

FOI Ref
10175

Response sent
04 Jan 2022

(CCC) Planning application 21/03609/FUL.

Please could you provide a copy of the pre-application letter dated 7th July 2020 and any documents provided by the applicant in support of pre-application discussions prior to this date.

Response

Attached are the documents regarding the pre-app requested

Further queries on this matter should be directed to foi@cambridge.gov.uk

Postal address:
Planning Services
Environment Department
PO Box 700
Cambridge
CB1 0JH

Customer enquiries:
Customer Service Centre
Mandela House, 4 Regent Street
Cambridge, CB2 1BY
T: (01223) 457200
e: planning@cambridge.gov.uk



Request for Pre-Application Planning Advice - Developers (PREAPP)

If you are seeking householder advice please use the Householder form (PREAPH)

If you are seeking listed building advice only please use the Listed Building form (PREAPL)

Please complete using block capitals and black ink.

Please complete the form accurately, as incorrect completion/no fee will delay the processing of your request.

1. Applicant Details

Name:	<input type="text"/>
Address:	<input type="text" value="C/O AGENT"/>
Postcode:	<input type="text"/>
Tel. (day):	<input type="text"/>
E-mail:	<input type="text"/>

2. Agent/Developer Details (if applicable)

Please note that if an Agent is used, all correspondence will be sent to them.

Name:	<input type="text"/>
Address:	<input type="text" value="CARTER JONAS"/> <input type="text" value="ONE STATION SQUARE"/> <input type="text" value="CAMBRIDGE"/>
Postcode:	<input type="text" value="CB1 2GA"/>
Tel. (day):	<input type="text"/>
E-mail:	<input type="text"/>

If you provide us with your email address any correspondence we send you will be sent by this way.

3. Interest in Property/Land

AGENT ACTING FOR LAND OWNER

4. Location of Proposed Development

FORMER NIAB SITE, HUNTINGDON ROAD, CAMBRIDGE

5. Viewing the Site

Please indicate if the whole site can be seen from the road or other public land and there is no need for an officer to enter the site

Yes (can be seen) ☒

No (cannot be seen) ☐

6. Description of Proposal

MIXED USE REDEVELOPMENT PROPOSALS INCLUDING INTRODUCTION OF A BUILT TO RENT SCHEME AND ASSOCIATED USES, APART HOTEL USE ALONG WITH ACCESS, CAR PARKING, LANDSCAPING AND INFRASTRUCTURE. RETENTION OF EXISTING 1920'S FRONTAGE BUILDING.

7. Plans and Supporting Information

Below is a minimum list of information that should accompany a request for advice. However, what you can provide will vary depending upon the nature of the proposal and how advanced your scheme is.

SEE ACCOMPANYING SUPPORTING LETTER

Comments

<input type="checkbox"/> Site Location Plan (e.g. scale 1:2500 with the site outlined in red)	
<input type="checkbox"/> Background to the proposal and occupancy of the site	
<input type="checkbox"/> Sketch Drawings	
<input type="checkbox"/> Photographs of the site	
<input type="checkbox"/> Draft Design & Access Statement (if required for the type of application)	
<input type="checkbox"/> Details of Consultations already undertaken (e.g. Highways Authority)	
<input type="checkbox"/> Land Ownership Details	
Have you had any preliminary discussions with a Planning Officer, if yes, please provide name of officer	

8. Advice Requested and Payment arrangements

Please refer to the pre-application planning charging schedule and guidance sheet

Development Type (e.g A1, Residential 100 or more units)	Advice Required (tick as appropriate)	Fee Payable (see charging schedule)
A1, STRATEGIC	<input type="checkbox"/> Written <input type="checkbox"/> X Written & Meeting	TBC

☐ Additional Fee included if Development is in a Conservation Area

Payment upfront is required before any advice is provided. Please ensure that your payment is for the correct amount, as anomalies will delay us being able to process your application. All charges include VAT @20%.

Payment can be made by debit/credit card by telephoning 01223 457200 or by sending a cheque with your completed form payable to 'Cambridge City Council' at the address overleaf.

9. Freedom of Information Act/Environmental Information Regulations

Disclosure of the information you have provided may be requested by a third party under the Freedom of Information Act (FOI) or Environmental Information Regulations (EIR). In respect of FOI requests, the Council is obliged to determine whether it would be appropriate to release it, or whether it should be withheld under one of the exemptions under the Act. In relation to EIR requests, although there are various exceptions within the legislation that might prevent disclosure of an enquiry, these have to be seen against the "public interest" test. This means that the Council may refuse to disclose information only if in all the circumstances of the case, the public interest in maintaining the exception outweighs the public interest in disclosing the information. In all cases, the Council reserves the right to determine whether the information should be withheld or released. To assist the Council in this exercise could you please provide answers to the following questions.

