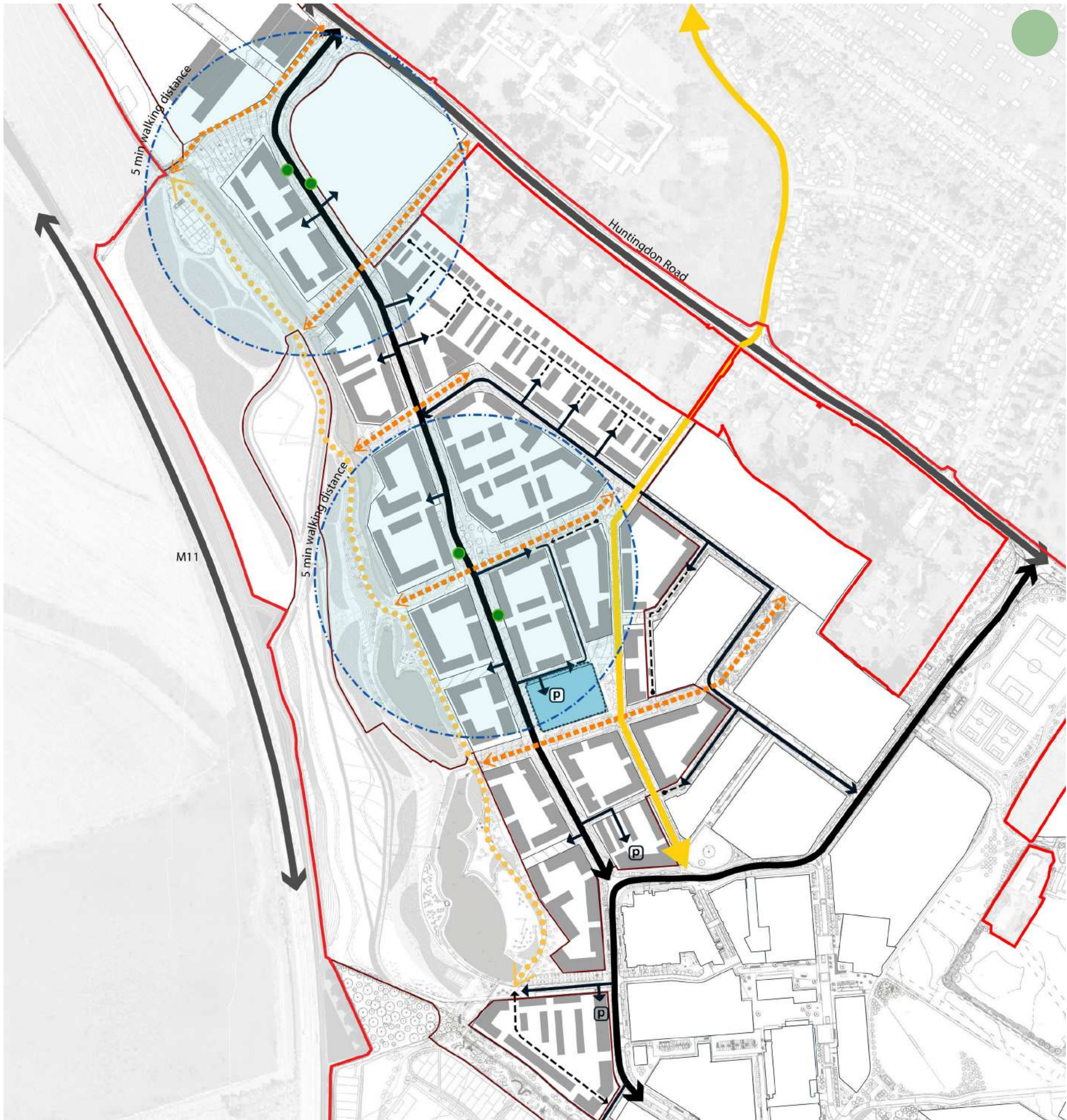
CONNECTIVITY -

*Connected extension to the city prioritising active
and public modes of transport over the car*

ACCESS AND MOVEMENT

- KEY
- APPLICATION BOUNDARY
- PHASE TWO BOUNDARY
- VEHICLE MOVEMENT
- PRIMARY STREET
- SECONDARY STREET
- TERTIARY/MEWS STREET
- VEHICLE ACCESS
- P

POTENTIAL CAR PARKING
- BUS STOPS
- 5 MIN WALKING DISTANCE
- TEMPORARY SURFACE CAR PARKING AREA
- PEDESTRIAN AND CYCLIST MOVEMENT
- THE RIDGEWAY PEDESTRIAN AND CYCLE ROUTE
- SECONDARY PEDESTRIAN AND CYCLE ROUTE
- PRIMARY PEDESTRIAN AND CYCLE PATH (WESTERN EDGE)



