



## **The Greater Cambridge Design Review Panel**

**Pre-application ref: PPA/24/00012**

**Mercers Row, Cambridge, CB5 8HY**

**Thursday 27 June 2024, In-person meeting**

**Confidential**

The [Cambridgeshire Quality Charter for Growth](#) sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Greater Cambridge Design Review Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

## **Attendees**

### **Panel Members:**

Maggie Baddeley (Chair) - Planner and Chartered Surveyor  
Anne Cooper (Character, Architecture/Conservation) - Director at AC Architects  
Paul Bourgeois (Character, Climate) - Industrial Lead at Anglia Ruskin University  
Chris Senior (Character) - Director at PIP Architects  
Dave Murphy (Connectivity) - Transport Consultant, Associate at Momentum  
Transport Consultancy  
Steve McCoy (Character, Landscape) - Landscape Architect, Associate Director at  
TEP

### **Applicant & Design Team:**

Paul Eaton – Partner / Allies and Morrison  
Max Kettenacker – Director / Allies and Morrison  
Alex Comrie – Landscape Director / Stantec  
Robin Means – Associate Director / Wrenbridge  
Harry Gibson – Director / Wrenbridge  
Chris Button – Head of Investment Management / Fiera  
Lyndon Gill – Planning Director / Stantec  
Victoria Yeandle – Planning Associate / Stantec  
Lorraine King – Heritage Planning Director / Stantec  
Lisa Toyne – Landscape Planning Director / Stantec  
Emma McKeown – Graduate Heritage Planner / Stantec  
Harriet Potter – Planner / Stantec

### **LPA Officers:**

Tom Davies – Design Review Panel Manager / Senior Urban Designer  
Nick Yager - Principal Planner / case officer  
Sarah Chubb – Principal Urban Designer  
Emily Jacob – Senior Landscape Officer  
Mark Taylor – Access Officer  
Paul Robertshaw – Principal Conservation Officer  
Maxine Ross – Design Review Panel Support Officer  
Brooke Moore – Design Review Panel Support Officer

### **Observer(s):**

Bonnie Kwok – Design Review Panel Manager / Senior Urban Designer  
Pierre Labat – GCSPS Apprentice Planner

## Declarations of Interest

None

## Previous Panel Reviews

None

**Scheme Description** Hybrid application for flexible uses (E(g)(ii), E(g)(iii), B2, B8, sui generis) with detailed permission for two units (66,372sqft) and outline permission within 1.29ha.

## Site context

The application site is located within the development framework of Cambridge. The application is located at 6-7, 8, 9-11, 13, 14-16 Mercer's Row Cambridge. The site is included as part of a wider protected industrial site under Policy 41 of the Local Plan. The site is bound by the railway line to the east, over the railway line lies some residential properties.

The site is an industrial area within the city. However, the area is surrounded by the Riverside and Stourbridge Common Conservation Area. The Chapel of St Mary Magdalene (known locally as the Leper Chapel) is a grade I listed building to the south of the site, and the Barnwell Junction Station Platform Building, a building of local interest (BLI) and therefore, a non-designated heritage asset (NDHA) is to the east. Both the Listed building and the NDHA are in the conservation area

Stourbridge Common is also a designated Protected Open Space, Green Belt and a City Wildlife, County Wildlife and Local Nature Reserve. The application site is located within flood zone 1 (low risk) there is no surface water identified on site. The Barnwell Pastures City Wildlife Site and Site of Local Nature Conservation Importance are situated to the east of the site on the other side of the railway line.

The site lies within Flood Zone 1. It is situated just outside the Cambridge Air Quality Management Area, the boundary of which is Stanley Road, which runs parallel to Garlic Row.

The site itself comprises the existing DS Smit Recycling Report (Sui Generis use) and an area of open storage to the north this is planned to be delivered as part of phase 1. As part of phase 2 to the south of the site lies a children's nurse (use class D1) and the surrounding the site is a variety of B1, B2 and B8 use classes.