1. Would disclosure of any of the information harm someone's commercial interests? If so, which information and what would that harm entail? YES, INFORMATION IS CONFIDENTIAL AND SHOULD NOT BE SHARED
2. Do you consider that you are giving the information in confidence? If so, what is it about the information that has the necessary quality of confidence (i.e. how is it sensitive)? YES, INFORMATION IS HIGHLY SENSITIVE AND SHOULD NOT BE SHARED OR MADE PUBLIC

Signed:		Date:	6 TH JUNE 2020
Name (in BLOCK CAPITALS):		On behalf of:	



HUNTINGDON ROAD CAMBRIDGE

Pre-Application Meeting 3
June 2020

CONTENTS

**1.0 Pre-Application 2
Meeting Recap**

2.0 Design Development

3.0 The Masterplan

4.0 Sustainability Strategy

PRE-APPLICATION MEETING 2

1

CONCLUSIVE POINTS

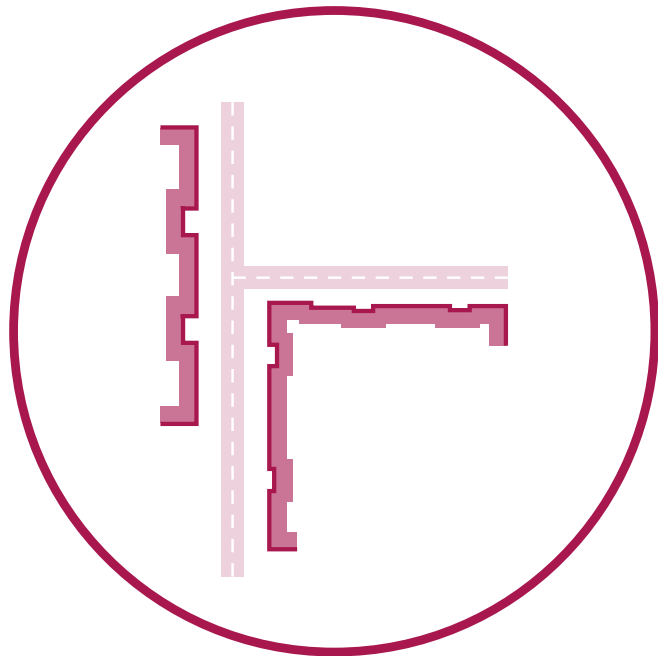
- Retention of Existing Building
- Acceptance of Aparthotel/proviso of handling carefully with Members
- Acceptance of BTR accommodation in this small quantum in this location
- Acceptance of 20% affordable provision to be delivered on site as discounted market rent units

KEY COMMENTS

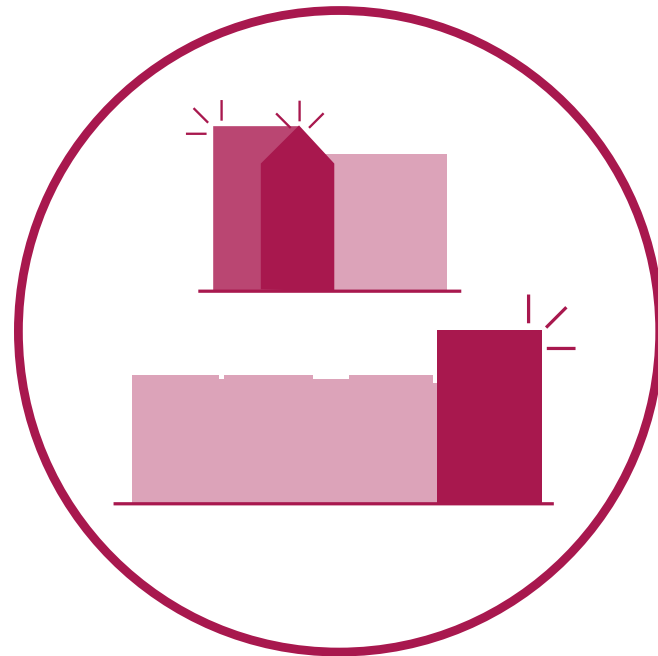
1. Stronger urban definition to Lawrence Weaver Road
2. Simplification of structure into something more like three perimeter blocks
3. One major public route only through the site into Howes Place/biodiversity & ecology
4. Push more of open space into private courtyard amenity
5. Clarify public/private spaces
6. Moving car park access further south
7. Active uses explored onto Lawrence Weaver Road/Could be flexible for future.
8. Ground Floor commercial uses that can respond to what people would like/local needs
9. Flexibility Space for three smaller/two larger commercial units
10. Consider proximities with local properties

