

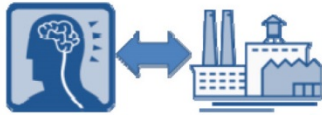


FOR CONSULTATION

WEST CAMBRIDGE



1: To optimise the amount of development on the site, to help enhance the position of the City and Region as a world leader in Research and Development



2: To support the commercialisation of knowledge through entrepreneurship and collaborations with industry



3: To create and sustain a high quality place by transforming the physical and social environment for site users and neighbours



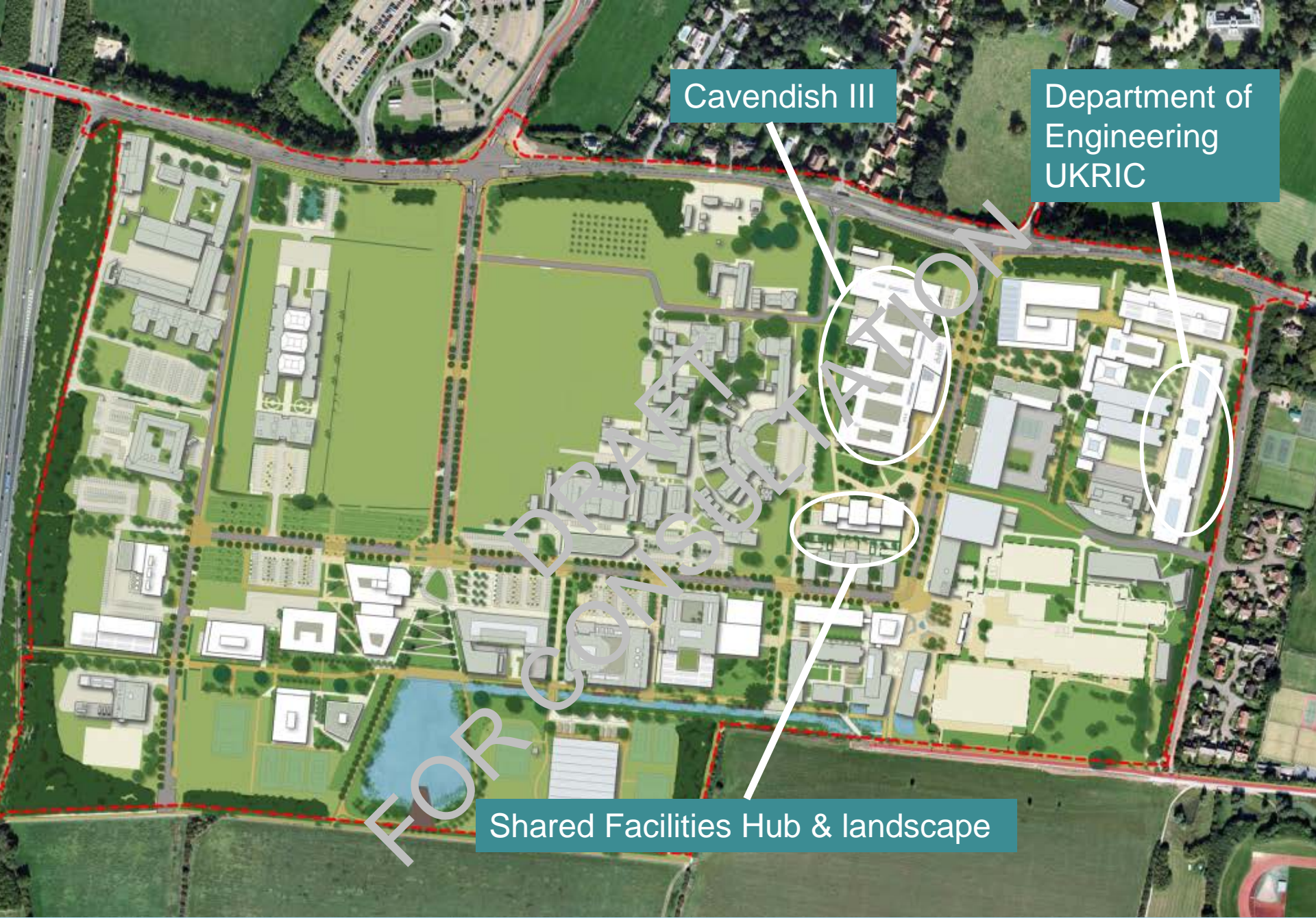
4: To create flexible and efficient space to support viability and long-term value creation



5: To deliver sustainable development by proactively investing in the quality of the estate and its integration within the City



Existing Site (2015)



Cavendish III

Department of Engineering UKRIC

Shared Facilities Hub & landscape



Phase 3: Transformation at full capacity

Planning Application Overview

Planning Application Update

Supplementary Planning Submission

- 1. Parameter Plans and Statements**
- 2. Heights and Landscape and Visual Impact Assessment**
- 3. Design Guidelines**
- 4. Trees and Arboricultural Impact Assessment**
- 5. Traffic and Transport**
- 6. Drainage and Flood Risk**
- 7. Sustainability and Energy**
- 8. Amenities Delivery**
- 9. Public Art Strategy**
- 10. Planning Application Programme**

- Outline planning application submitted to Cambridge City Council in June 2016.
- Application for development comprising:
 - up to 370,000m² of academic floorspace (Class D1 space), commercial / research institute floorspace (Class B1b and sui generis research uses), of which not more than 170,000m² will be commercial floorspace (Class B1b);
 - up to 2,500m² nursery floorspace (Class D1);
 - up to 1,000m² of retail/food and drink floorspace (Class A1-A5);
 - up to 4,100m² and not less than 3,000 m² for assembly and leisure floorspace;
 - up to 5,700m² of sui generis uses, including Energy Centre and Data Centre;
 - associated infrastructure including roads, pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping and earthworks; and demolition of existing buildings and breaking up of hardstanding.



Existing Site



Illustrative Masterplan

Planning Application Consultation

- Consultation on the planning application was held 28th June 2016 - 25th July 2016.
- Consultation responses were received from:
 - Cambridge City Council;
 - Cambridgeshire County Council;
 - Highways England;
 - Historic England;
 - Madingley Parish Council;
 - Clerk Maxwell Road Residents' Association;
 - Newnham Croft Residents' Association;
 - North Newnham Residents' Association;
 - Cambridge Past, Present and Future;
 - Natural England;
 - Seven local residents.

FOR DRAFT CONSULTATION

Consultation Issues Raised

- The issues raised during the consultation include:
 - Transport impacts on highway network;
 - Servicing arrangements from Clerk Maxwell Road;
 - Height / massing of the development / design of buildings;
 - Information required to assess landscape impacts;
 - The number of trees to be retained / construction effects on the trees to be retained;
 - Proposed demolition of Merton Hall Farmhouse;
 - A clearer water quality strategy required;
 - Greater clarity needed on drainage strategy / implications for flood risk.