The surrounding industrial units are all of a similar age, and generally dated. They include a wide range of uses including a children's soft play unit, car showrooms and

self-storage, highlighting the aged nature of the units, which are no longer fit for the purposes of modern commercial and industrial users. Vehicular, cycle and pedestrian access to the Site is from Mercers Row, which is accessed from Swanns Row, leading to Newmarket Road (A1134). Newmarket Road provides access to the major road network (Junction 35 of the A14). Egress from the Site is from Garlic Row, which again leads to Newmarket Road.

The closest residential areas are located to the south-west of the Site, along Garlic Row, which are located approximately 240m from the Site. Vehicles leaving the site must pass these residential properties at present to access Newmarket Road.

The nearest bus stops are located on Newmarket Road (A1134), which is served by regular services from the Newmarket Road Park & Ride, and the No. 3 and 11 services between Cambridge and Fen Ditton and Newmarket respectively.

Cambridge North station is approximately 1.6km to the north by cycling or walking. The Site is also well linked to the Chisholm Trail, providing a pedestrian/cycle link across Cambridge.

## **Planning history**

### *Phase 1 History*

23/04457/PRIOR - Prior approval for the demolition of all existing buildings on the Site Prior Approval Not Required.

11/1432/FUL – Replacement of buildings with new buildings for taxi firms, offices, call centre, workshop and carwash and restroom, snack bar and smoking area. – Application Refused.

C/02/0351 – Erection of a steel framed covered roof to existing external storage area – Application Approved.

C/01/0486 – Installation of an equipment cabin – Prior approval not required.

C/96/0442 – Retention of 1no temporary office – Approved

C/94/0219 – Erection of steel clad perimeter fence and canopy with associated planted – Approved C/94/0175 – Retention of temporary officer building (102sqm) (B1) and two temporary storage units (23-52 sqm each) (B8) – renewal of

C/1139/90 – withdrawn

C/87/0289 – Erection of two storey buildings containing offices (378sqm) storage (242sqm) and trade counter (20sqm).

### *Phase 2 History*

17/1326/FUL - Reinstatement and repairs to existing fire damaged unit, including introduction of new cladding to exterior walls and roof and reinstatement of an up and over door- Approved.

04/1242/FUL – Change of use from B1(b) to B1, B2 or B8 in the alternative – Approved.

05/0420/FUL – Change of use from B1(b) to D2 including external changes to the building – Approved.

11/1432/FUL – The Replacement of buildings with new buildings for taxi firms offices, call centre, workshop and carwash, and restroom, snack bar and smoking area.

## Summary

The design team has explained that a place making objective lies at the heart of the presented proposal, intended to achieve the regeneration of what they describe currently as being a tired, inward-looking site within the wider Mercers Row area. Their view is that the proposal would also place the site in a 'more supporting role for Cambridge'. The design team's clear and very visual presentation has successfully helped the Panel to understand this objective and wider intentions, how the current scheme has emerged, and the stage it has now reached.

By way of background, the Panel has been advised that at the first pre-app meeting, only Phase 1 was discussed and since then, that scheme has been superseded by a wider proposal (albeit including buildings at a similar scale). The current planning performance agreement (PPA) is based on the new design; the high-level concept has been discussed in a second meeting with officers and greater detail in a third. More detail on a range of topic areas is to be subject of a further series of meetings, including sustainability and highways. In direct response to this information, the Panel has made it very clear that sustainability principles should be the basis for future discussions, and should guide the emerging proposal in its entirety.

A clear omission from the review has been any specific reference to climate resilience; this needs to be addressed in the next design stage. All of the Panel's sustainability-related comments should then assist in the discussions that are proposed now to take place with the Council's Principal Sustainability Officer.

With reference to delivery, and while Cambridge City Council owns the freehold for all of Mercers Row, the varying lengths of leases mean that the reality of the more

extensive illustrative masterplan area that has been presented to the Panel will be limited. The redevelopment of Mercers Row will in fact be piecemeal; given this reality, the Panel considers that while there would be benefit in the design team gaining an understanding of which buildings could be retained and reused (an analysis which in turn would influence the extent of new buildings), the comprehensive approach currently being taken ought to be reconsidered.