KEY PRINCIPLES

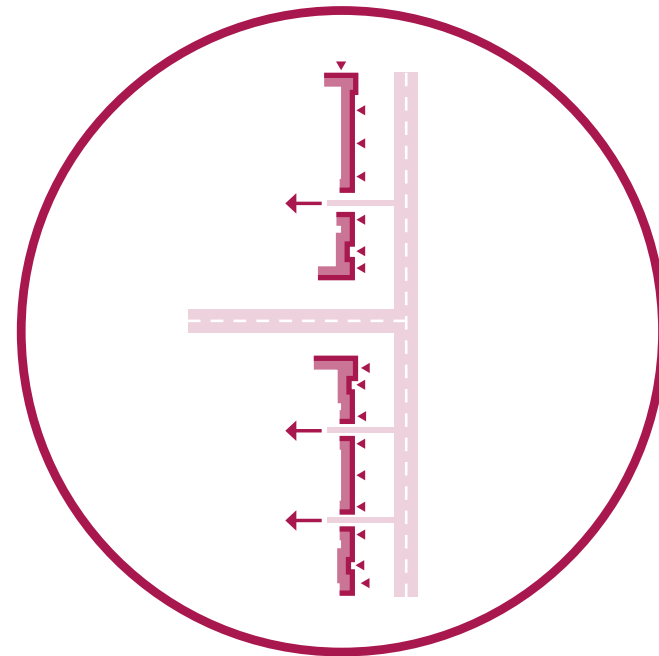
RESPONDING TO THE LOCAL CONTEXT



FORMAL FRONTAGES



DOMINANT CORNERS



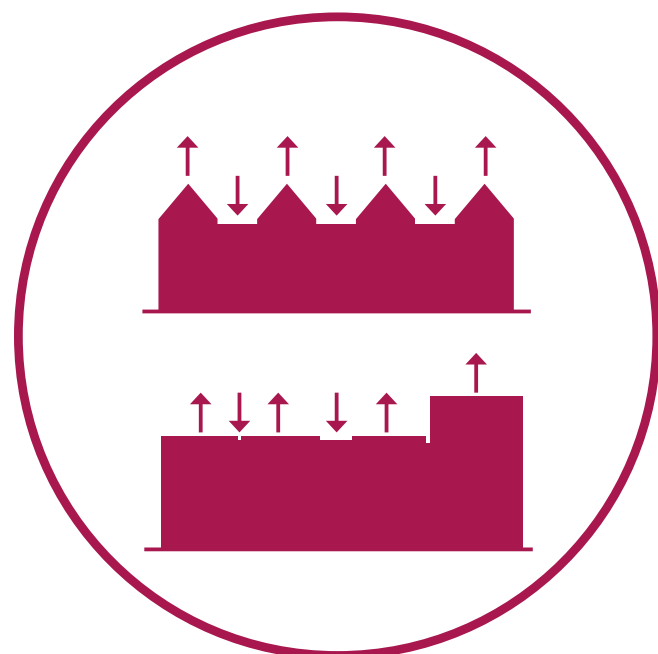
ACTIVE GROUND FLOORS



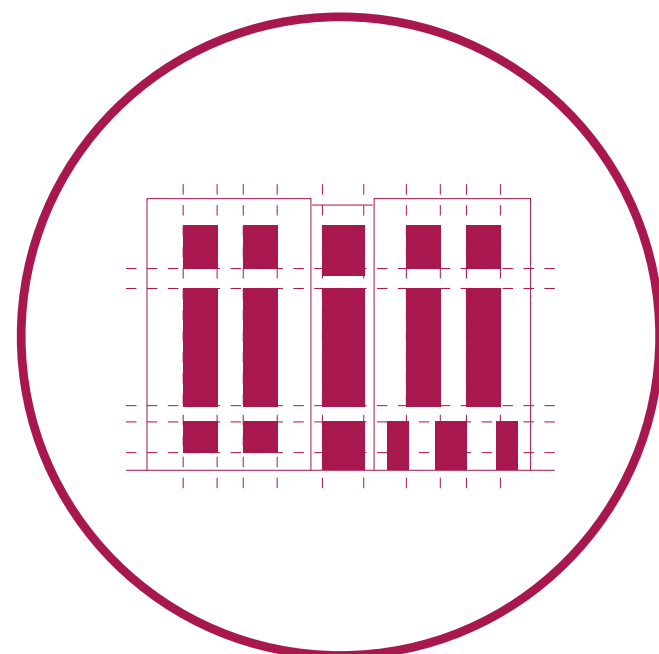
STOREY HEIGHTS



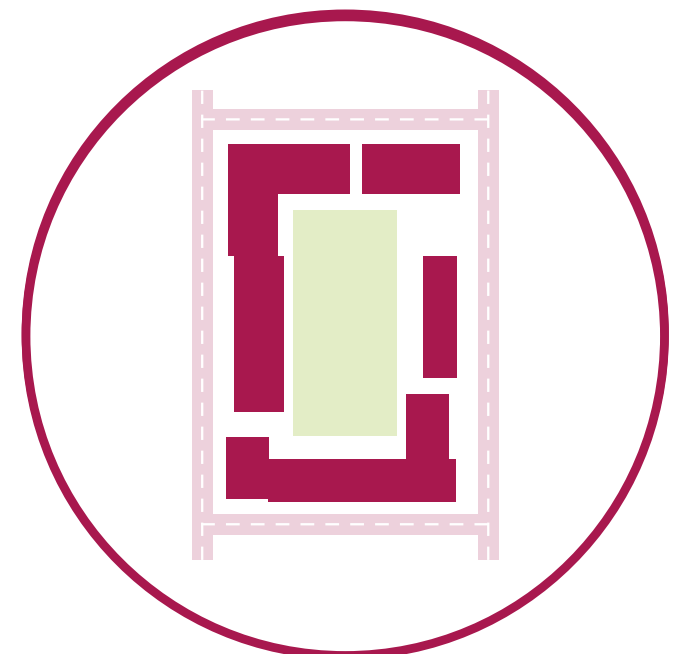
ROOF PITCH



SILHOUETTE



FENESTRATION



ENCLOSED COMMUNAL SPACES

DESIGN DEVELOPMENT

2

DESIGN DEVELOPMENT

VEHICULAR MOVEMENT

6.
MOVING CAR PARK
ACCESS FURTHER
SOUTH

●●➤ MAIN VEHICULAR MOVEMENT & ACCESS

●●➤ EMERGENCY VEHICLE ACCESS

■ BASEMENT

BTR
BASEMENT

APART-HOTEL
BASEMENT

DESIGN DEVELOPMENT

PEDESTRIAN MOVEMENT

5.
CLARIFY PUBLIC/
PRIVATE SPACES

- PUBLIC PEDESTRIAN MOVEMENT
- PRIVATE APART-HOTEL MOVEMENT
- PRIVATE BTR MOVEMENT

DESIGN DEVELOPMENT

KEY ACCESS POINTS & BUILDING ENTRANCES



▲ KEY BUILDING ENTRANCES

DESIGN DEVELOPMENT

MOVEMENT STRATEGY

- MAIN VEHICULAR MOVEMENT & ACCESS
- EMERGENCY VEHICLE ACCESS
- PUBLIC PEDESTRIAN MOVEMENT
- PRIVATE APART-HOTEL MOVEMENT
- PRIVATE BTR MOVEMENT
- ▲ KEY BUILDING ENTRANCES



DESIGN DEVELOPMENT