PEDESTRIAN AND CYCLE MOVEMENT



CYCLE ROUTES



PEDESTRIAN ROUTES

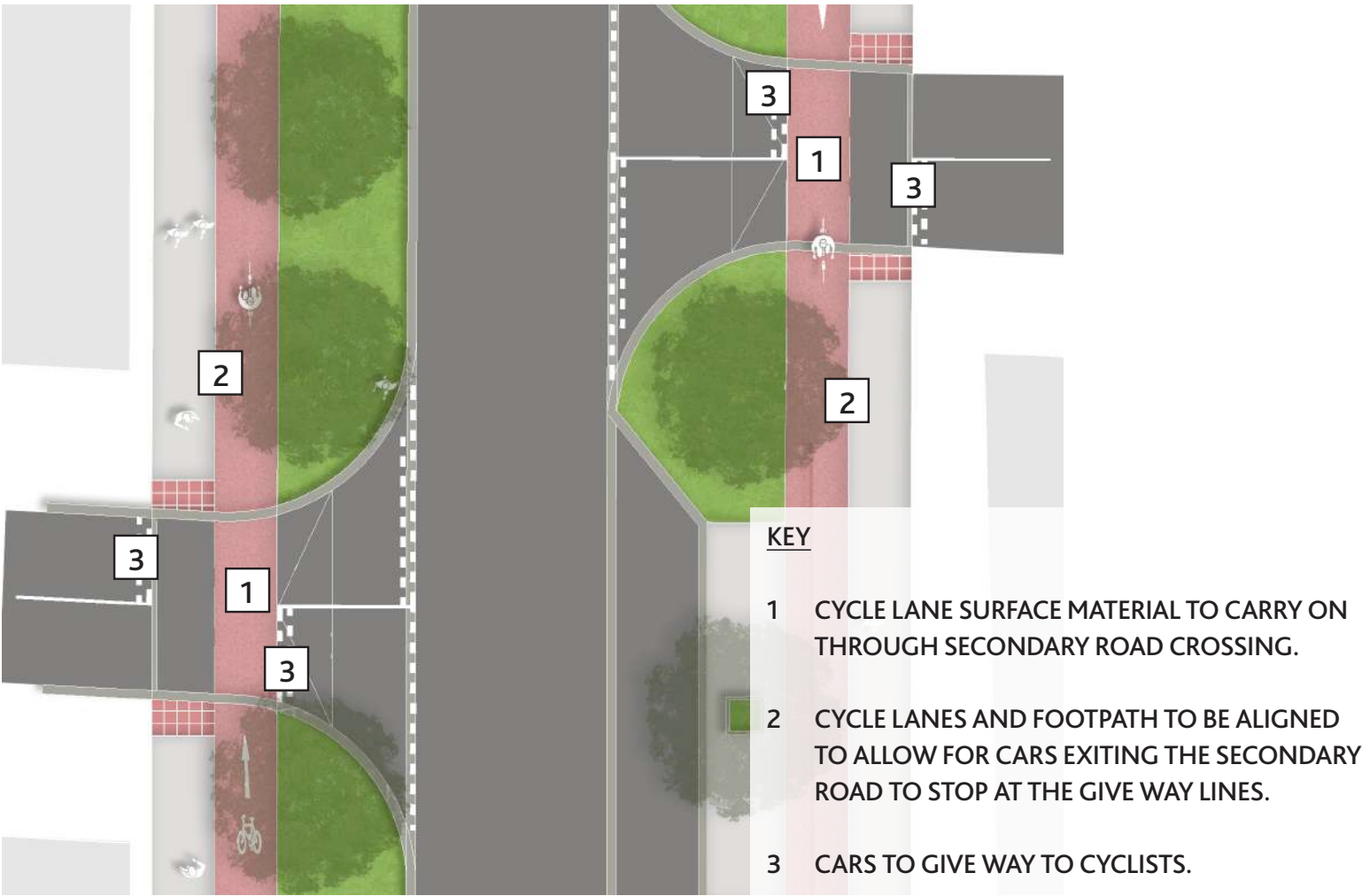
LESSONS LEARNT FROM PHASE 1

PEDESTRIAN AND CYCLE PRIORITY

SECONDARY JUNCTION PRIORITY



PH1 - NO CYCLE OR PEDESTRIAN PRIORITY AT SECONDARY ROAD JUNCTIONS



PH2 - PRIORITY GIVEN OVER TO CYCLISTS / PEDESTRIANS

APPLICATION OF TACTILES AND SIMPLIFICATION OF PAVING MATERIALS

PHASE 1:

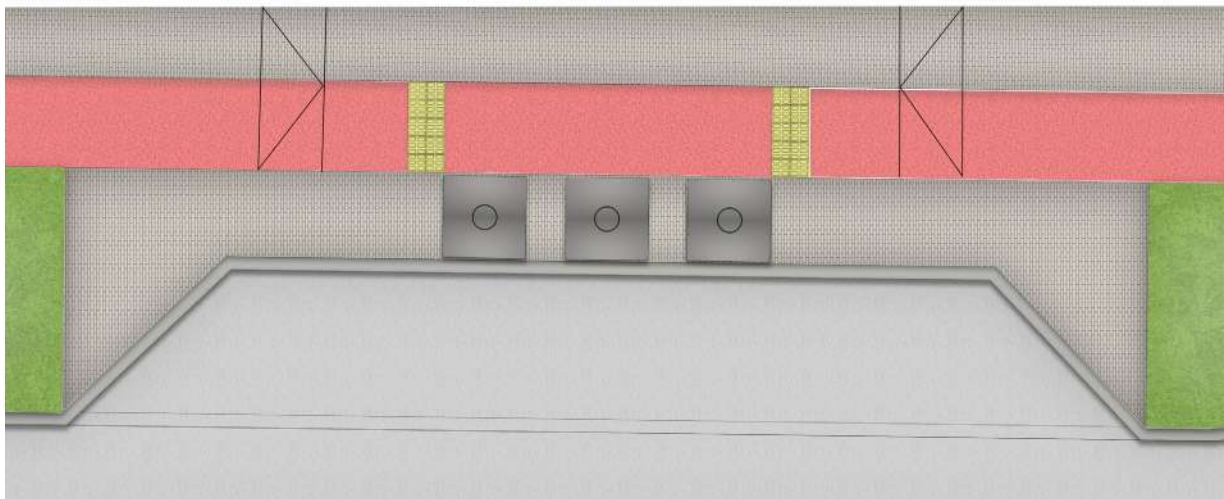
- Extensive use of tactiles, resulting paving at junctions and crossings is very busy.

PHASE 2:

- Streamlined location and types of tactiles.