Looking at the current extent of the masterplan and given the reality of the constraints imposed by land ownership and control, the Panel suggests as an alternative that a wider application site boundary should be considered, with the City Council being joint applicant. There would then be scope for the illustrative masterplan for all of Mercers Row to be submitted as part of that hybrid application, and for a design code giving a steer on principles for future regeneration to be submitted and conditioned on the grant of outline planning permission alongside.

If this approach were concluded to be unfeasible, the City Council could still beneficially be joint applicant, in continuing with the current intention to submit a hybrid application (including only an illustrative masterplan and design coding for Phase 2). Depending on the extent of the current proposed applicant's leasehold interests at the time of submission, a joint submission with the City Council could again be more realistic and thus more appropriate in terms of achievable delivery.

Given how this has been a very welcome, early-stage review for the Panel, a second review is recommended, should there be scope to do so within or outside of any PPA. This further review would ideally take place once the design team has addressed the comments and recommendations made by the Panel in the review, as recorded in this report.

## **Detailed comments**

### **Climate**

#### *Sustainability*

The design team has referred to having ‘a few ideas on prioritising sustainability’. Perceived as a key area for consideration, sustainability has already been discussed with officers, although not in any detail. The Panel notes how the design team is being pushed to go beyond BREEAM ‘Excellent’, to be consistent with the emerging Local Plan. Also referred to in officer discussions to date has been the urban heat island effect.

BREEAM ‘Outstanding’ has therefore been referred to in the presentation as being targeted (a BREEAM consultant has already advised that this level is achievable), as well as targeting EPC A+ (equating to net zero). The Panel is pleased to see these aims – and appreciates that the detail is yet to be defined. As there is not clarity yet on specifically what is being aimed for, the Panel has two sustainability-related areas to comment on, the first being around aspiration and the second on lessening delivery impact. At present, a number of standards are being referred to (see below for more detailed Panel comment) therefore it is recommended that the current aspirations are first clarified and targets then fixed for delivery. Those delivery targets should have a much more comfortable margin for error. It is noted by the Panel that Fiera’s ‘Sustainability Design Brief’ (2022) refers to lower targets therefore clarity and certainty needs to be provided specifically for this development proposal in terms of its character definition (office or industrial). The Panel assumes that the design team has done/ will do sufficient research to reach the higher levels specifically for office development, as the proposal seems to have more of an office than industrial character. But in this regard, the Panel notes too that the applicant team has referred to Levidian, an existing Mercers Row tenant, as having potential to remain and to expand into a proposed Phase 1 building, with a mezzanine office, plus manufacturing and production.

The standard in Fiera’s Sustainability Design Brief of EPC A is explained as being a minimum; EPC A+ has been achieved by the development team for a project in Oxford and the Panel agrees that this should be achievable here. The Panel endorses the proposed approach of passive solar design being incorporated into the design on as many areas of the roof as possible, with vertical north-facing rooflights supplementing these (south-facing) PVs. The EPC+ aim means that the proposal needs to capture as much of the sun’s energy as possible. The Panel also notes how

a more closed façade is proposed on the southern sides of buildings, with a more open design on north-facing elevations.

In terms of energy use, the Panel suggests that battery storage should be considered for provision on-site, to help meet targets and reduce impact on the grid.

As well as car and cycle parking space EV charging points being proposed for 50% of spaces - with the remaining being EV charge point ready - it is recommended that provision should also be made for charging bicycles and cargo bikes.

The design team has stated specifically that the proposal would be 'essentially net zero'; initial carbon testing has already been run. The Panel notes that the presentation itself refers to an 'initial upfront carbon analysis', with a project performance for a revised design of 719.91 kgCO<sub>2</sub>e/m<sup>2</sup> GIA. The presentation also makes mention of LETI 2020 and 2030 and the lower levels of embodied carbon in those standards. While the design team refers to an actual target not having been agreed as yet (although a consultant is working through the matter), the Panel suggests that the various certifications referred to in the presentation are blended, particularly if this gives the opportunity for the development to be an exemplar.