BUILDING TYPOLOGIES RESPONDING TO LOCATION

CORNER TYPOLOGY

THE CORNER TYPOLOGY SITS ALONG LAWRENCE WEAVER ROAD AS PART OF THE FORMAL FRONTAGE. STEPS WITHIN THE FRONTAGE CREATE DOMINANT CORNERS ON THE PERIMETER BLOCKS WHICH MARK SPACES AND ENTRANCES TO THE SITE. THESE CELEBRATED CORNERS ADDRESS THE SPACES BY RISING IN HEIGHT TO CREATE A VARIED SILHOUETTE.

THE SCALE AND MASSING OF THIS TYPOLOGY RELATES TO THE BLOCKS WITHIN THE DARWIN GREEN LOCAL CENTRE AND THE LAWRENCE WEAVER ROAD DEVELOPMENT.

SLIP TYPOLOGY

THE SLIP TYPOLOGY HAS AN EAST-WEST ORIENTATION TO CREATE A VARIED FRONTAGE TO LAWRENCE WEAVER ROAD AND HOWES PLACE AS THE BUILDING LIES PERPENDICULAR TO THE ROAD.

TERRACE TYPOLOGY

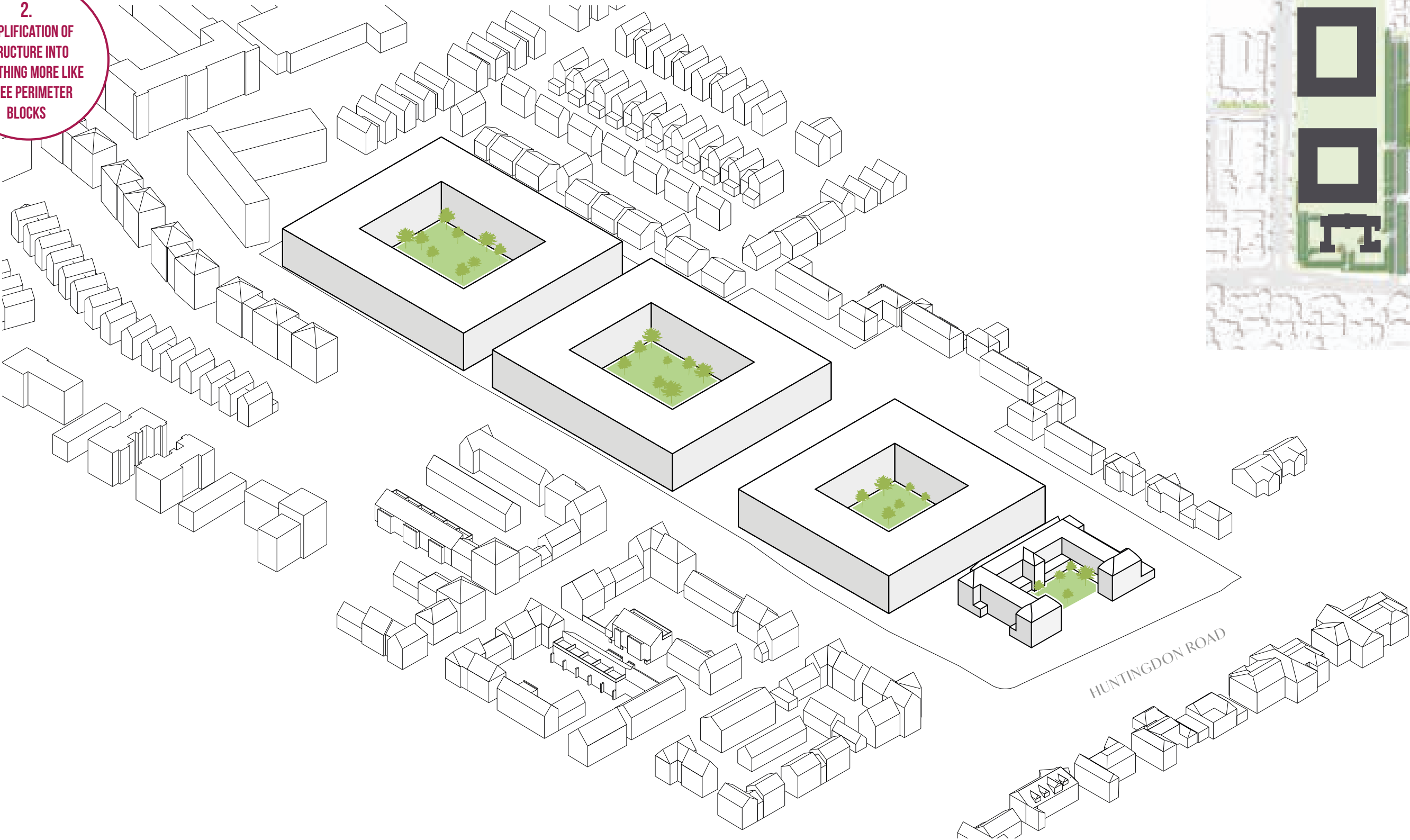
THE TERRACE TYPOLOGY IS LOCATED ALONG HOWES PLACE AND THE EASTERN BOUNDARY WITH DARWIN GREEN AND ARE PREDOMINANTLY THREE STOREYS IN HEIGHT. GABLED ROOFS ARE LOCATED ON THIS TYPOLOGY TO BREAK DOWN THE SCALE AND MASSING OF THESE BLOCKS AND RESPOND TO THE CONTEXT AND TYPOLOGIES OF HOMES WITHIN DARWIN GREEN AND HOWES PLACE.



