

Appendix 2 – Response to Cambridgeshire Quality Panel Report

Comment	Applicant's response
Connectivity	
<p>Car parking - The car parking ratio is currently understood to be around 1.2 which is generally acceptable. However, there is also a need to anticipate future patterns of vehicle ownership and how will the development seek to enable and accommodate such preferences over time.</p>	<p>No response provided.</p>
<p>Design of roads and design speed - The design speed is likely to be lower than 20mph which the Panel support. This has partly been achieved due the tight geometry of the layout which minimises the space dedicated to vehicles which is good in principle however consideration needs to be given to the unintended consequences of this in terms of conflict with other road users or overrunning onto soft landscape areas.</p>	<p>No response provided.</p>
<p>Width of roads in mews streets - There are no problems in principle with the mews streets, however the panel questioned whether it is necessary for a 6m carriageway and suggested 5m where possible. This reduction in carriageway would allow any additional space recovered to be put to better use.</p>	<p>Mews streets are 6-7m in width to accommodate reversing manoeuvres from garages and parking spaces. However, the carriageway zone is reduced with areas of soft planting, including pergolas for vertical greening.</p>
<p>Materials for shared surfaces - The shared surfaces are acceptable, but consideration should be given to using contrasting materials to differentiate the carriageway and areas where vehicles are not expected to encroach.</p>	<p>Contrasting colour pavers are also employed to demarcate private entrances.</p>
<p>Visual pedestrian priority for mews streets - Entrance into the mews needs addressing to ensure that there is a clear visual pedestrian priority at the junction by creating continuous footways, including indicating footways over raised tables.</p>	<p>Raised tables at junctions provide convenience for pedestrian, pram and wheelchair crossing. Contrasting pavers define areas of unadopted shared surface street.</p>

<p>Delivery vehicle movements - Need to ensure that there is sufficient provision made for the delivery vehicle movements.</p>	<p>Visitor spaces are provided at entrances to mews areas and at shared surface turning head areas to provide convenient visitor/loading/delivery bays close to apartment block entrances. These areas are tracked for larger vehicles.</p>
<p>Location of cycle stores in garages - Whilst the 3.3m wide garages are good, the panel questioned the extent of the actual physical provisions for cycles in the stores at the back of the garage</p>	<p>Cycle storage has been reviewed to provide more convenient cycle parking to the front of plots. A split provision solution provides 2 cycles at the front of plot with any additional required cycles within rear gardens. Cycle stores are integrated into the building form. FOGs are the only typology that retains cycle parking within a garage. These garages are wider to accommodate cycle parking to the side of vehicles with sufficient space to manoeuvre past parked vehicles (as per Design Guide dimensions).</p>
<p>Incidental on-street parking in mews street - The Panel noted there is no incidental on-street parking in the mews street for very short visits or stops. Without this there is a risk that people will start fly parking in any available space which will then cause disruption and conflict.</p>	<p>Visitor spaces are provided at entrances to mews areas and at shared surface turning head areas to provide convenient visitor/loading/delivery bays.</p>
<p>Character</p>	
<p>Space for landscape and reducing hard surfaces - The Panel considered there is a need to find more space for landscape and this is closely linked with Climate. The predominance of hard heat absorbing surfaces will make the spaces very warm and this needs to be mitigated by increasing the quantum of greening on horizontal and vertical surfaces.</p>	<p>The layout has been reviewed and amended to increase the proportion of soft landscaping and distribute soft landscape more evenly across the site. The mews street behind the park frontage, in particular, is improved to reduce the dominance of surface parking and provide pockets of communal open space and urban greening throughout to reduce localised overheating. Greening includes specification of climbing plants to walls defining the edges of public spaces and pergolas providing vertical greening within mews street areas</p>
<p>Meaningful planting in tertiary and mews - Some of the renderings of the tertiary streets and the mews showed very small spaces for planting. More</p>	<p>Mews streets and tertiary streets have been reviewed and amended to increase the level of soft planting, with additional soft landscaped buffer to</p>