Future working with the Council's Principal Sustainability Officer is now intended by the design team and the Panel considers that this will be a key step.

### *Circular economy*

The Panel recommends that with reference to the proposed on-site demolition that is due to commence in early July, the impact of demolition should be reduced. It is noted that steel is to be recycled off-site and during the review itself, the applicant team suggested looking at opportunities to re-use other waste on-site. The Panel supports this newly referred-to intention of the applicant team to e.g. re-use crushed concrete for the sub-base of the community gathering space.

### *Local supply chains*



Local supply chains should be used where ever possible, to maximise economic development opportunities and skills' retention, and to reduce the carbon emissions associated with a more widely distributed and larger geographical supply chain.

### *Landscape*

It is seen by the design team as being vital to 'green' the project; it is most important to allow Stourbridge Common to flow into the site in terms of greening what is currently predominantly hardstanding - in stark contrast to the bucolic character of the Common. It is clear that thought has been given by the design team to how 'green' can be pulled through the site, to soften it; while acknowledging that its use will be for industry, consideration has been given to how to blur its edges using green and blue infrastructure. Both would therefore be woven into the landscape, according to the design team, in celebration of the wider context. While there is a very rich ecology in the immediate surroundings, a very hard 'line' is currently drawn between the edge of the proposed application site, and the adjacent Riverside and Stourbridge Common Conservation Area that includes the Common's wetland scrapes and tree preservation order-protected trees. The Panel agrees that the site's landscape design should be led by ecology, and taking a sustainable drainage system (SuDS) approach. On-site attenuation details have yet to be formulated as calculations have not been undertaken to date, although the design team has referred to a 'sketch plan' emerging from looking at all drainage aspects in combination. There is – for example – potential to discharge into the existing ditch that lies beyond the site boundary and within Stourbridge Common. Levels will be looked at, to capture water in-situ where possible to do so. The design team is supported in looking at proposed parking areas, to reduce their impermeability.

Turning then to the use of the proposed yards, a closer relationship is needed between their use and the application site's sustainable drainage. If the nature of prospective tenants is known, then the Panel questions whether SuDS could be more present in these service yard areas. Consideration should be given to the provision of temporary landscape measures, if they would not be subject to high levels of usage.

Once the SuDS calculation has been undertaken, the Panel envisages that larger areas for green/ blue infrastructure will be proposed; seeing the naturalistic landscape of the Common coming up to the proposed buildings as much as possible would be favoured. Also, the design team should consider introducing more landscape features with the intention of strengthening the role of the adjacent railway line as an ecology corridor linking to the wider network. Retaining on-site trees along application boundaries is an appropriate response to this wider context too, although given that there are two 'layers' of vegetation (a mix within, and deciduous just outside the site boundary), the Panel would accept that the removal and replacement of leylandii with more suitable species on-site could be beneficial in visibility and biodiversity terms.

With reference to mitigating the potential urban heat island effect of the proposal, the Panel advises undertaking an analysis of the potential for green infrastructure across the site specifically to achieve this purpose. The design team also should work with the Council's Principal Sustainability Officer to define building materials that will be cool in use, and in addition, how to incorporate vertical greening. While vertical greening does not usually increase biodiversity net gain, it helps cool facades; the Panel is aware that the Principal Sustainability Officer will be able to advise on good examples of such use elsewhere.