DESIGN DEVELOPMENT

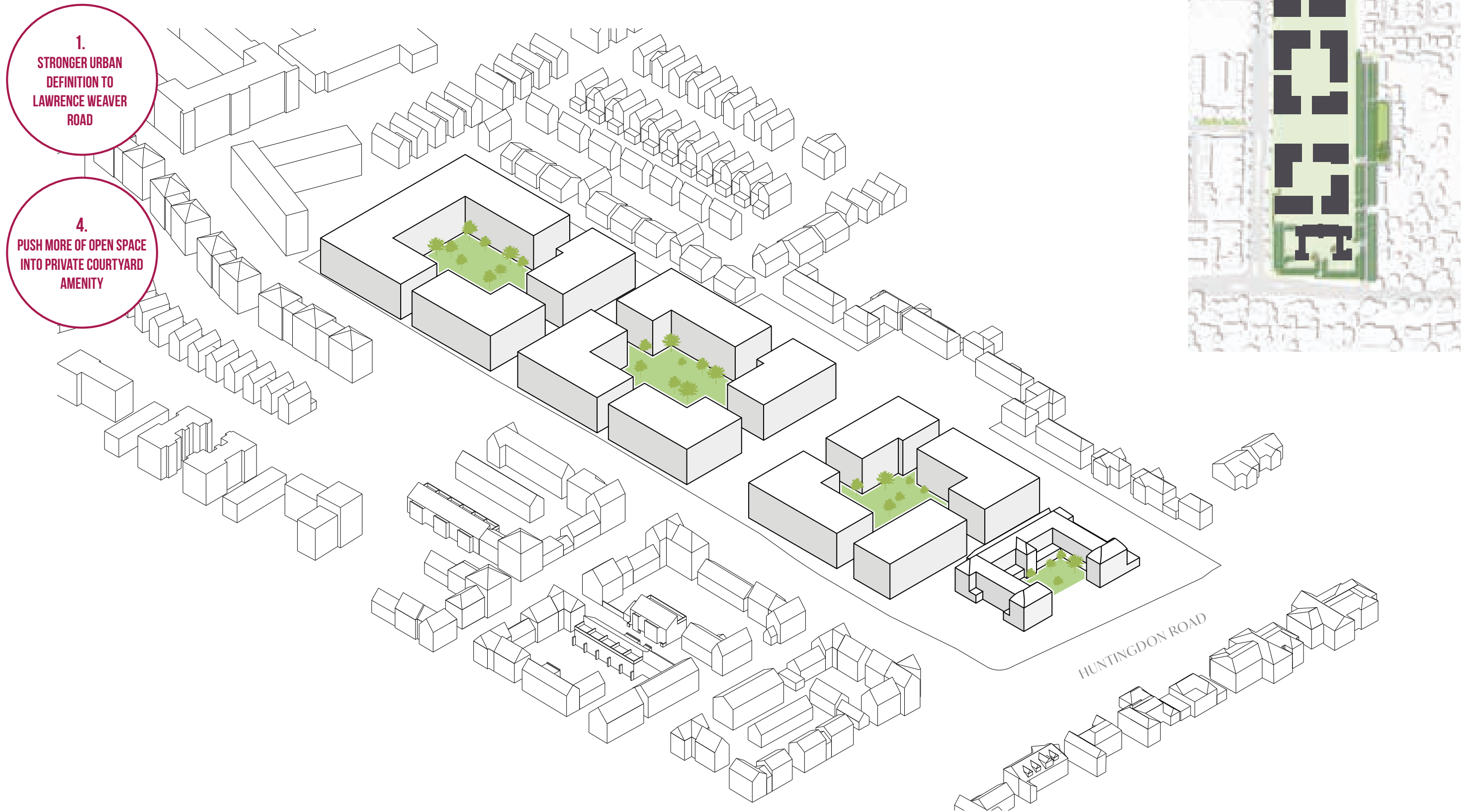
THREE PERIMETER BLOCKS

2.
SIMPLIFICATION OF
STRUCTURE INTO
SOMETHING MORE LIKE