thought needs to be given to addressing this to ensure meaningful planting can be achieved	mews typologies. Greening includes specification of climbing plants to walls defining the edges of public spaces and pergolas providing vertical greening within mews street areas.
Protection of verges - Consideration should be given to the protection of edges from vehicle movements to prevent damage of the planting and compaction of soil	This has not been considered.
Productive planting - More space should be included for productive planting in public and private spaces	The layout has been reviewed and amended to increase the proportion of soft landscaping and distribute soft landscape more evenly across the site. The mews street behind the park frontage, in particular is improved to reduce the dominance of surface parking and provide pockets of communal open space and urban greening throughout to reduce localised overheating. Greening includes specification of climbing plants to walls defining the edges of public spaces and pergolas providing vertical greening within mews street areas.
SUDS and Biodiversity - More greening will help manage surface water runoff. There was no great sense of how the SUDS relates to biodiversity. This is the main issue holding the scheme back and preventing it becoming an exemplar development. If the biodiversity, landscaping and water strategies can all work together that would greatly enhance the scheme	The layout has been reviewed and amended to increase the proportion of soft landscaping and distribute soft landscape more evenly across the site. This contributes to an integrated blue/green infrastructure strategy across the site with a number of raingardens integrated throughout green spaces to collect and slow down water run off from unadopted hardscaped areas.
Reducing embodied carbon - It is critical that effort is given to reducing the embodied carbon in the hard landscaping either through planting or using materials e.g. limestone to actively absorb carbon dioxide.	The layout has been reviewed and amended to increase the proportion of soft landscaping.
Character of apartment typologies - The Panel admired the character of several of the apartment typologies in the way they are designed to look onto the park. There are however one or two apartment blocks that lack protection and privacy at ground floor	See response to recommendations.

level especially where there are pedestrian routes passing living room windows. It was suggested that there should some green boundary treatment in these locations to provide a bit more privacy	
Materials for under-croft parking - The under-croft parking is showing the same brick as the facing material. This is welcomed and the developer should be encouraged to retain this level of detail and not revert to blockwork within the under croft because this materiality will be a visual feature from the public realm.	Undercroft parking has been reviewed and amended to include secure, private garages with solid garage doors. This will provide greater security and flexibility of use to garages whilst providing a defined frontage to the mews areas. Internal facing material will therefore not be visible to the street scene.
Physical separation for undercroft parking and garden area - The house typologies with the under-croft parking provide a lot of flexibility for car and cycle parking within the plot. However, it is unclear whether there is a physical separation between the driveway and garden area.	Undercroft parking is secured by a solid garage door to the street frontage. The garage is open to the rear where tandem parking space is a drive-through arrangement in to rear gardens. This area is paved with permeable block paving and open to the garden to provide flexibility of use for residents. Residents may choose to own only 1 car, making use of the block paved area as a patio space. A low gravel bed and concrete base board contains the extents of the parking space to prevent drive-through to the remaining garden space
Pedestrian permeability to rear of apartments for northern corner - The rear of the apartments at the end of the mews street block prevents people walking through into the district centre. It is important that the pedestrian route is designed as a public space to facilitate the permeability through the green space, if necessary, modifying the apartment footprint.	The block in the NW corner has been reviewed and amended to provide a more bespoke form to respond to the particular conditions, terminating views from tertiary/mews streets, providing key outlook to open spaces beyond the site boundary, wrapping and containing a reduced parking court.
Architectural treatments to frontage on public space - The emerging architectural treatments especially the frontage to the major public space with brickwork, with variation in colour, and articulation in the façade is very promising.	Architectural detail has been further developed.
Community	

<p>Doubled fronted blocks on park frontage and FOGS - The relationship between the double fronted blocks on the park frontage and the FOGs in the mews street needs to be very carefully addressed if they are to be successful semi-public spaces</p>	<p>The layout has been reviewed and amended to improve connectivity. Reduced apartment blocks and associated reduction in parking density has facilitated the linking of all parking courts in to an integrated and connected mews street. The green mews typology is activated by a series of FOG typologies and provides significantly more communal space in a series of pockets that increase connectivity for residents. Apartment block layouts have been reviewed and amended to provide habitable room windows and balconies overlooking the mews area to the rear.</p>
<p>Biodiversity and communal green spaces - The panel questioned the arrangements put in place for the management of the biodiversity over the long term and the communal green spaces, and how the places are going to be used to generate a sense of community. Again, food-producing landscapes would be a great way to help build the community.</p>	<p>Fruiting trees have been included as part of the proposals in communal areas. The layout has been reviewed and amended to increase the proportion of soft landscaping and distribute soft landscape more evenly across the site. This contributes to an integrated blue/green infrastructure strategy across the site which includes varied species, ecology habitats and edible landscape, particularly within a community garden on the Eastern boundary of the site.</p>
<p>Embodied carbon - The panel encouraged the applicant to calculate embodied energy for the whole site, not just the buildings, and noted MMC can be deployed to reduce embodied energy in construction. They re-emphasised the importance of greening and consolidation of planting and street trees to deliver ambient cooling, and suggested a plan showing greened areas including roofs would be helpful.</p>	<p>Reductions have been made across the parcel reducing the hard standing and improving the planting schemes proposed to ensure overheating is reduced as far as possible. Green roofs have been provided on the cycle stores.</p>
<p>Energy strategy - The energy strategy requires more thinking through. It is appreciated that the development is caught in the transition across the building regulation requirements, but it is still disappointing that gas infrastructure is to be put in without clear detail on how this will be future proofed.</p>	<p>A plan is to be submitted with the application demonstrating where air source heat pumps can go. The units have been designed to be able to accommodate an air source heat pump (ASHPs) safeguarding the future ability to make the swap from gas to ASHPs. Plot typologies have been reviewed to consider location for</p>