## **Character**

### *Masterplanning*

The applicant has suggested not only masterplanning Phase 2 (for land that is not currently in the proposed applicant's control) but also creating a wider contextual illustrative masterplan for the whole of Mercers Row (also outside the applicant's control). This widest scale of masterplanning would show design principles for how the whole of Mercers Row could change in the future; to date, this comprehensive approach has been seen as a positive by officers - a wider reach for Phase 2 has been discussed with officers, in part because the City Council has its own target for regenerating Mercers Row in its entirety. But the Panel notes that this long-term objective is hampered by the lengths of some leases. While the future availability of premises and opportunities for wider change are currently being discussed with the

LPA, and officers are still looking at Phase 2 being more extensive, alongside exploring the role of a wider masterplan as a principle, the Panel has doubts about the implementability of this approach. Understanding that the LPA is considering what a wider masterplan could achieve and how it could 'fit' with the proposed planning application – and in principle, with the Panel agreeing that a masterplanning approach is an attractive way to approach the proposed application site – the difficulties of the prospective applicant not having control of the entire Mercers Row area (nor Phase 2 land, currently, either) have to be recognised. This comment is made, assuming that the City Council does not jointly submit the application; the issue could potentially be overcome, if the Council were also to be a named, joint applicant.

Within the wider Mercers Row illustrative masterplan, the proposed street design and Phase 2's terraces of new units are nonetheless endorsed by the Panel. The design team objective to transform the street scene and create strong frontages is likewise endorsed, noting the presentation reference to there being potential to create an avenue characterised by trees, with a swale along its northern edge.

The proposed termination of Mercers Row at its north eastern end by Building 1 is also endorsed as a good, strong design principle. But the potential pedestrian route to Stourbridge Common is seen by the Panel as being slightly overplayed, despite being of good intention. The resulting siting and potential dead-end character of the proposed 'community gathering space' is then of fundamental concern to the Panel, its location apparently having been defined by the suggested pedestrian route to Stourbridge Common. Yet that route is not intended to be delivered until a later, as yet undefined stage of the wider and entire Mercers Row development area that is currently intended to be masterplanned by the design team. It is land ownership and control that apparently lies at the heart of this issue, as the proposed applicant currently only has a long leasehold interest in Phase 1 (the City Council once again is landowner). The overriding design issue for the Panel is however that it is unclear as to whether the possible route is of defining importance to the masterplan. If the movement route is ultimately not likely to come forward, the gathering space could be better integrated into the proposed application site elsewhere. By way of comparison and at Here East (one of the precedents cited by the design team), the

community space is brought in amongst the buildings more. The provision of an attractive community gathering space from the outset i.e. as part of Phase 1 is seen by the Panel as being crucial for employees, and to attract the type of mid-tech businesses that are to be sought.

The Panel therefore suggests that the design team considers whether this north eastern 'end' of the masterplan should instead have more of a sense of 'arrival', and a campus-type character. Building 1 could then be rotated, to open up more of the Phase 1 landscape – a design 'move' that would relate well to the team's endorsed intention of bringing Stourbridge Common's landscape and character into the site, and that could create a community gathering space in that first phase and allow an expansive opening-up to the Common.

### *Context, history and architecture*

The applicant team has extensively researched local development history and the context of the proposed application site. Stourbridge Common 'was once a place for trade' – the Stourbridge Fair. Its associated buildings and structures included tents and historic images are seen by the project architects as influencing the Phase 1 buildings now being considered. The design team has also identified how there is a very clear change in scale from south west to north east, with the very granular residential development on Garlic Row and the scope for larger buildings on Mercers Row that could be self-contained and very well-screened by the existing tree belt. The Panel therefore considers that the next phase of design development should be to decide on how visible the Phase 1 buildings should be; if they are designed to be beautiful, then they should be seen. It is understood by the Panel that there could be resistance to this approach, in order to protect the green edge along the southern side of Stourbridge Common. The Panel is also advised that the LPA is not capping the height of proposed buildings; the aim is that the design team works within the site's context, whether with or without triggering policy 60 of the Local Plan. Viewpoints are informing the emerging design and the Panel notes that they will continue to do so in the proposed application submission. The Panel therefore wishes to point out that on approaching the outskirts of the city from the north by road, Stourbridge Common, the Maltings and the Cambridge Museum of Technology each come into view. As currently proposed, the design team intends that the