THREE PERIMETER
BLOCKS



DESIGN DEVELOPMENT

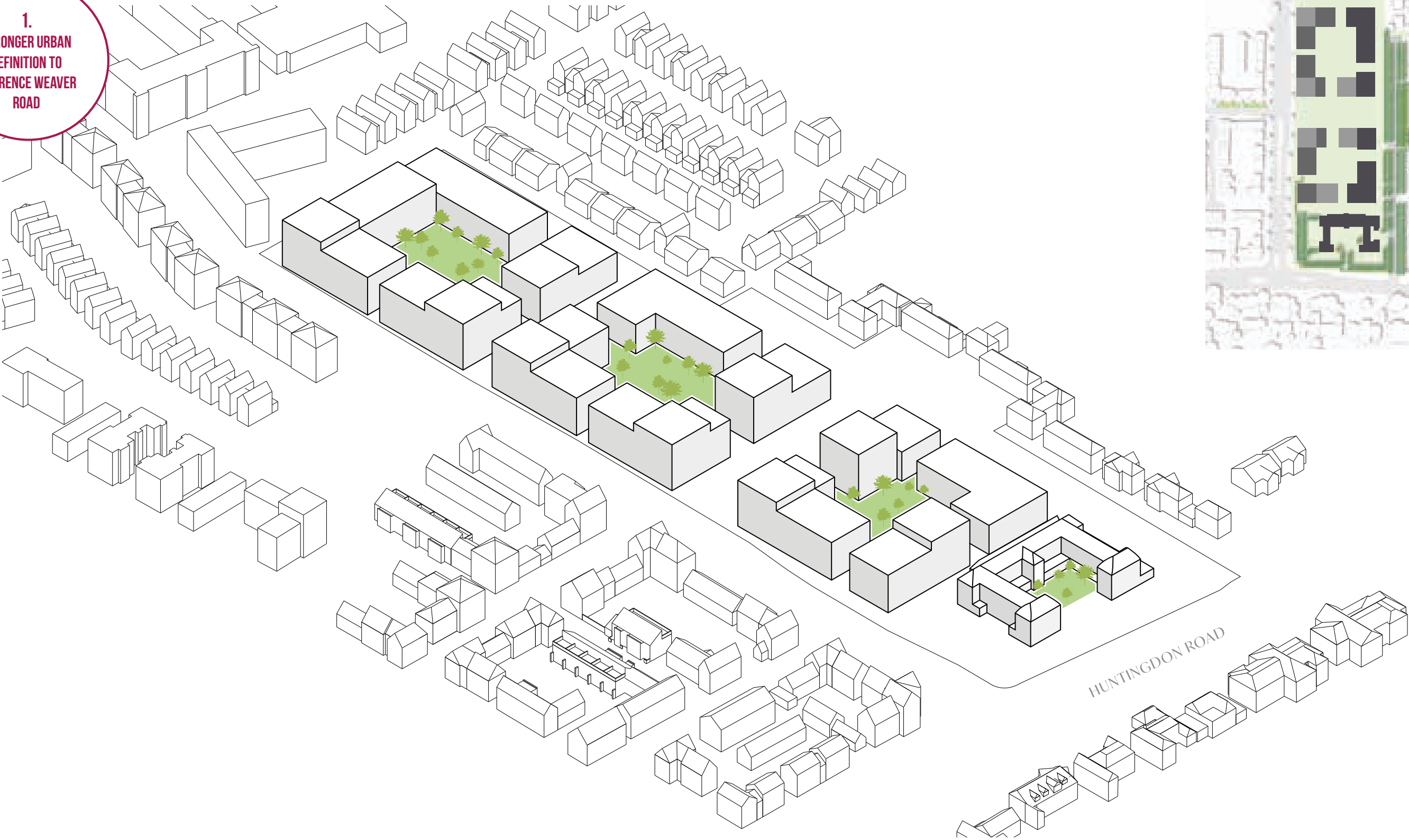
BREAKING DOWN THE MASS AND CREATING ROUTE