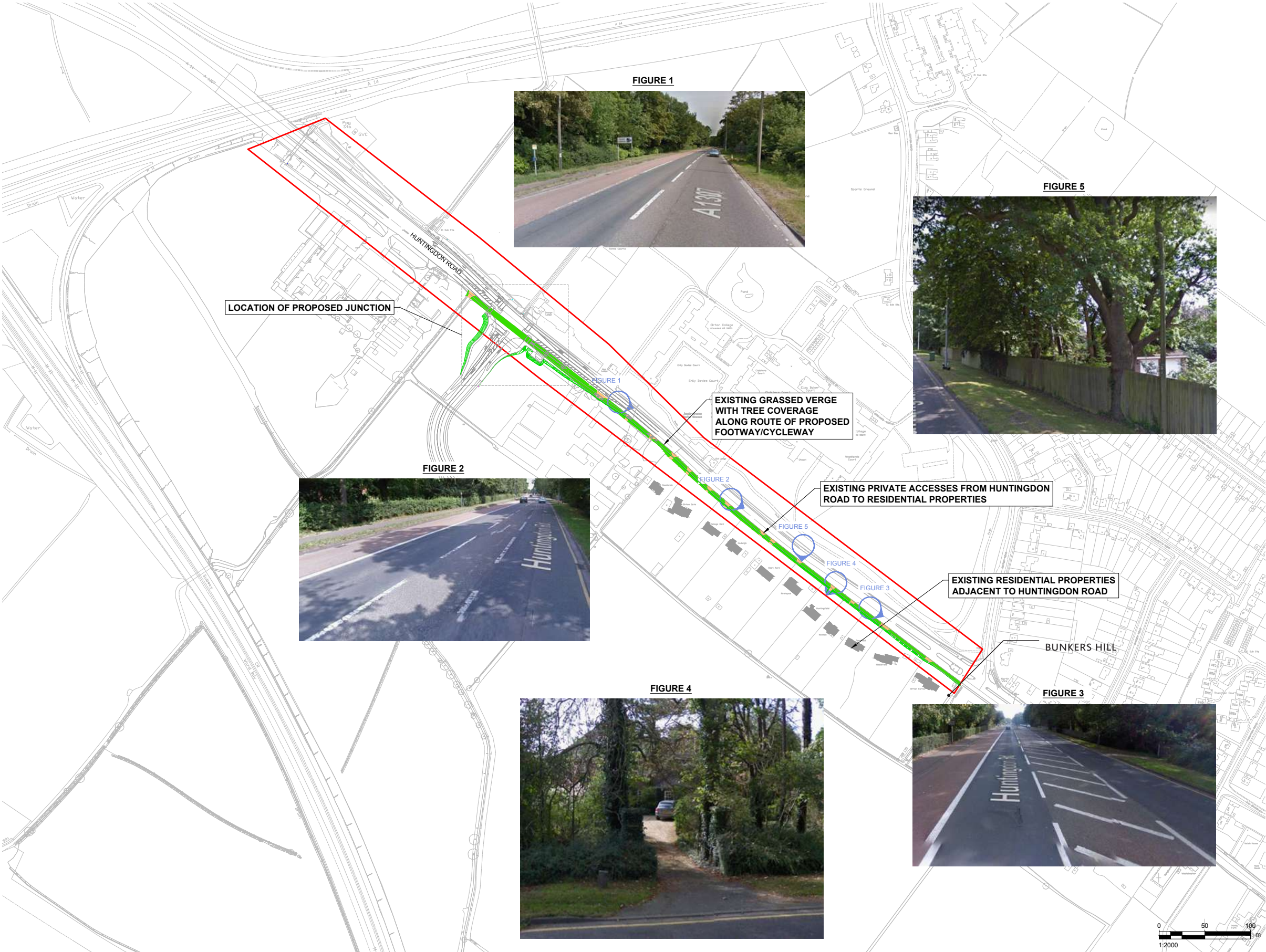
PH1 EXAMPLE - TURNING WAY WASTE COLLECTION AREA



PH2 EXAMPLE - TACTILE PAVING IS REDUCED TO CYCLE LANE ONLY, STILL ALLOWING PEOPLE TO NAVIGATE THEIR WAY TO THE BINS WHILST ALERTING CYCLISTS TO THE POTENTIAL OF PEOPLE CROSSING THE CYCLE LANE.

HUNTINGTON ROAD

CYCLE ROUTE DESIGN



3

CHARACTER

CHARACTER AREAS

LOCATION PLAN

- KEY
- PHASE TWO DEVELOPMENT
 - MASTERPLAN BOUNDARY
 - THE RIDGEWAY
 - CARTWRIGHT AVENUE
 - SECONDARY STREET
 - TERTIARY STREET
 - SPORTS PITCHES
 - ALLOTMENTS
 - WESTERN EDGE
 - GREEN CORRIDORS
 - HOGWOOD PLACE
 - RIDGEWAY GARDENS