buildings are to be seen, to be capable of being recognised and to have ‘a presence’ – not to become a landmark in the same way as the Museum, but more as the Maltings appear. With regard then to form and how vistas change at different viewpoints, at different times of day and times of year, two scenarios have been presented to the Panel – the winter silhouette where the buildings would be visible and the summer screening where they would not be. The Panel’s clear view is that a discussion needs to be had between the team and the LPA regarding whether the proposed buildings in this context are to be designed to be seen, or not, given their elevated level. Options will need to be widely considered; visibility or the alternative will help to deliver an appropriate design solution. For example, light ‘pollution’ would need to be designed out, if the objective is to ‘hide’ the Phase 1 buildings.

Officers are understood to have endorsed the design team’s off-set siting of the two buildings in Phase 1, it being in contrast to their more rigid paired design. The design team has referred to this pairing as arising from the two buildings being spatially very similar, although the intention is that ‘quite different’, non-identical designs would be produced for how they would appear from different viewpoints. In the context of whether full consideration has been given to the two buildings not being designed as a pair – the Panel is unsure that it has been - how much of a wider character assessment has been undertaken is also queried, given that the typology of industrial areas such as Mercers Row is ad hoc and ought to be taken into account.

The design team has referred to how the ground floors of buildings would be activated to create a street scene. Should Levidian occupy a phase 1 building by way of example, the design team states that the mezzanine office component would activate the street; the Panel finds this hard to understand.

### *Materials and detailing*

Noting that the two buildings in Phase 1 are being conceived as a pair, in terms of the appearance of these buildings, the Panel sees the history of the site as being a key influence. As the design team is still at the point where possible materials are being explored – and the Panel notes and accepts the current view that lightweight materials are considered to be more appropriate for the proposed mid-tech uses and from an embodied carbon point of view – the suggestion is nonetheless made that

the former brickworks' use could be referenced in proposed materials and worked into the design in some way. A character assessment for other materials is suggested by the Panel, to help consider more widely what could be used.

The review proposal provides the opportunity to start a new phase of Mercers Row, introducing a new type of building and a whole new redevelopment. Agreeing that it is fundamental that the project is sustainability-driven, the typology presented by the design team currently is that of a 1950s-type factory. The Panel suggests that if reference instead could be made to a 'new building type' being proposed, and to the site's historical context, then stronger links could be made to the local environment – including how the proposed buildings will create a new pattern along Mercers Row itself.

The design team is noted as seeking the 'right' level of security for the proposal, while taking into account biodiversity. The Panel advises that boundary treatments for replacing the high inner and lower outer fences need careful consideration, particularly in relation to safety - the changes in existing levels between the site, adjacent land and the Common itself include a 2m drop in places. The Panel agrees that security on-site is a vital consideration, having been advised by the design team that around the service yards, a form of high mesh fencing would be provided, as well as secure lines around each building area. The overall intention to have as limited an amount of visible secure fencing as possible, softened by additional on-site planting, is accepted.

## **Connectivity**

The design team has stated that as part of prioritising sustainability, very high levels of accessibility are proposed. For this approach to be delivered however, the Panel is clear that travel plans must be provided for both vehicle parking and cycling, to support public transport use and active travel from the outset. If car parking were to be unregulated, or not subject to a reduction plan, then surrounding streets would be unacceptably inundated.

The Panel advises that with reference to servicing, other modes need to be enabled therefore there should be segregated cycle access points and cargo bikes need

specifically to be provided for. While the presentation has shown cycle parking within the area between Phase 1's two buildings, the design team has stated that it may instead now be distributed across the site as part of resolving the detail around this central space. This alternative would be a Panel preference.