DESIGN DEVELOPMENT

STEPPING SILHOUETTE RESPONDING TO CONTEXT

1.
STRONGER URBAN
DEFINITION TO
LAWRENCE WEAVER
ROAD



DESIGN DEVELOPMENT

SLIPPING BLOCKS & CREATING STEPS



DESIGN DEVELOPMENT

ARTICULATED ROOFSCAPE



DESIGN DEVELOPMENT

HEIGHTS



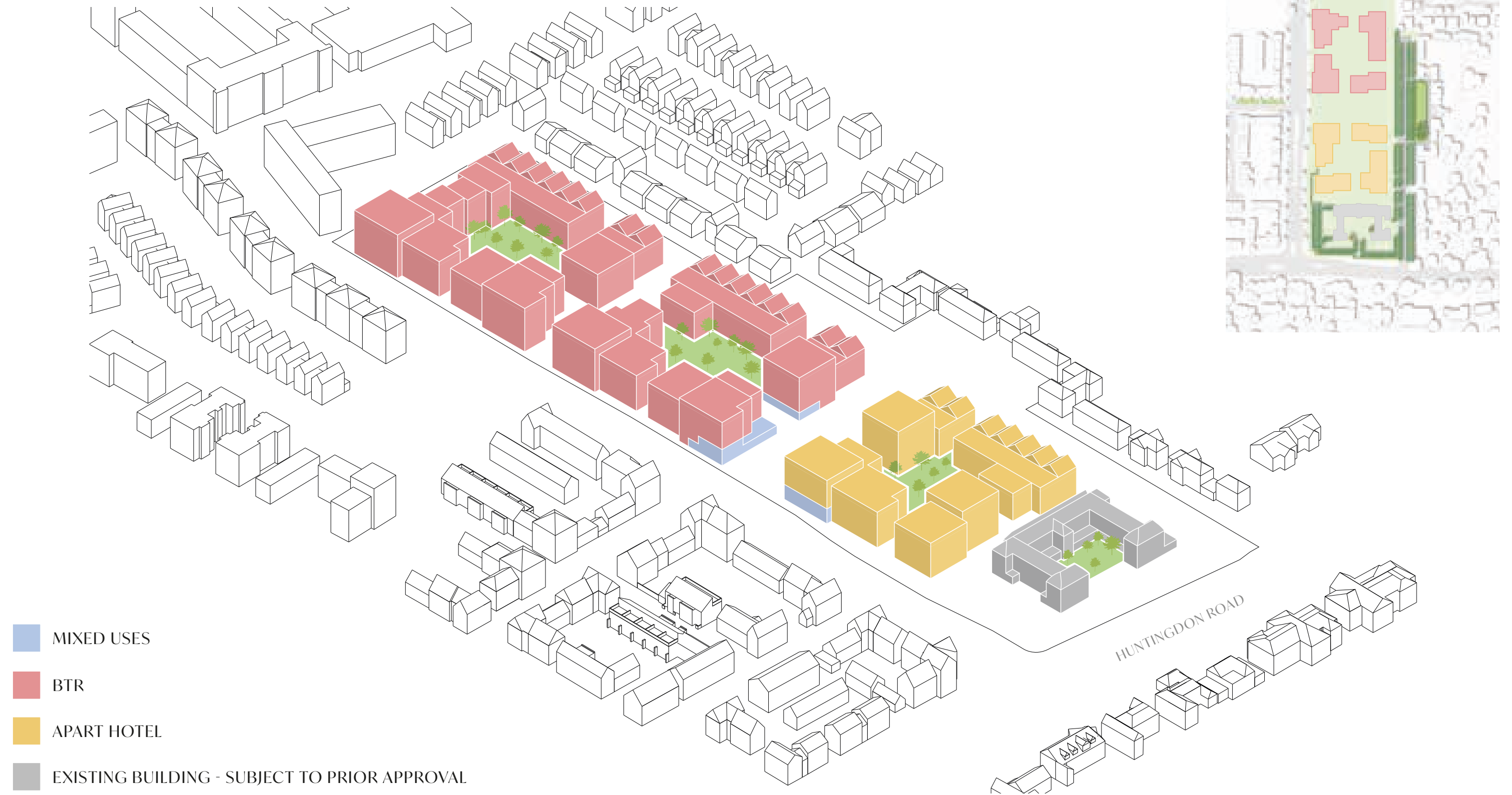
DESIGN DEVELOPMENT

BUILDING TYPOLOGIES



DESIGN DEVELOPMENT

BUILDING USES



THE MASTERPLAN

3

THE MASTERPLAN

DARWIN
GREEN

NIAB

HOTEL
FELIX

LAWRENCE WEAVER ROAD

HOWES PLACE

HUNTINGDON ROAD

THE MASTERPLAN

RESPONSE TO KEY CCC COMMENTS

2.
SIMPLIFICATION OF
STRUCTURE INTO
SOMETHING MORE LIKE
THREE PERIMETER
BLOCKS

1.
STRONGER URBAN
DEFINITION TO
LAWRENCE WEAVER
ROAD

7.
ACTIVE USES EXPLORED
ONTO LAWRENCE
WEAVER ROAD/COULD BE
FLEXIBLE FOR FUTURE.

6.
MOVING CAR PARK
ACCESS FURTHER
SOUTH

8.
GROUND FLOOR
COMMERCIAL USES THAT
CAN RESPOND TO WHAT
PEOPLE WOULD LIKE/
LOCAL NEEDS.

9.
FLEXIBILITY SPACE FOR
THREE SMALLER/TWO
LARGER COMMERCIAL
UNITS

DARWIN
GREEN

NIAB

HOWES PLACE

HUNTINGDON ROAD

10.
CONSIDER PROXIMITIES
WITH LOCAL PROPERTIES

3.
ONE MAJOR PUBLIC
ROUTE ONLY THROUGH
THE SITE INTO HOWES
PLACE/BIODIVERSITY &
ECOLOGY

4.
PUSH MORE OF OPEN SPACE
INTO PRIVATE COURTYARD
AMENITY

5.
CLARIFY PUBLIC/
PRIVATE SPACES

THE MASTERPLAN

IMPLEMENTING KEY PRINCIPLES DERIVED FROM THE CONTEXT

DARWIN
GREEN

NIAB

FORMAL FRONTAGES

FORMAL FRONTAGES ALONG LAWRENCE WEAVER ROAD WITH A SMALLER SCALE ALONG HOWES PLACE AND DARWIN GREEN TO THE EAST.