Consultation Undertaken

- The team has held a number of workshops/meetings with Cambridge City Council and others to address comments raised on the following topics:
 1. Parameter Plans and Statements
 2. Heights and Landscape & Visual Impact Assessment (LVIA)
 3. Design Guidelines
 4. Trees and Arboricultural Impact Assessment (AIA)
 5. Traffic and Transport
 6. Drainage and Flood Risk
 7. Sustainability and Energy
 8. Amenities Delivery

FOR DRAFT CONSULTATION

A Supplementary Planning Submission was submitted to Cambridge City Council on 10th October 2017.

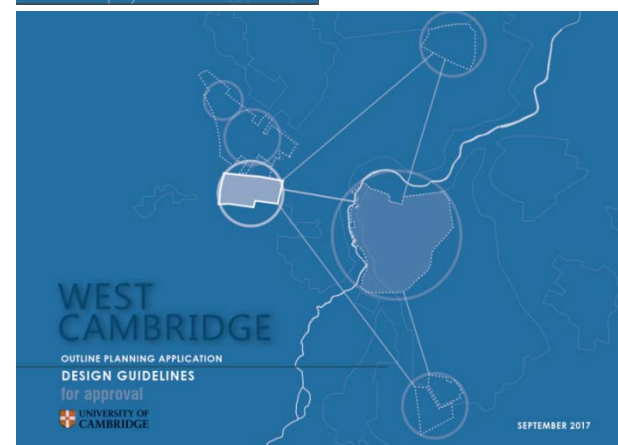
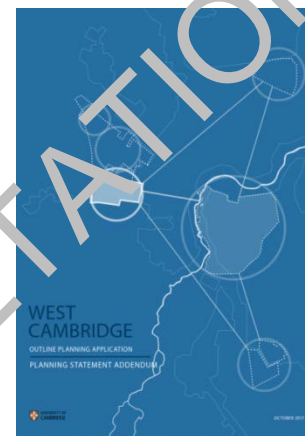
The Submission addresses the concerns raised and comprises the following documents:

Revised Documents/Addendums

1. Revised Parameter Plans and Parameter Statements
2. Revised Design Guidelines
3. Planning Statement Addendum
4. Revised Design and Access Statement
5. Environmental Statement Addendum
6. Revised Transport Assessment
7. Revised Travel Plan
8. Revised Arboricultural Impact Assessment
9. Revised Flood Risk Assessment and Drainage Strategy
10. Energy Statement Addendum
11. Revised Sustainability Appraisal Matrix

New Documents

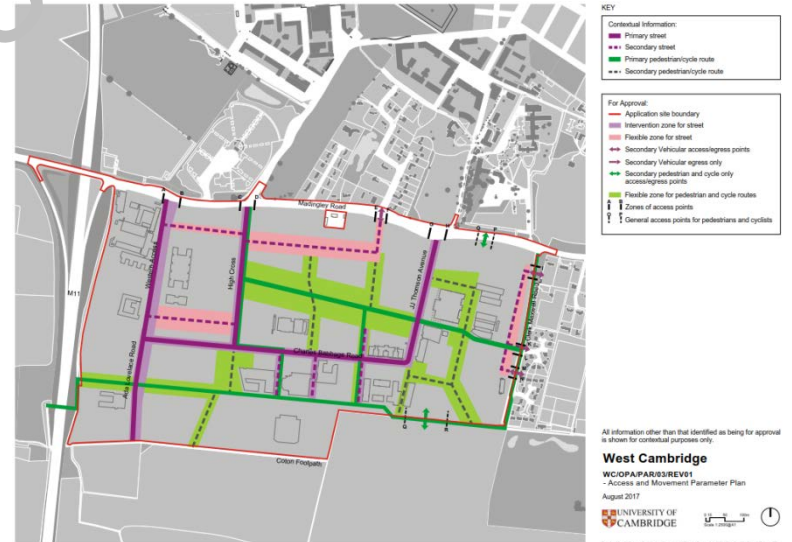
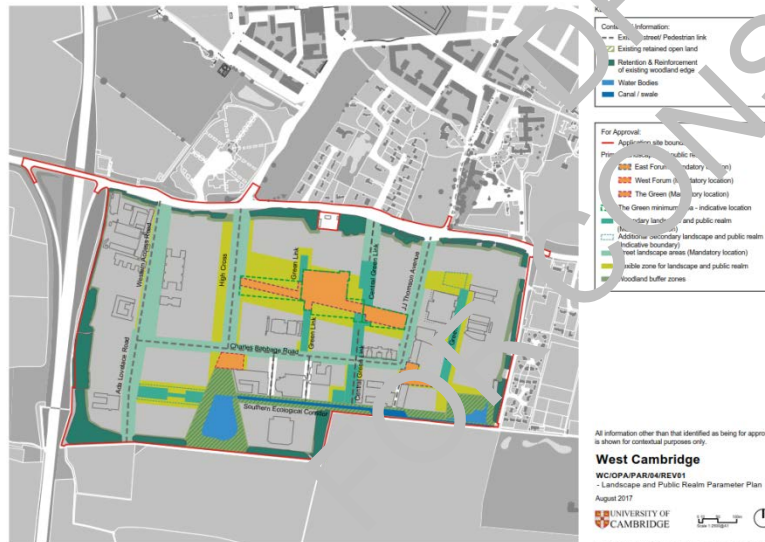
1. Heritage Assessment
2. Woodland Management Plan
3. Public Art Strategy
4. Clerk Maxwell Road Servicing Technical Note