THE RIDGEWAY

PEDESTRIAN AND CYCLE PRIORITY ROUTE



FOCAL NEIGHBOURHOOD SPACE



THE RIDGEWAY

KEY COMPONENTS



EXISTING RIDGEWAY CONDITION

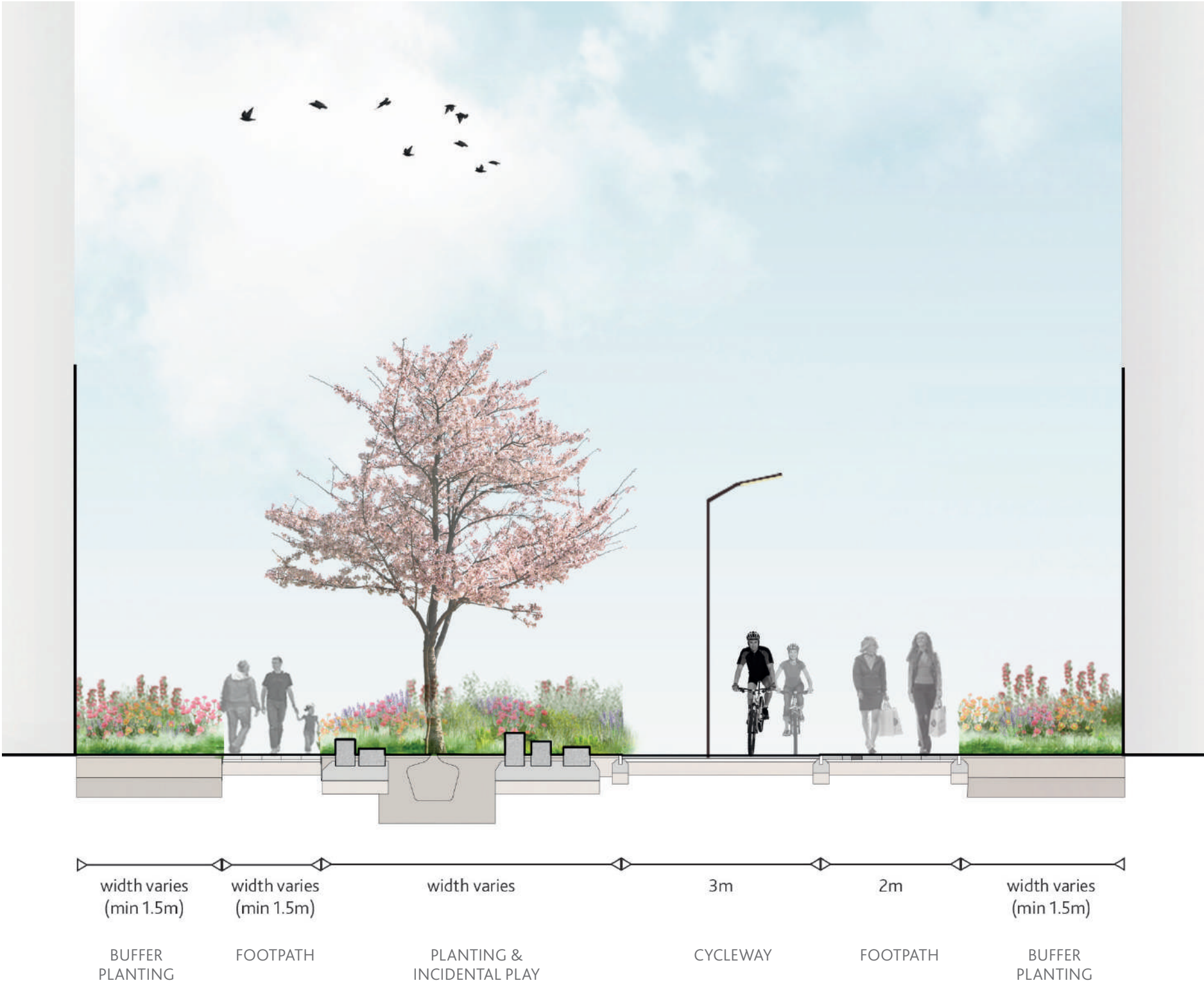


PROPOSED CYCLE WAY INTEGRATION WITH THE RIDGEWAY GARDENS



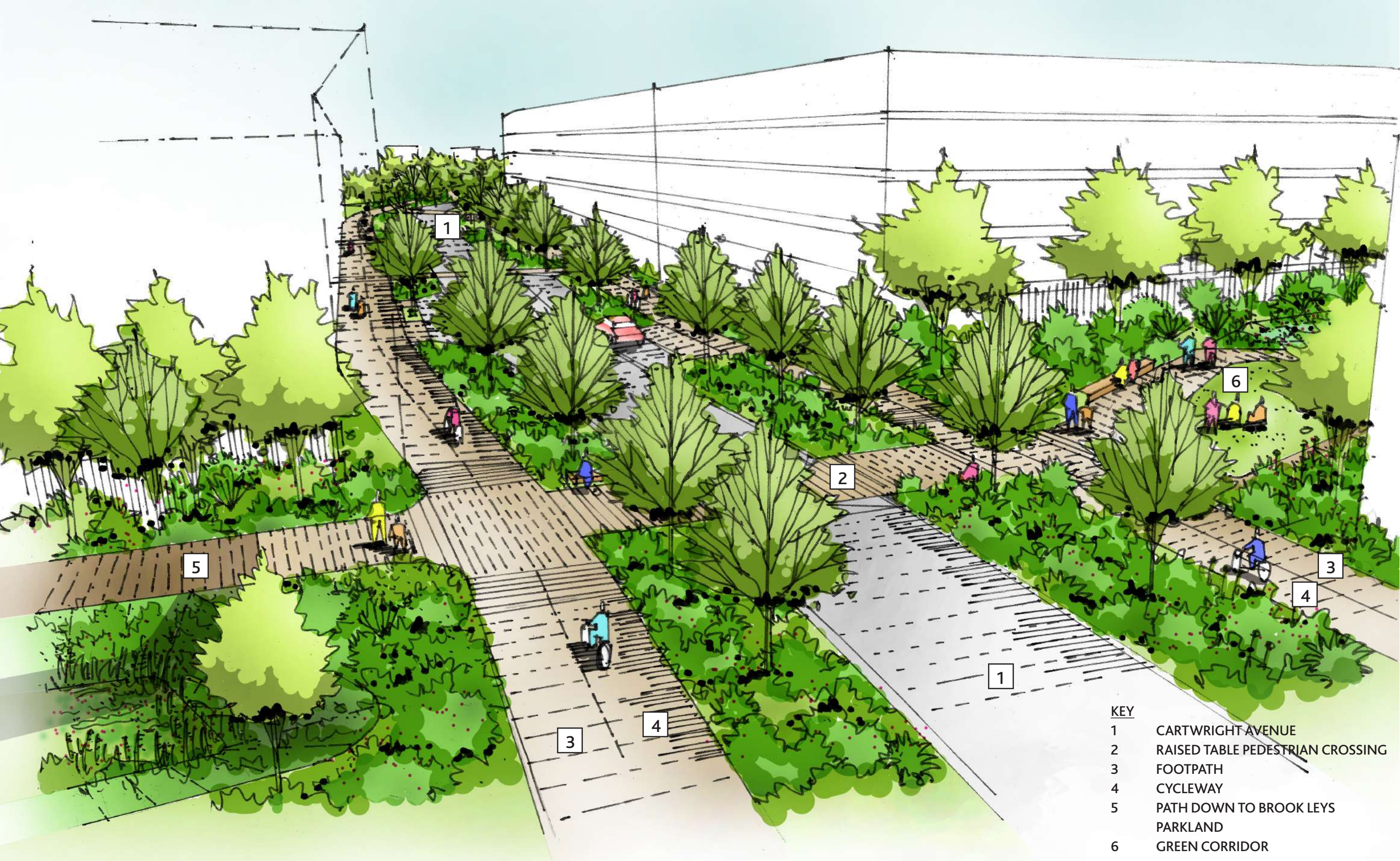
PROPOSED SEATING AND SOCIALISING OPPORTUNITIES

TYPICAL RIDGEWAY CYCLEWAY SECTION:



CARTWRIGHT AVENUE

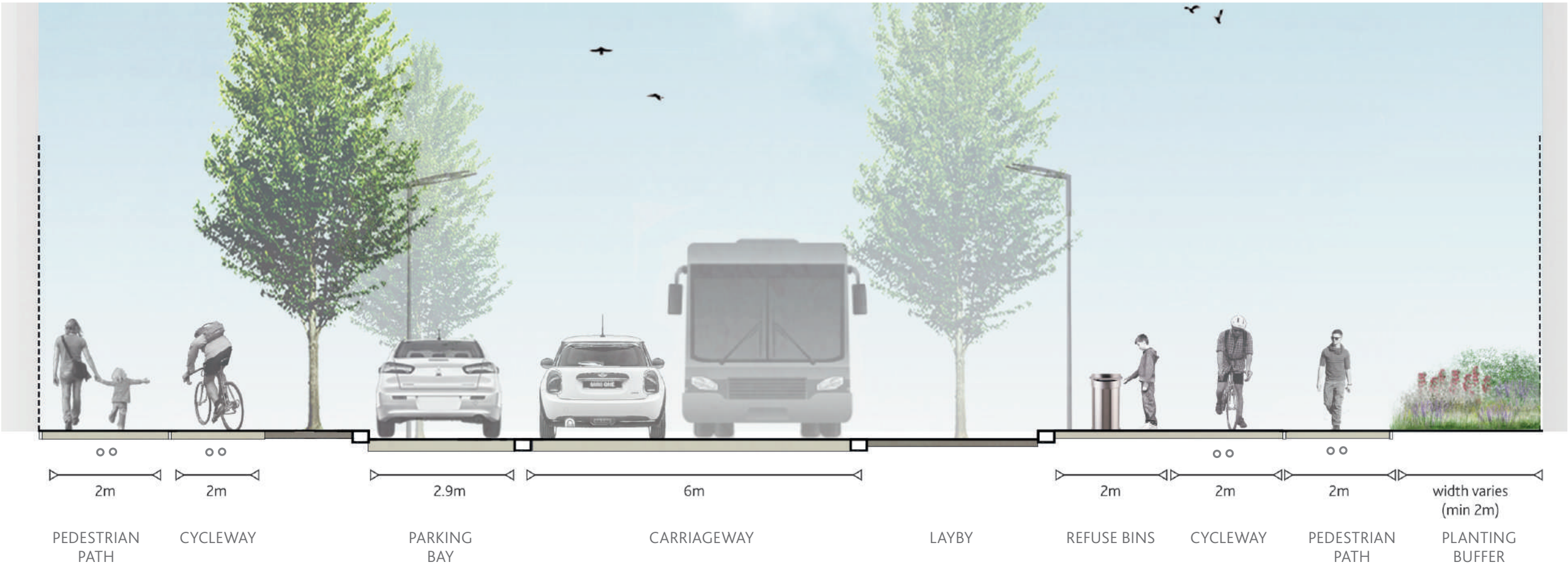
ILLUSTRATIVE SKETCH



- KEY
- 1 CARTWRIGHT AVENUE
 - 2 RAISED TABLE PEDESTRIAN CROSSING
 - 3 FOOTPATH
 - 4 CYCLEWAY
 - 5 PATH DOWN TO BROOK LEYS
 - 6 PARKLAND
 - 6 GREEN CORRIDOR