With reference to the suggested Stourbridge Common pedestrian link, the Panel endorses the concept for enhancing connectivity but underlines all the concerns raised above around the degree of awareness around impracticality. This impracticality is due to level changes, the possibility of tree loss in its formation, and the extensively waterlogged ground over which the route would have to pass. In reality, it may be the case that pedestrians would only be able to use the route onto the Common for 3 months of the year. It is also noted that the design team does not want to propose this connection as part of either Phase 1 or 2 because of these challenges, land ownership issues and development delivery timeframes. The team does however want to suggest this route as part of a Mercers Row-wide illustrative masterplan. As part of Phase 1 however, it is understood that the design team is seeking to demonstrate that a 'light touch' path can be achieved through the Common's edge woodland, without any tree loss. In short, its route is being used to define where proposed buildings will sit. The Panel is concerned however that the suggested route is leading the siting of the gathering space and it is becoming a structural, defining feature; the route is not enough to dictate the location of that proposed space.

The concerns around the possible route and the siting of the community gathering space have led the Panel to suggest that as part of the application and the illustrative masterplan, there could be a consolidation of vehicular access points. As part of Phase 2, a shared access could be brought into the site from Swann's Row, providing the opportunity then to close off Phase 1's Mercers Row access. An options analysis should be presented, as this could then inform a proposed hierarchy of routes and an access strategy.

The proposed yards have been placed on-site where they would be less dominant. They are seen by the applicant team as being essential for the proposed type of 'mid-tech' use; various precedents have been presented to demonstrate this design

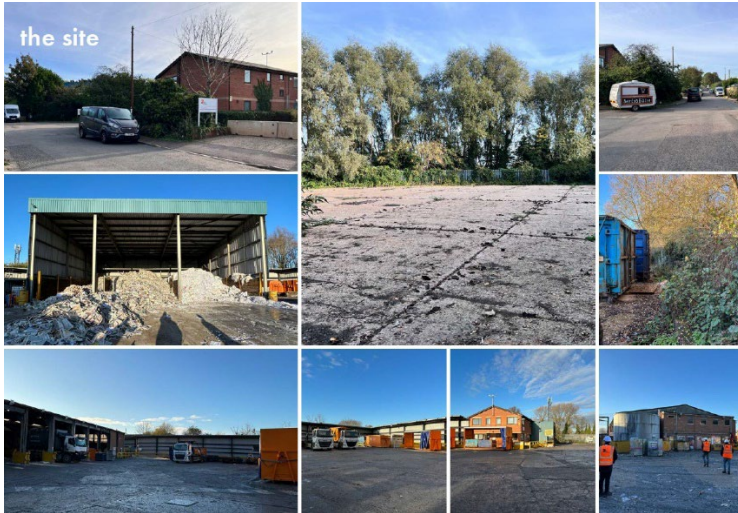
principle. Noting that the Phase 1 buildings (and possible mid-tech occupiers such as Levidian) will need access for full-size HGVs – and that HGV generation will depend on each occupier - the Panel suggests that the yards should not be designed around infrequent HGV visits. A cargo bikes' strategy supporting this approach would be key to leading to a reduction in lorry movements. The Panel confirms this as a preferable approach, in light of how the applicant team has advised that fewer HGV movements would be generated by the proposed mid-tech use than the previous paper-recycling occupier of the phase 1 site.

A dispersed approach to cycle parking, as suggested by the design team in the review itself (see below) would be supported by the Panel as more convenient, with spaces needing to be secure and preferably integrated into the buildings themselves. There would then be scope to create a gathering/ amenity space that would act as a nucleus for the proposed Phase 1 buildings.