	PV panels and ASHP. Indicative locations for these will be noted on unit plan/elevation sheets. The final proportion of plots incorporating these features will be covered by Condition.
Air source heat pumps - Thought needs to be given to how and where heat pumps are going to be sited particularly in terms of condenser units outside. In small, enclosed gardens the units can be noisy and bring down the temperature in those spaces. This can be mitigated by reducing the loads on these heat pumps and combining them with other technologies. Low flow temperature radiators, HW storage and underfloor heating are likely to be needed to optimise costs and comfort and need to be considered at design stage.	As above.
Battery Storage will reduce the requirement for grid reinforcement and will be beneficial	This has not been considered.
Specific recommendations	
It is good that parking has been reduced but a creation of a car club across the site would help to avoid the misuse of the parking and increase resident amenity.	Car club has already been set up for DG1 to serve the development site as a whole. 3 parking spaces have been demarcated in the local centre as part of the S106 requirement.
The mews streets are very tight so it is important that they create community and pedestrian friendly environments. The planting is key and greater diversity in the shared surfaces would be welcomed.	The layout has been reviewed and amended to increase the proportion of soft landscaping and distribute soft landscape more evenly across the site. The mews street behind the park frontage, in particular, is improved to reduce the dominance of surface parking and provide pockets of communal open space and urban greening throughout to reduce localised overheating. Greening includes specification of climbing plants to walls defining the edges of public spaces and pergolas providing vertical greening within mews street areas.
Pedestrian priority at junctions and raised tables needs to be manifest.	Raised tables at junctions provide convenience for pedestrian, pram and wheelchair crossing. Contrasting pavers define areas of unadopted shared surface street.

<p>A strong landscape and biodiversity strategy is needed to match the level of detail being developed and maximise the potential for an exemplar of healthy living.</p>	<p>The layout has been reviewed and amended to increase the proportion of soft landscaping and distribute soft landscape more evenly across the site. This contributes to an integrated blue/green infrastructure strategy across the site which maximises biodiversity and includes varied species, ecology habitats and edible landscape, particularly within a community garden on the Eastern boundary of the site</p>
<p>Community development will be key and this can be supported by the ambition for a lively, greened environment not dominated by the car.</p>	<p>As above.</p>
<p>Climate resilience can be enhanced by the integration of landscape. Thought needs to be given to future-proofing for heat pump installations</p>	<p>A plan is to be submitted with the application demonstrating where air source heat pumps can go. The units have been designed to be able to accommodate an air source heat pump (ASHPs) safeguarding the future ability to make the swap from gas to ASHPs. The layout has been reviewed and amended to increase the proportion of soft landscaping and distribute soft landscape more evenly across the site. The mews street behind the park frontage, in particular, is improved to reduce the dominance of surface parking and provide pockets of communal open space and urban greening throughout to reduce localised overheating. Greening includes specification of climbing plants to walls defining the edges of public spaces and pergolas providing vertical greening within mews street areas.</p>
<p>There is a diversity of space and typologies and this will be an exemplar of a mixed community. It is important however that vehicle movements and parking is managed within the mews spaces.</p>	<p>Parking for both car and cycle parking has been carefully thought about in the Mews Streets to ensure the cycle parking is more convenient than the car parking. A series of tracking plans will be submitted as part of the application demonstrating that the spaces are appropriate in relation to refuse and car use. Mews streets are 6-7m in width to accommodate reversing manoeuvres from garages</p>

	<p>and parking spaces. However, the carriageway zone is reduced with areas of soft planting, including pergolas for vertical greening. Contrasting colour pavers are also employed to demarcate private entrances. Visitor spaces are provided at entrances to mews areas and at shared surface turning head areas to provide convenient visitor/loading/delivery bays.</p>
<p>The issue of privacy at ground floor level is an issue that needs to be resolved.</p>	<p>Boundary strategies have been reviewed and amended throughout the layout to provide defensible buffer spaces and meaningful ground floor amenity spaces. Some typical strategies employed as follows:</p> <ul style="list-style-type: none"> ● Dwarf wall with hedge planting behind (providing a solid edge to high trafficked park frontage) ● Soft planting with hedge turned perpendicular to frontage to define edge of plot ● Low gabion walls to provide defined edge to private buffer spaces at key frontages to green links.