CARTWRIGHT AVENUE

TYPICAL ILLUSTRATIVE SECTIONS



HUNTINGTON ROAD JUNCTION

ILLUSTRATIVE SKETCH



GREEN CORRIDORS

KEY COMPONENTS



GENTLE MOUNDING AND SOCIAL POCKETS



RAIN GARDENS



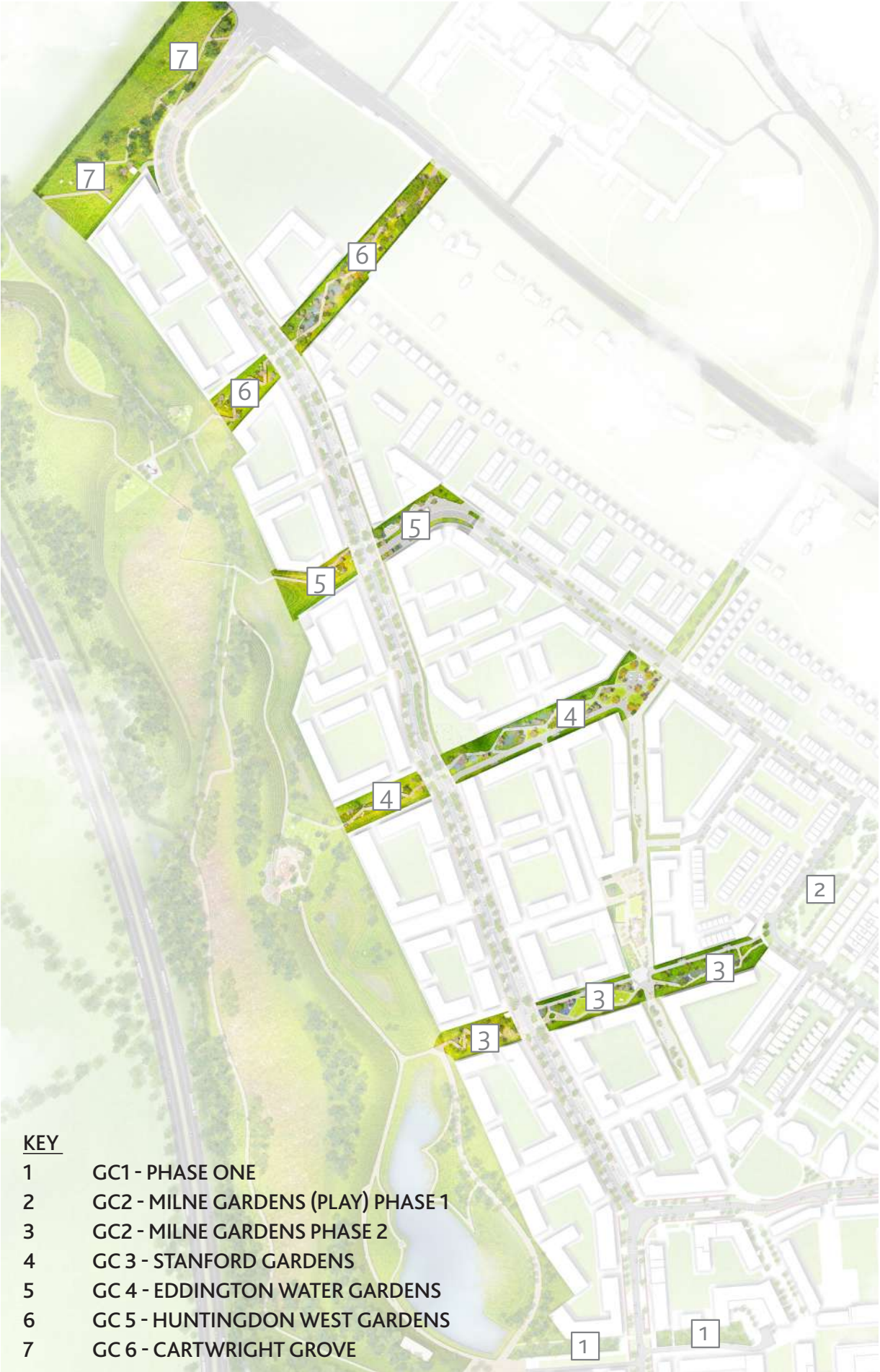
INCIDENTAL PLAY



INCIDENTAL PLAY



WALKING, CYCLING AND SOCIAL OPPORTUNITIES



- KEY**
- 1 GC1 - PHASE ONE
 - 2 GC2 - MILNE GARDENS (PLAY) PHASE 1
 - 3 GC2 - MILNE GARDENS PHASE 2
 - 4 GC3 - STANFORD GARDENS
 - 5 GC4 - EDDINGTON WATER GARDENS
 - 6 GC5 - HUNTINGDON WEST GARDENS
 - 7 GC6 - CARTWRIGHT GROVE

GREEN CORRIDORS

ILLUSTRATIVE SKETCH



- KEY**
- 1 CARTWRIGHT AVENUE
 - 2 RAISED TABLE PEDESTRIAN CROSSING
 - 3 PATH DOWN TO BROOK LEYS PARKLAND
 - 4 GREEN CORRIDOR
 - 5 CONNECTION THROUGH TO THE RIDGEWAY CYCLEWAY

GREEN CORRIDORS

TYPICAL ILLUSTRATIVE SECTIONS



RAINGARDENS IN UPPER GREEN CORRIDORS



BOARDWALK ACROSS VEGETATED SWALES IN LOWER GREEN CORRIDORS

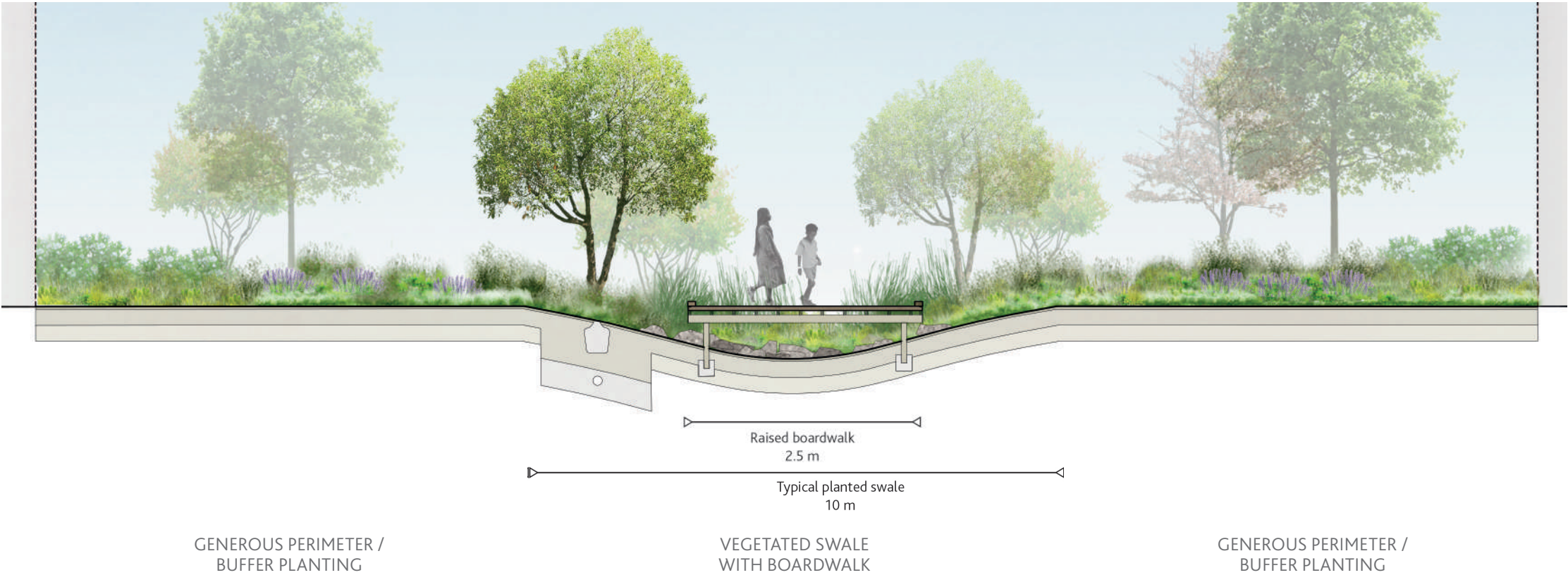


PLANTING DIVERSITY

TOP OF MILNE GARDENS - BIORETENTION RAIN GARDEN:



BOTTOM OF MILNE GARDENS - SWALE CHANNEL:



WESTERN EDGE
ILLUSTRATIVE SKETCH



WESTERN EDGE

KEY COMPONENTS



FOREST SCHOOL LEARNING



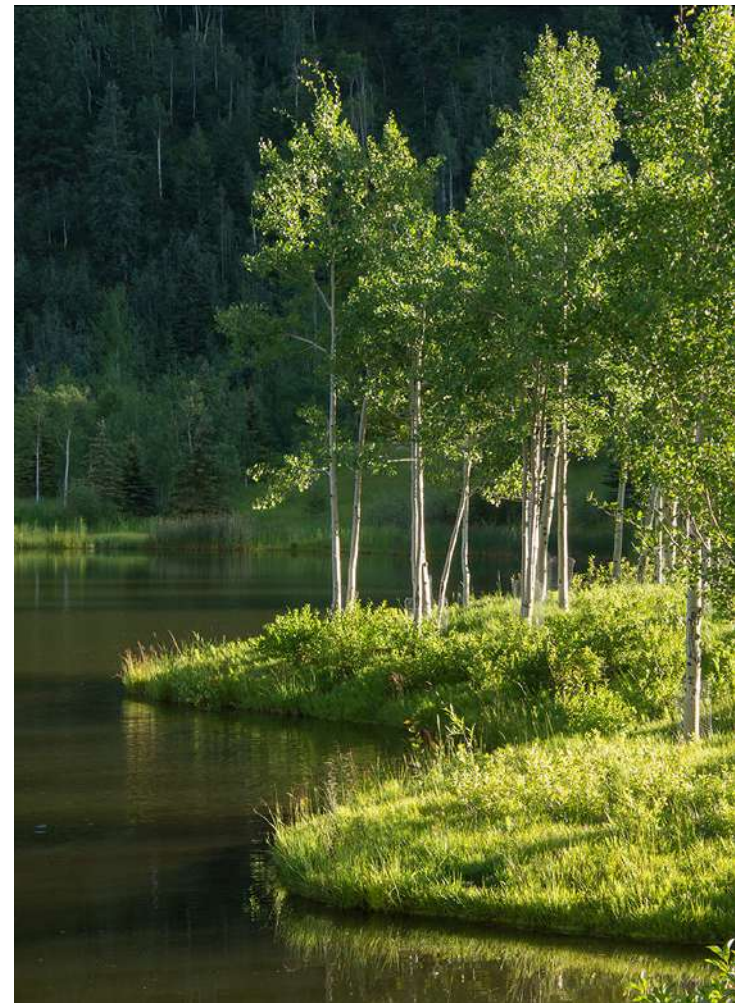
SEATING OPPORTUNITIES - IMMERSSED IN NATURE



NATIVE PLANTING ACROSS THE WHOLE OF THE WESTERN EDGE



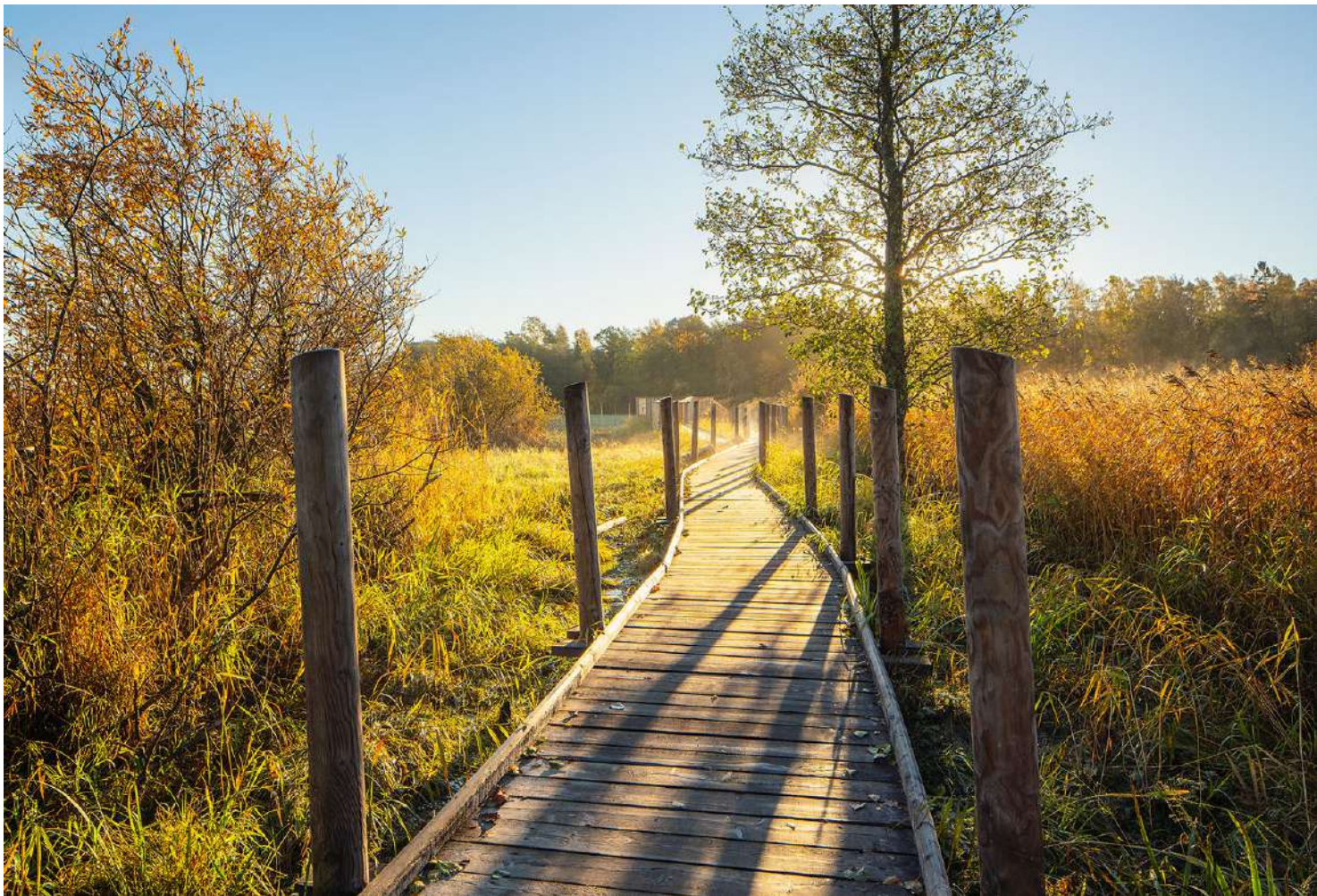
VIBRANT SEASONAL COLOURS



LAGOON EDGE



SOFT POCKET LAWN AREAS 'CLEARINGS' FOR PICNICKING



BOARDWALKS ACROSS WET AND DRY MEADOWS

WESTERN EDGE ACCESS

KEY

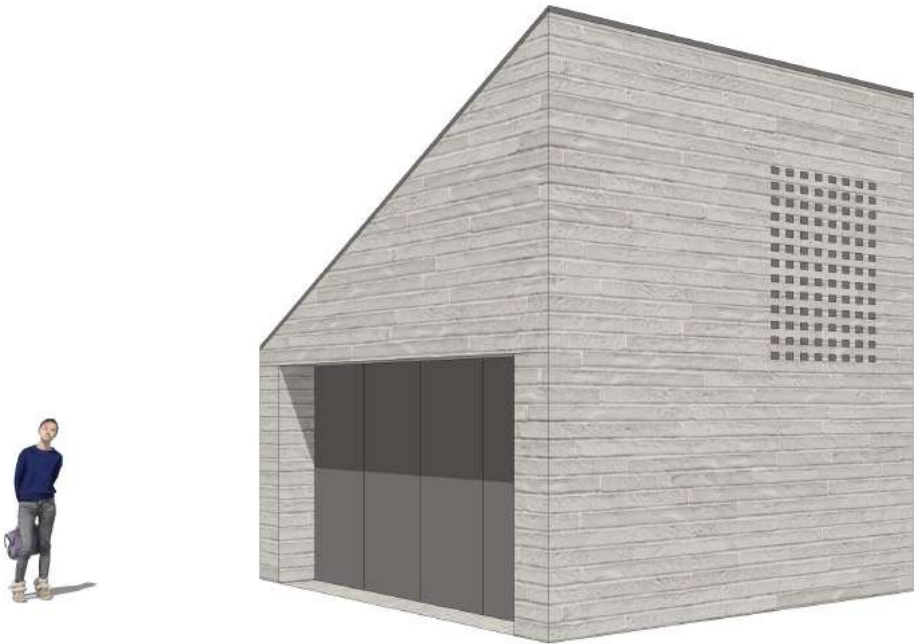
- PROPOSED PEDESTRIAN ROUTE - ACCESSIBLE GRADE, RECREATIONAL CYCLING ACCESS POSSIBLE (SELF-BINDING GRAVEL)
- EXISTING PEDESTRIAN ROUTE
- STAIRS
- DEDICATED MAINTENANCE VEHICLE ROUTE (REINFORCED TURF)