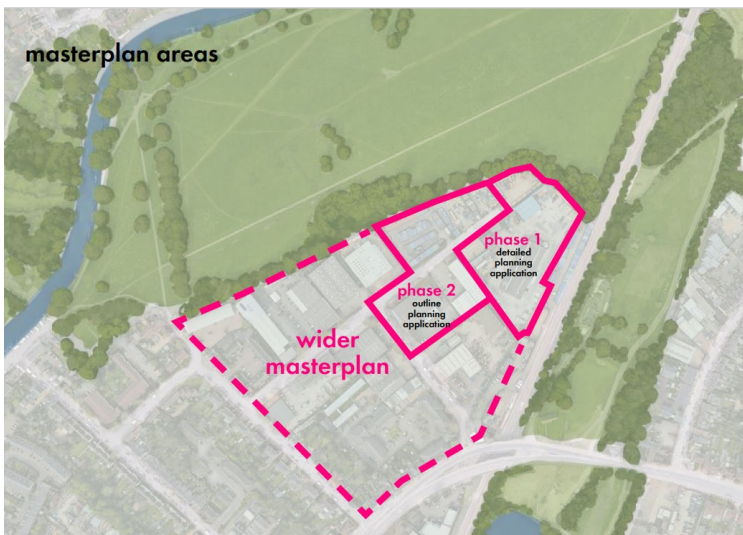


*Site location and boundary – extracted from the applicant's DRP presentation document (June 2024)*

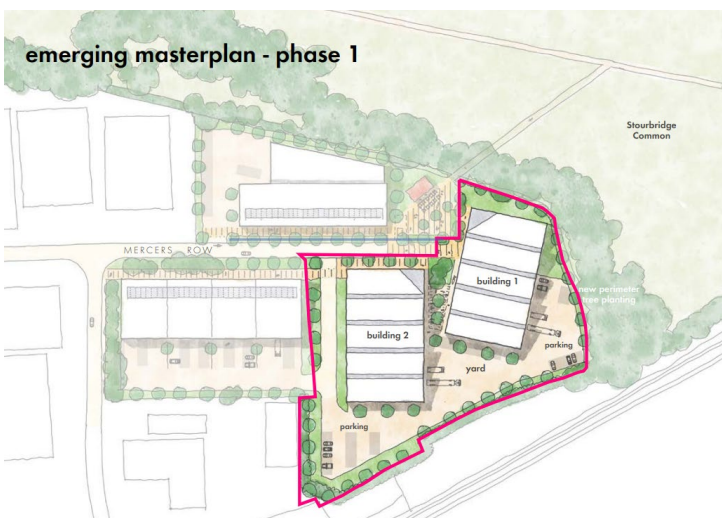




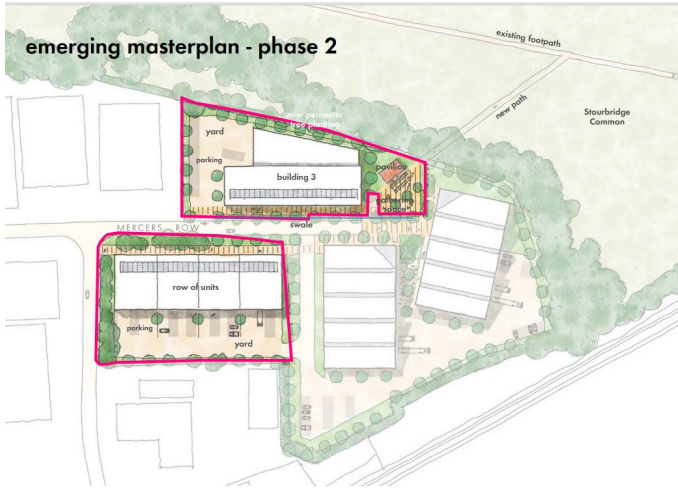
Site photos – extracted from the applicant’s DRP presentation document (June 2024)



Site masterplan extracted from the applicant’s DRP presentation document (June 2024)



Emerging layout – phase 1, extracted from the applicant’s DRP presentation document (June 2024)



Emerging layout – phase 2, extracted from the applicant’s DRP presentation document (June 2024)



Emerging massing, extracted from the applicant’s DRP presentation document (June 2024)



Emerging aerial view, extracted from the applicant’s DRP presentation document (June 2024)

## Disclaimer

*The above comments represent the views of the Greater Cambridge Design Review Panel and are made without prejudice to the determination of any planning application should one be submitted. Furthermore, the views expressed will not bind the decision of Elected Members, should a planning application be submitted, nor prejudice the formal decision-making process of the council.*