Parameter Plans and Statements

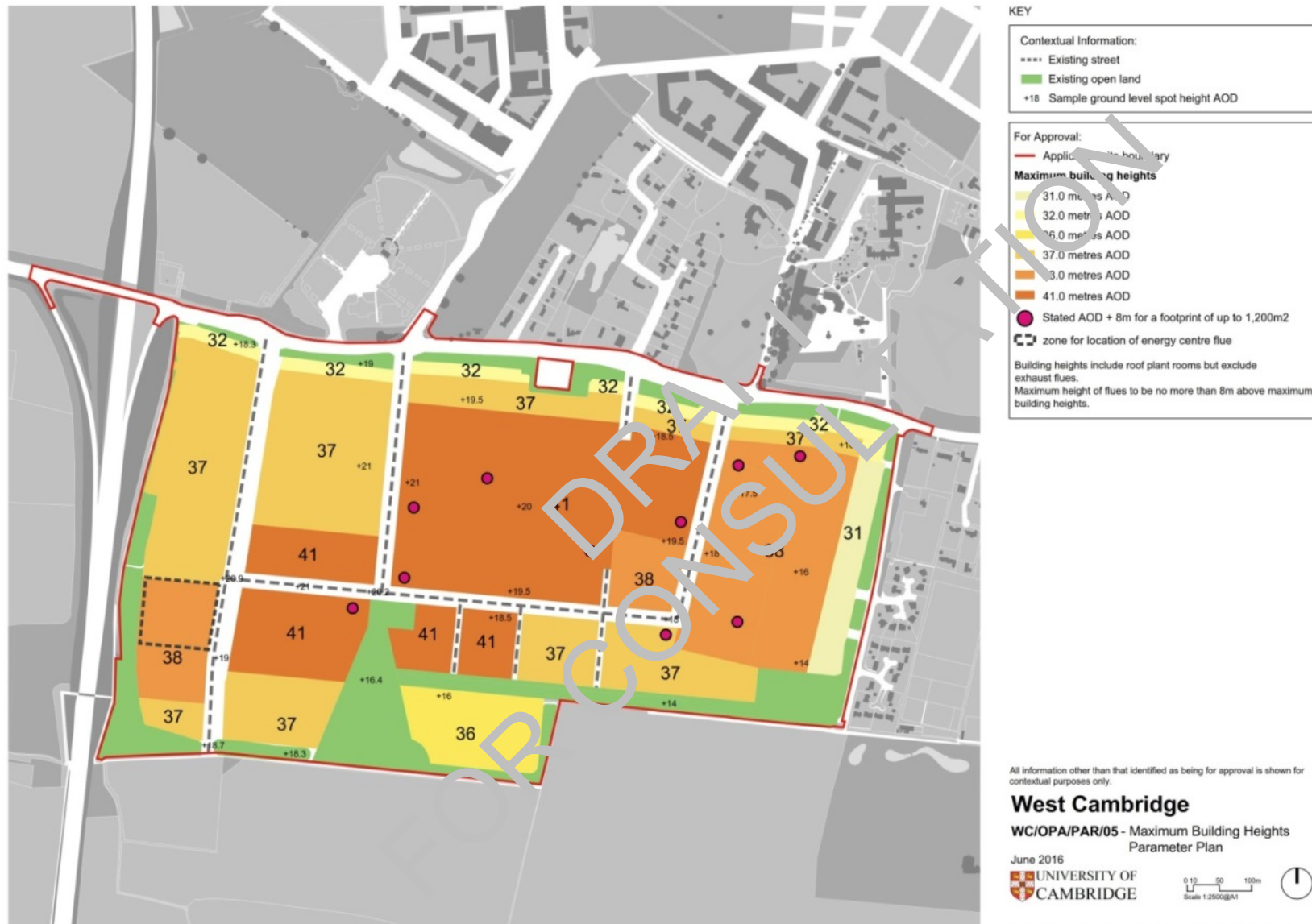
The following key changes have been made to the Parameter Plans and Statements:

- Revised Parameter Statements to provide more certainty on how future development at West Cambridge will be shaped;
- Revised Parameter Plans which more clearly show the structure of the development, including the maximum building heights, access and movement hierarchy and landscape and public realm hierarchy;
- Buffer zones added to each Plan to protect the woodland edges.



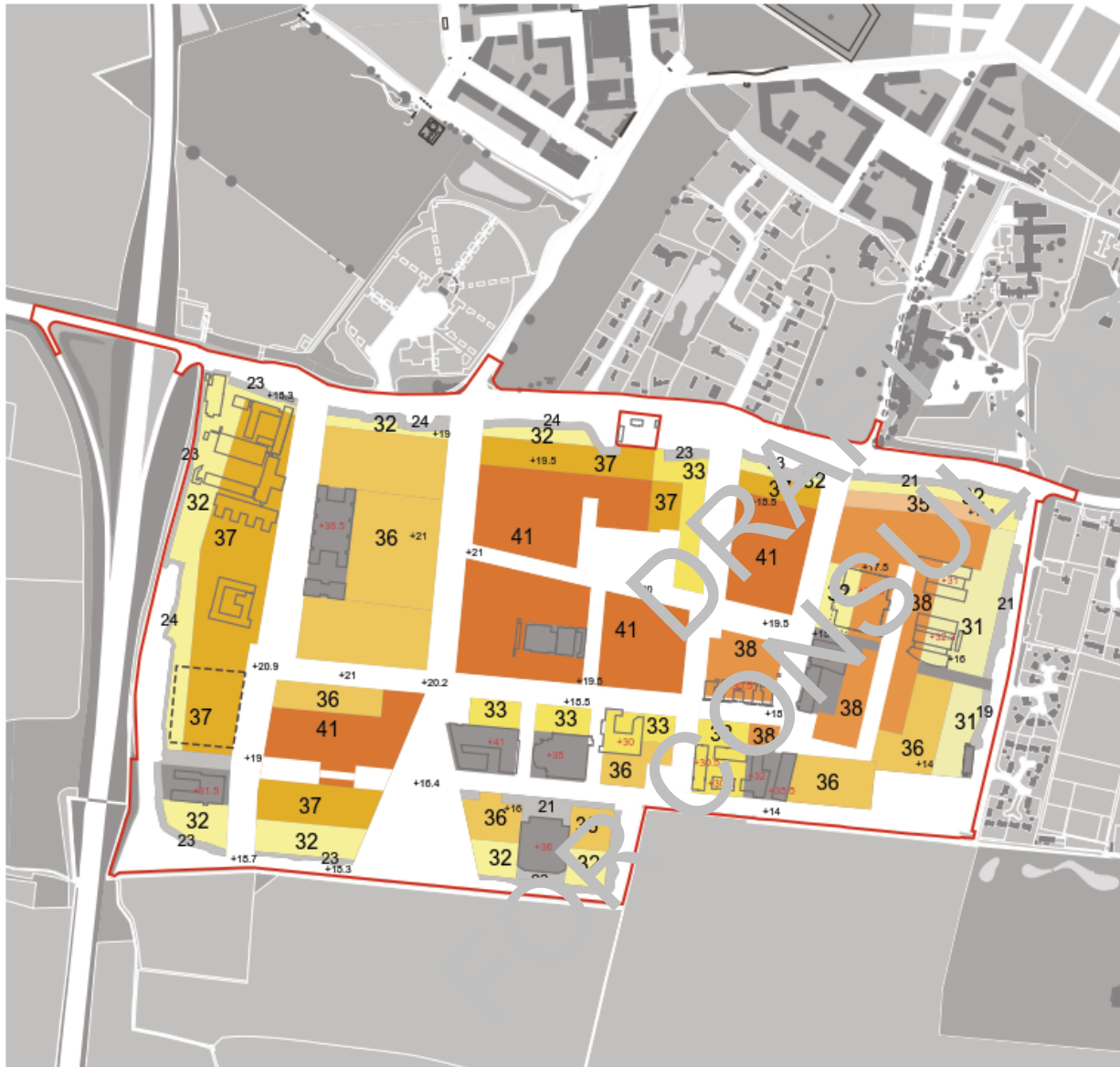
1. Parameter Plans and Statements – Key Changes

Height Parameters – Planning Application Proposal (June 2016)



2. Heights and Landscape and Visual Impact Assessment – Key Changes

Revised Height Parameters – Supplementary Planning Submission (October 2017)



KEY

Contextual Information:

- +18 Sample ground level spot height AOD
- +18 Existing building height AOD
- Existing Building
- Area within Building Zone where built development is not proposed

For Approval:

- Application site boundary

Maximum building heights

- 31.0 metres AOD
- 32.0 metres AOD
- 33.0 metres AOD
- 35.0 metres AOD
- 36.0 metres AOD
- 37.0 metres AOD
- 38.0 metres AOD
- 41.0 metres AOD

- Buffer zones with restricted development (max.AOD height specified on plan)
- zone for location of energy centre flue

Building heights include roof plant rooms but exclude exhaust flues.