- WESTERN EDGE INFORMAL PEDESTRIAN ROUTE AND MAINTENANCE TRACK (MOWN GRASS AS PER PHASE 1 DETAIL)



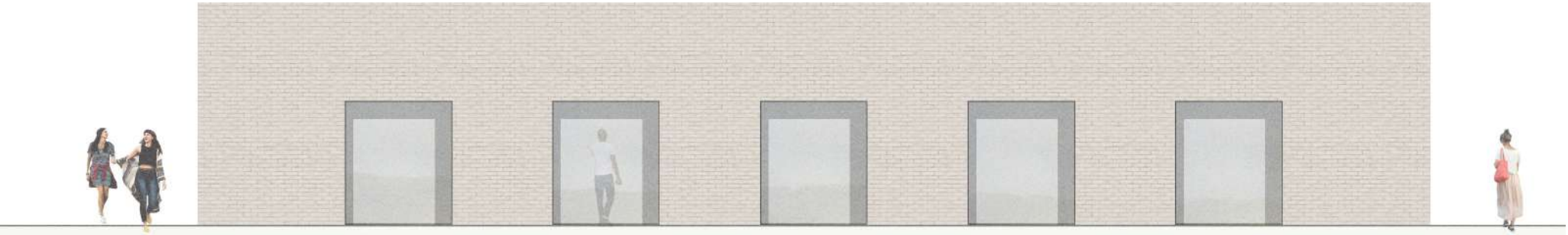
UTILITY ARCHITECTURE
CONTINUING THE PALETTE FROM PHASE 1



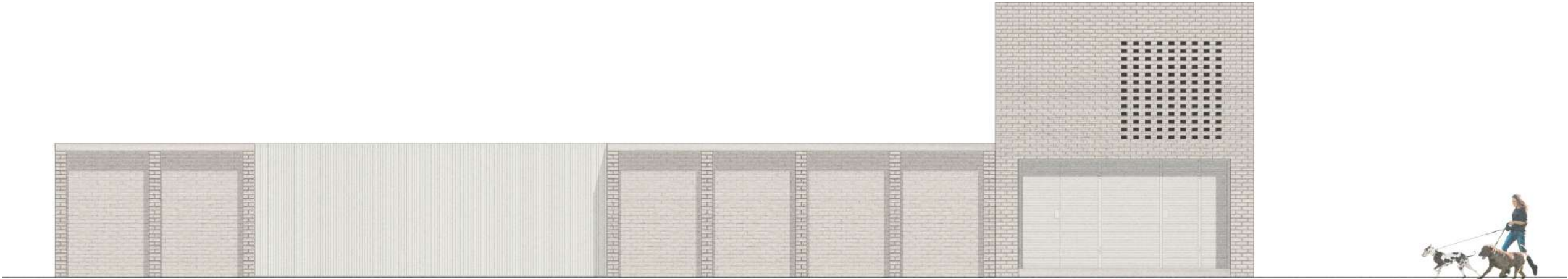
EXISTING PHASE 1 UTILITIES



SUB STATION



SPORTS PAVILION



FOUL WATER PUMPING STATION

4

COMMUNITY

PLAY AND PLAYABILITY
LOCATION PLAN

LOCAL PLAY - EDDINGTON WATER GARDENS



YOUTH PLAY - HOGWOOD PLACE



NEIGHBOURHOOD PLAY - WESTERN EDGE



LOCAL PLAY - RIDGEWAY GARDENS



PLAY AND PLAYABILITY
KEY COMPONENTS



TYPE: PROPRIETARY WATER PUMP



TYPE: PROPRIETARY WATER DAM



TYPE: BESPOKE STONE WATER CHANNEL SYSTEM



TYPE: TIMBER STEPPING LOGS



TYPE: STEPPING STONE ROMAN COINS



TYPE: EDUCATIONAL ARCHAEOLOGY BRONZE, IRON AND ROMAN 'FINDS'