Maximum height of flues to be no more than 5m above maximum building heights.

All information other than that identified as being for approval is shown for contextual purposes only.

West Cambridge

WC/OPA/PAR/05/REV01
- Maximum Building Heights Parameter Plan

September 2017



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2. Heights and Landscape and Visual Impact Assessment – Key Changes

Viewpoint 6 – Wilberforce Road – Original Application (June 2016)



Revised Viewpoint 6 – Wilberforce Road – Supplementary Planning Submission (October 2017)



Viewpoint 7 – Dane Drive – Original Application (June 2016)



**Revised Viewpoint 7 – Dane Drive – Supplementary Planning Submission
(October 2017)**



Design Guidelines

A revised Design Guidelines document has been submitted. The key changes are:

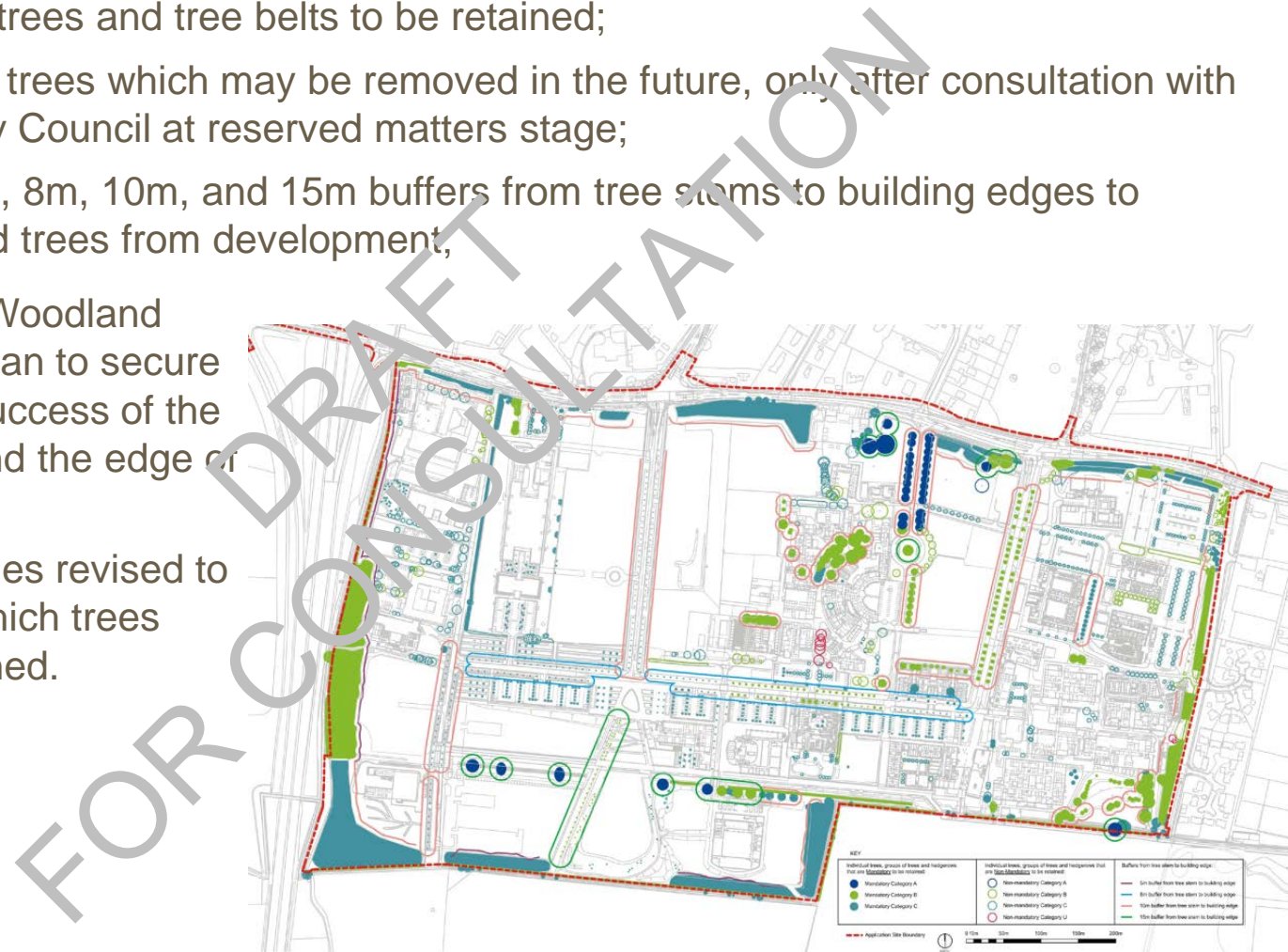
- Greater clarity has been provided on mandatory and non-mandatory requirements of future development;
- Greater clarity on essential design elements to be controlled;
- Guidelines simplified to improve readability.



Trees and Woodland

The following key changes have been made in relation to trees and woodland:

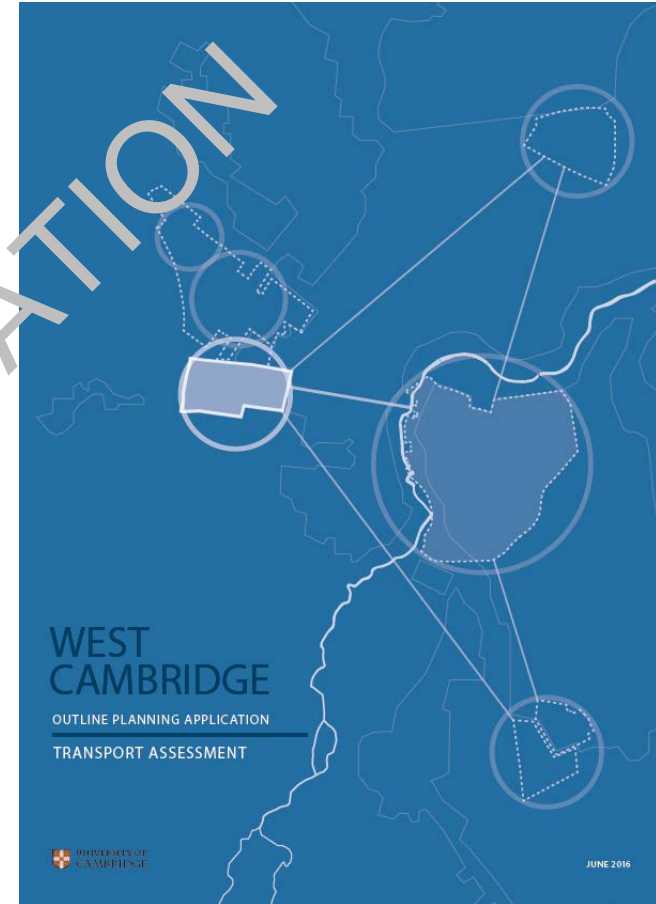
- Clarification of trees and tree belts to be retained;
- Clarification on trees which may be removed in the future, only after consultation with Cambridge City Council at reserved matters stage;
- Inclusion of 5m, 8m, 10m, and 15m buffers from tree stems to building edges to protect retained trees from development,
- Preparation of Woodland Management Plan to secure the long term success of the woodland around the edge of the site;
- Design Guidelines revised to make it clear which trees should be retained.



Transport Strategy

Since March 2017, the University has:

- Continued to meet on a regular basis with the Joint Authorities to review and agree Transport matters;
- Completed the West Cambridge transport modelling work of Initial Phase (2021) and Full Development (2031);
- Developed and agreed a holistic development transport mitigation strategy;
- Provided greater detail to individual mitigation measures.

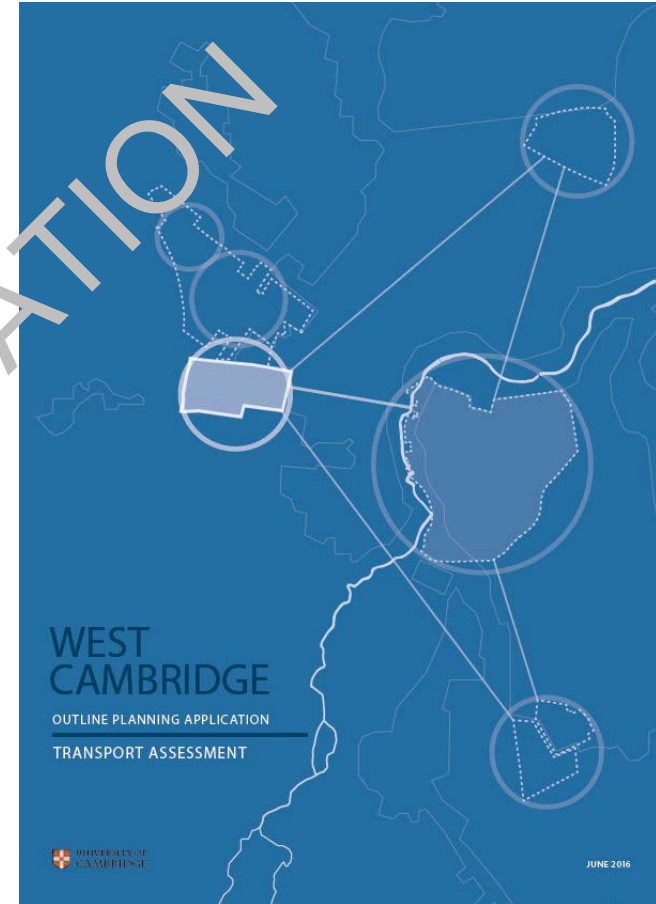


2021 Transport Strategy -

Vehicle impact from the first phase of development in 2021 is similar to that from the mitigated Extant Consent.

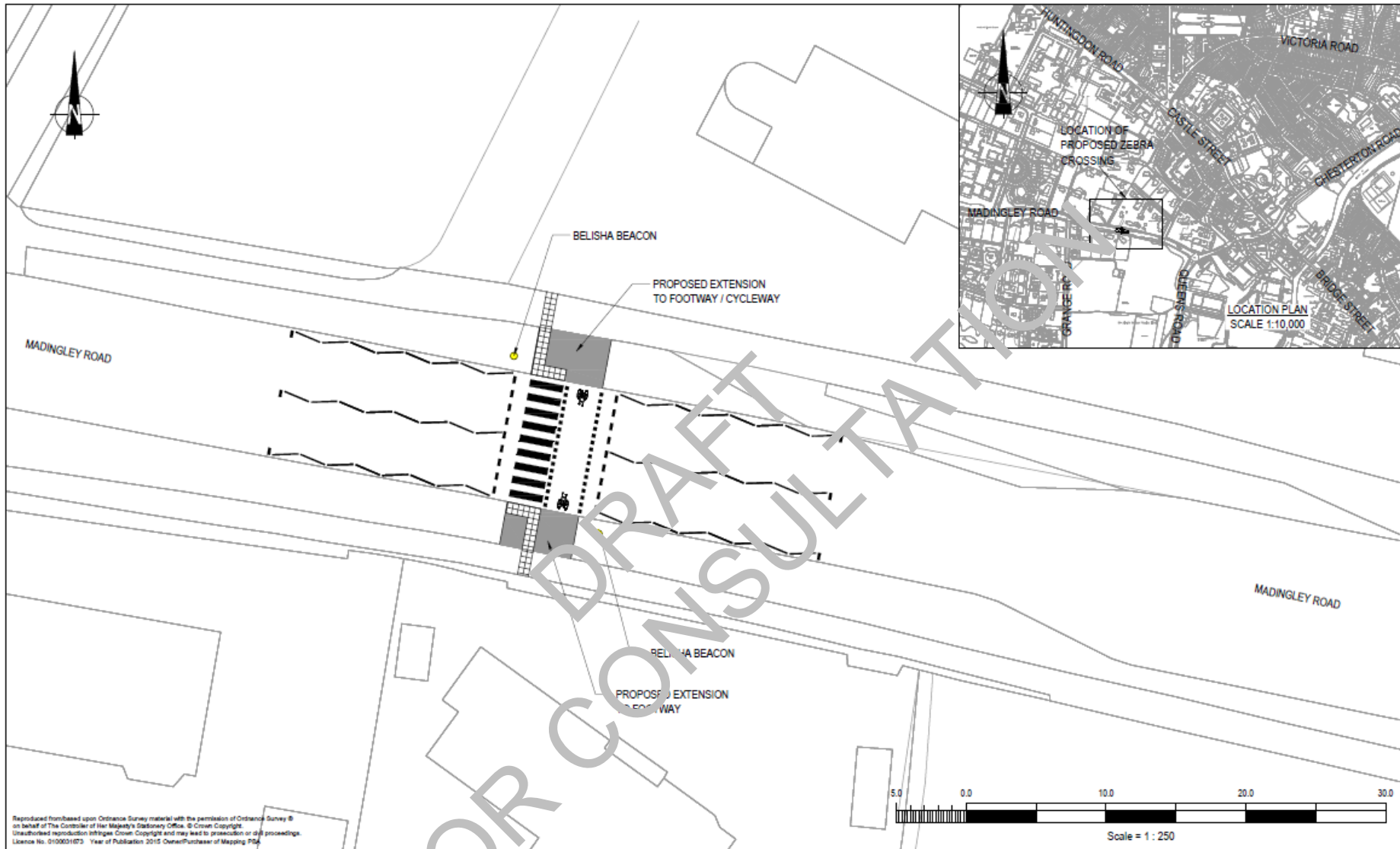
The Joint Authorities agree in principle to the following transport strategy for the 2021 Initial Phase:

- Additional measures to improve conditions for pedestrians and cyclists;
- Measures to encourage public transport;
- Measures to maintain a reduced vehicle trip rate – by applying controls on the development's car parking;
- Physical interventions to preserve and improve conditions.





5. Traffic and Transport – Key Changes



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UNIVERSITY OF CAMBRIDGE

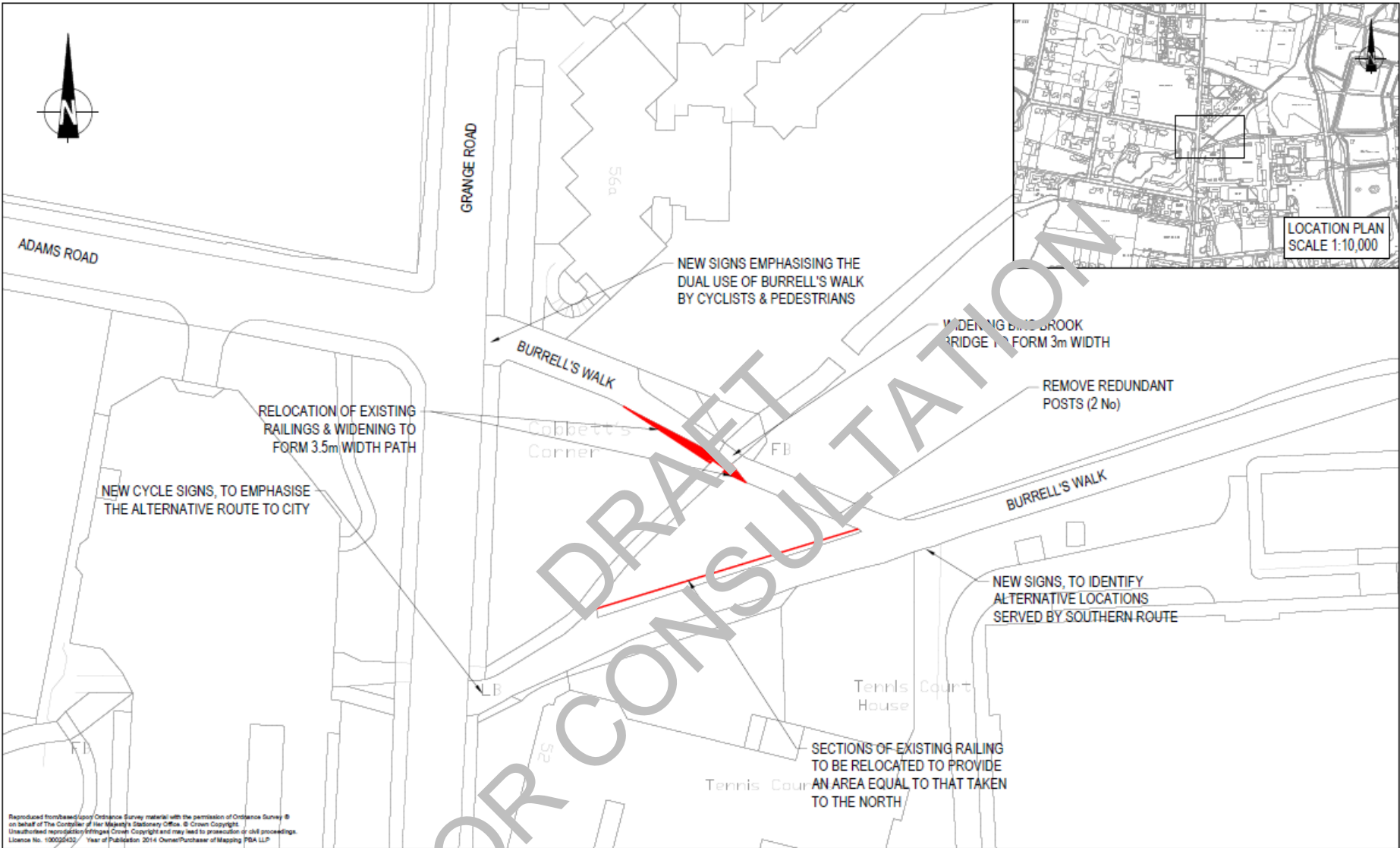
Client

SCALING NOTE: Do not scale from this drawing. If it does not, LITTLE NOTICE: The position of any existing public or private sewers, utility services, pipes or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such pipes or apparatus may also be present but not shown. The Contributor is therefore released to undertake their own investigation where the presence of any existing sewers, pipes, or apparatus may affect their operations.

WEST CAMBRIDGE
 MADINGLEY ROAD
 PROPOSED SHARED USE PEDESTRIAN / CYCLIST CROSSING GENERAL ARRANGEMENT

Mark	Revision	Date	Drawn	Chkd	Appd
Drawing Status					
TRANSPORT ASSESSMENT					
Date of 1st Issue	SEP 2017	Drawing Number		Revision	
A3 Scale	1:250	FIGURE 6.15		-	
Design	JPH	Drawn	SB		
Chkd	GD	Appd	GD		

5. Traffic and Transport – Key Changes



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<p>Offices throughout the UK and Europe www.peterbrett.co.uk Peter Brett Associates LLP Northampton Tel: 0300 81 81000</p>	<p>UNIVERSITY OF CAMBRIDGE</p>
	<p><small>SCALE AND NOTES: Do not scale from this drawing. If in doubt, see UTILITIES NOTICE. The position of any existing public or private sewers, utility services, pipes or electrical conduits on this drawing is believed to be correct, but no warranty is made as to accuracy or extent. Other such pipes or apparatus may well be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, pipes or apparatus may affect his operations.</small></p>

WEST CAMBRIDGE

POTENTIAL BURRELL'S WALK ENHANCEMENTS - SECTION 106 CONTRIBUTION TOWARDS WORKS BY OTHERS

Mark	Revision	Date	Drawn	Chkd	Aspd
Drawing Status					
TRANSPORT ASSESSMENT					
Date of 1st Issue	SEP 2017	Drawing Number		Revision	
A3 Scale	1:500	FIGURE 6.20		-	
Design	BT	Drawn	BT		
Chkd	JPH	Aspd	JPH		

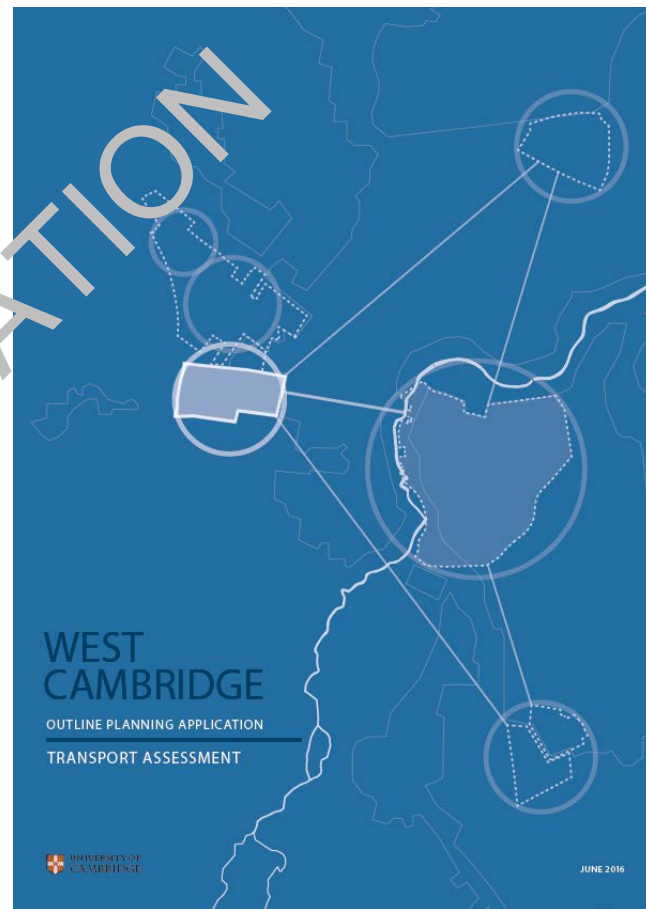
5. Traffic and Transport – Key Changes

Area-Wide Transport Strategy

West Cambridge would be implemented within the context of the Cambridge and South Cambridgeshire Local Plan expansion.

The Joint Authorities consider this needs:

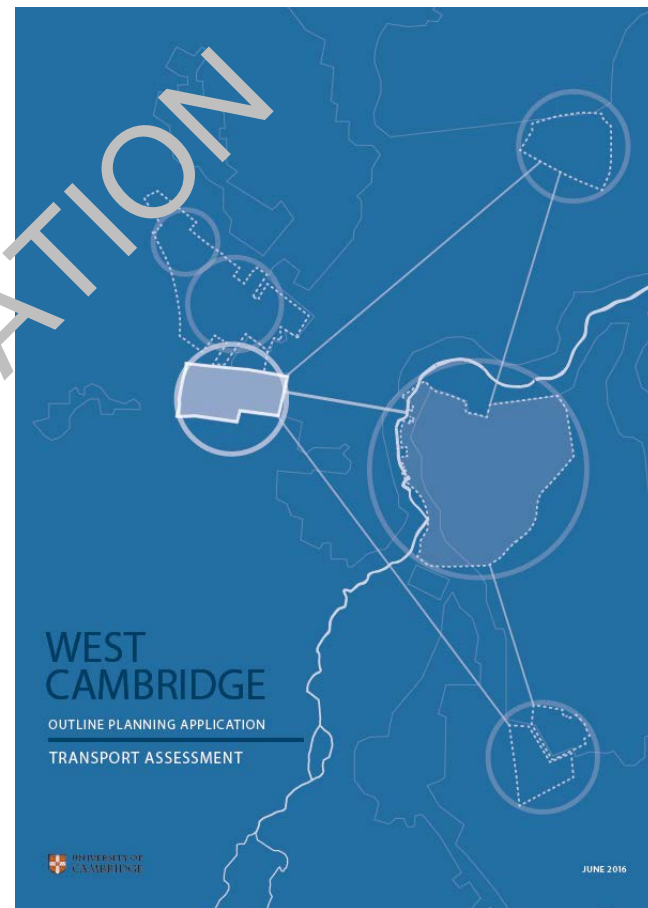
- A high-quality public transport network;
- Comprehensive pedestrian and cycle networks;
- Highways capacity enhancements so traffic can move efficiently without interfering with passenger transport;
- Investment to transform movement along corridors - by filling key gaps in the network and introducing high quality facilities.



2031 Transport Strategy

The Joint Authorities agree in principle to the following transport strategy for the 2031 Initial Phase:

- Measures to encourage greater use of public transport;
- Measures to control / reduce vehicular trips across the network;
- Only where necessary, measures to preserve and / or enhance capacity on particular links;
- Measures to manage the development's impact on some sensitive strategic links;
- Additional measures to improve further pedestrian and cyclist movement across the network.





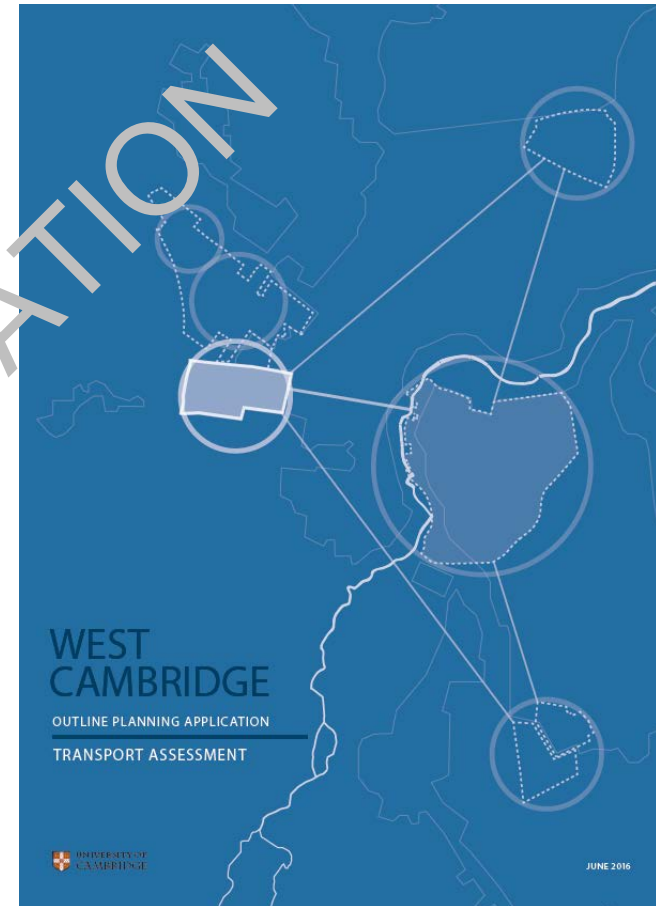
5. Traffic and Transport – Key Changes

Transport Strategy – Future Work

Moving forward, the University will:

- Continue to attend further meetings with the Joint Authorities to progress towards agreement;
- Respond to requests for further clarification

FOR DRAFT CONSULTATION



Access / Servicing from Clerk Maxwell Road

A Servicing Technical Note for Clerk Maxwell Road has been submitted as part of the Supplementary Planning Submission.