TYPE: BESPOKE ROMAN POT CUBBY



TYPE: SANDSTONE STACKS



TYPE: UNDULATING LAND FORMATION



TYPE: PROPRIETARY TRAMPOLINE



TYPE: BESPOKE SLIDE, WET-POUR SPHERES INTEGRATED WITH STONE BLOCKS



TYPE: PROPRIETARY CLIMBING STRUCTURE

SPORTS AND ALLOTMENTS

ILLUSTRATIVE SKETCH



SPORTS PAVILION





5

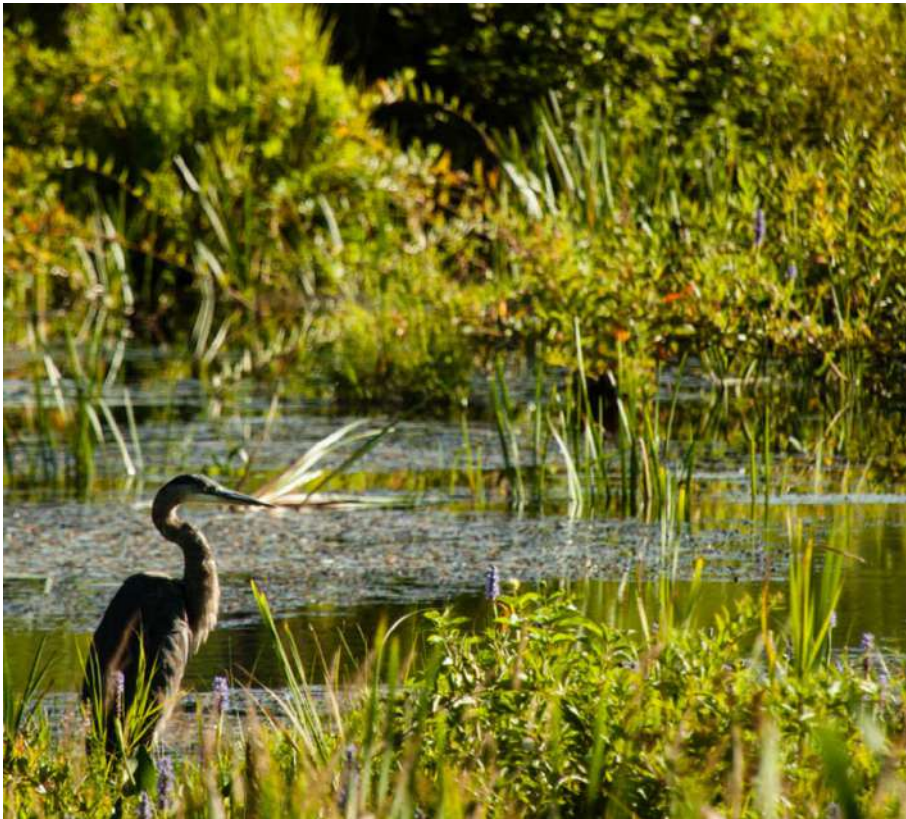
CLIMATE -
Exemplar sustainable development

CLIMATE RESILIENCE

Eddington already delivers exemplary sustainability within Phase 1, with a site-wide district heating network, the UK’s largest system of underground bins and a sustainable water recycling network, where water is collected in the lakes in Brook Leys, providing flood relief, and recycled for uses such as flushing toilets across Eddington.

The Phase 2 Infrastructure continues these initiatives, expanding the established networks, and delivering a mosaic of new habitats along with climate resilient planting. In addition to this, the scheme will largely make use of the excavated soil material from the site to create new landforms on the western edge of the site, and minimise the need to take this material off-site.

BIODIVERSITY



ACCESS TO NATURE



CLIMATE RESILIENCE / SPECIES DIVERSITY



SOIL MANAGEMENT AND RE-USE



WATER MANAGEMENT AND SUDS



WET AND DRY SWALES



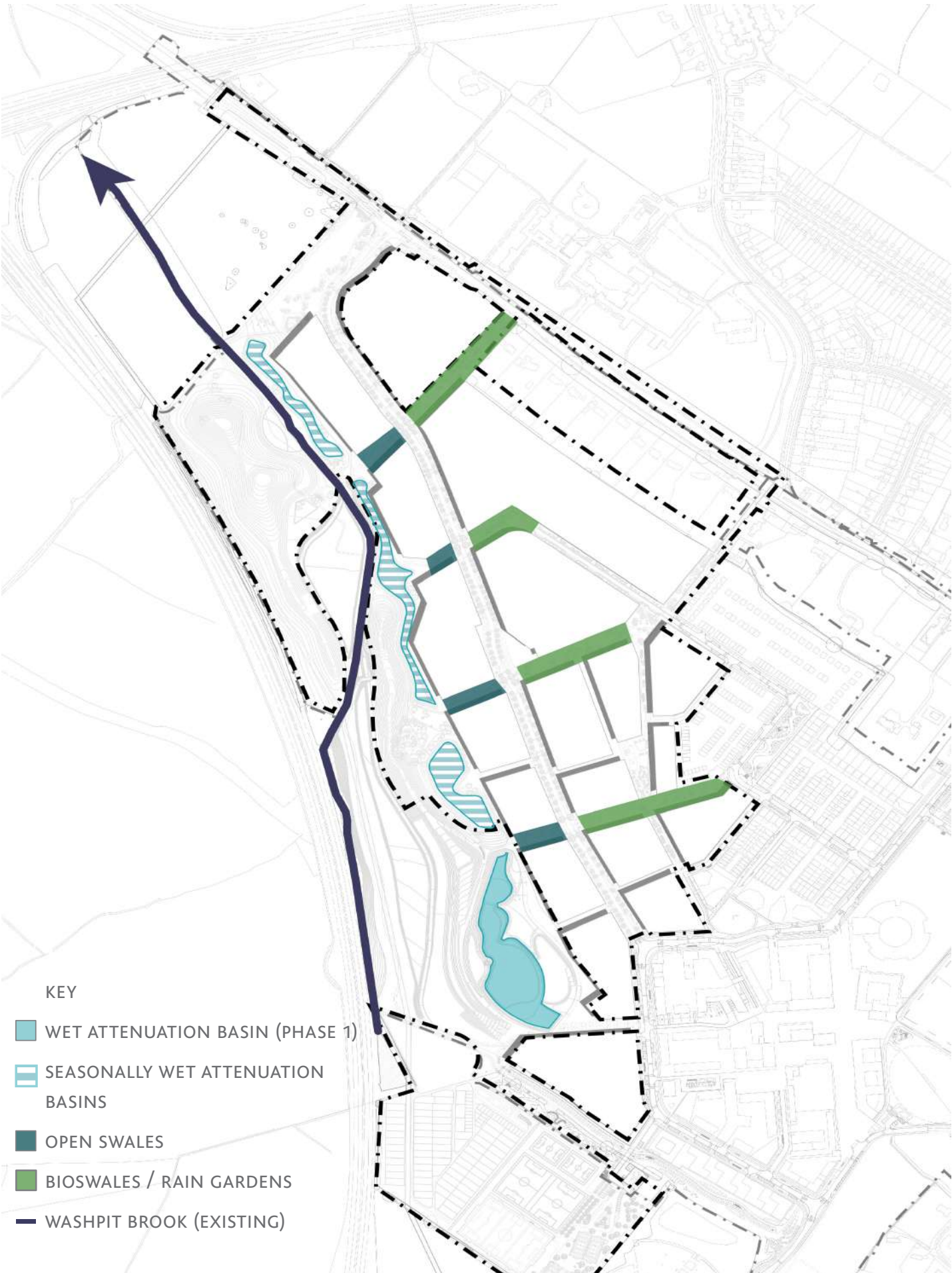
FOREST SCHOOL LEARNING



BOARDWALKS ACROSS WET AND DRY MEADOWS



LAGOON EDGES, PHASE 1



SUDS AND DRAINAGE LOCATION PLAN

WASTE MANAGEMENT AND RECYCLING



INTEGRATED WASTE AND RECYCLING SYSTEM

- PHASE 2 DEVELOPMENT
- MASTERPLAN BOUNDARY
- PHASE 2 PROPOSED BINS (50M RADIUS)
- PHASE 2 PROPOSED BINS (30M RADIUS)
- BINS INSTALLED AS PART OF PHASE 1 (50M RADIUS)
- BINS INSTALLED AS PART OF PHASE 1 (30M RADIUS)
- BIN LORRY ROUTE



DISTRICT HEATING AND CAR CHARGING

CAR CHARGING



DISTRICT HEATING NETWORK



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