- Net reduction in number of vehicle movements in the central and southern part of Clerk Maxwell Road;
- Increase in number of vehicles using the northern part of Clerk Maxwell Road to access the proposed Multi-Storey Car Park (compared to the existing Park and Cycle Facility);
- ES Addendum demonstrates that impacts will be acceptable;
- A Servicing and Operational Management Plan has been prepared and will be updated for every Reserved Matters application east of JJ Thomson Avenue.



Drainage and Flood Risk

- A revised Flood Risk Assessment and Drainage Strategy has been submitted as part of the Supplementary Planning Submission;
- Technical aspects of the Drainage Strategy have been refined in consultation with officers;
- The Revised Flood Risk Assessment and Drainage Strategy have been accepted by City & County Councils;



Sustainability and Energy

- Energy Statement Addendum submitted to provide flexibility in approach to low-carbon energy;
- Additional options include use of ground-source and air-source heat pumps;
- Planning conditions suggested to guide sustainability of future detailed proposals.



Onsite Amenities

- Planning application included an 'Amenities Delivery Strategy' setting out proposed approach to delivering enhanced amenities;
- University is committed to early delivery of a Shared Amenities Hub;
- City Council welcome commitment to deliver enhanced amenities on site;
- The application for the Shared Facilities Hub was submitted to Cambridge City Council 6th November 2017 (Ref: 17/1896/FUL).



PUBLIC ART STRATEGY – ART PROGRAMME PRINCIPLES



RESPONSIVE TO CONTEXT

Research and its relationship to commercial context inform the strategy for public art

Commissions designed to encourage cross-disciplinary collaboration and exchange

People are a part of this place already and can be engaged in the art programme

Environment and landscape are integrally tied in to the programme



HIGH QUALITY PUBLIC ART

Attracting high calibre, critically endorsed artists

Commission briefs encourage creative process – open, inspiring & generating collaboration and knowledge transfer

Contemporary practice – across media, technologies & people

Acknowledging audiences – public art that is for its public



SUSTAINABLE & FLEXIBLE

Structure acknowledges changing phases of masterplan development

Key sites identified to provide 'through lines' across the life of the development

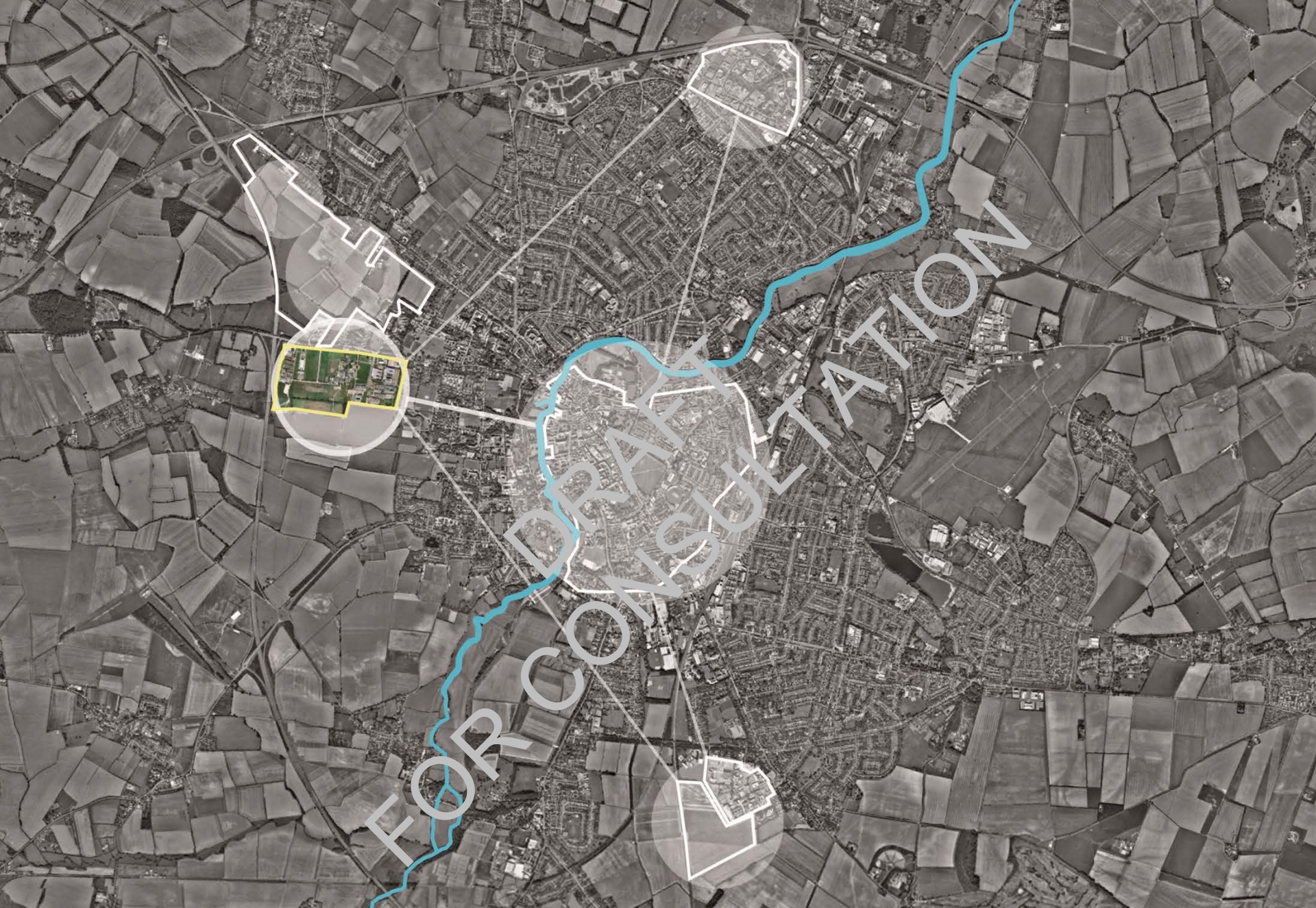
Programmable spaces and commissions provide a responsive framework and the potential for adaptation

Best practice commissioning and management guidelines

Planning Application Programme

- The Supplementary Planning Submission was submitted on 10th October 2017.
- Consultation period will end Wednesday 22nd November 2017.
- It is anticipated that the application will be taken to the 10th January Planning Committee.





Questions / Discussion