FLAT ROOFS

BUILDINGS ALONG LAWRENCE WEAVER ROAD WILL HAVE FLAT ROOFS TO RESPOND TO THE FORMALITY OF THE ROAD.

PITCHES WILL BE INTRODUCED ALONG THE EASTERN EDGE TO RELATE TO THE CONTEXT..

DOMINANT CORNERS

CORNERS WILL BE CELEBRATED TO MARK A GATEWAY OR ADDRESS A SPACE.

SILHOUETTE

BUILDINGS WILL STEP IN NATURE ALONG THE FRONTAGES SO AS NOT TO BE UNIFORM & CONTINUOUS.

ACTIVE GROUND FLOORS

BUILDINGS WILL BE ACCESSED ALONG THE FRONTAGES.

DUPLEXES CAN BE INTRODUCED TO CREATE MORE FRONT DOORS ON STREETS.

FENESTRATION

FENESTRATION PATTERN WILL BE REGULAR AND ALIGNED.

EXCEPTIONS MAY BE MADE ON FOCAL BUILDINGS.

STOREY HEIGHTS

BUILDING HEIGHTS WILL RESPOND TO THEIR CONTEXT AND THE NATURE OF THE CHARACTER OF THE AREA.

ENCLOSED COMMUNAL SPACES

LANDSCAPED COURTYARDS ARE ENCLOSED BEHIND THE BUILDING FRONTAGE

LAWRENCE WEAVER ROAD

HOWES PLACE

HUNTINGDON ROAD

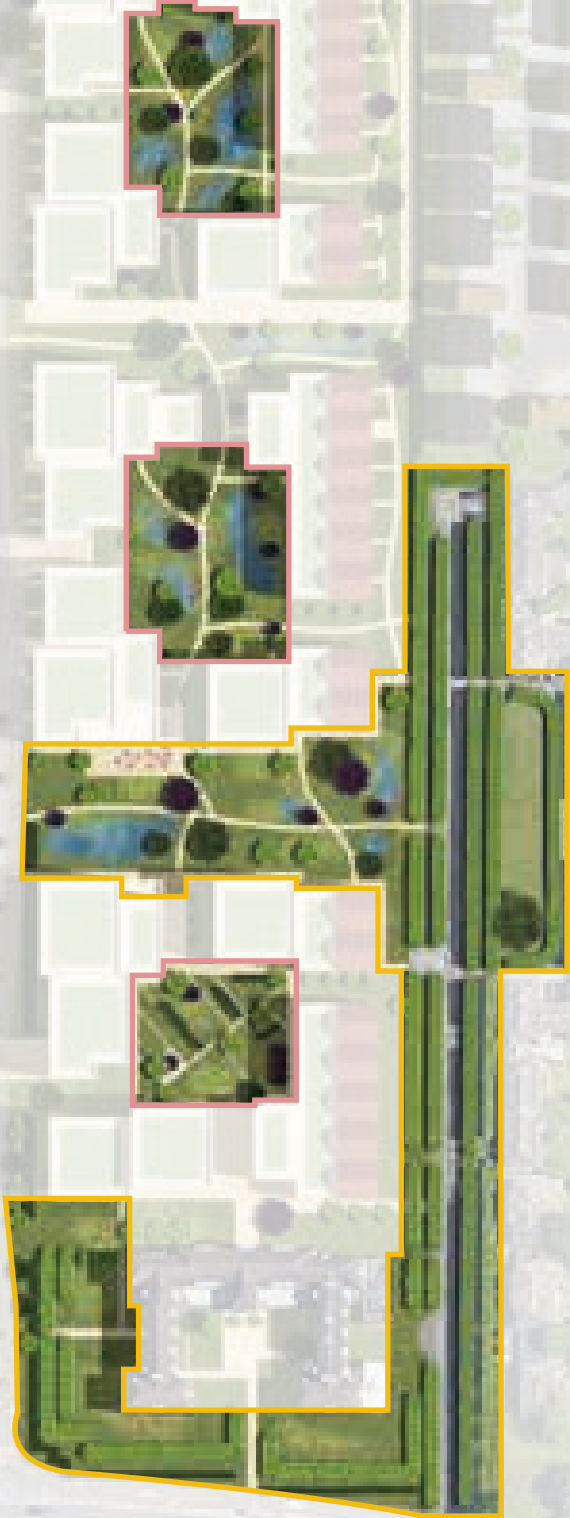
THE MASTERPLAN

PUBLIC VS PRIVATE SPACES

3.
ONE MAJOR PUBLIC
ROUTE ONLY THROUGH
THE SITE INTO HOWES
PLACE/BIODIVERSITY &
ECOLOGY

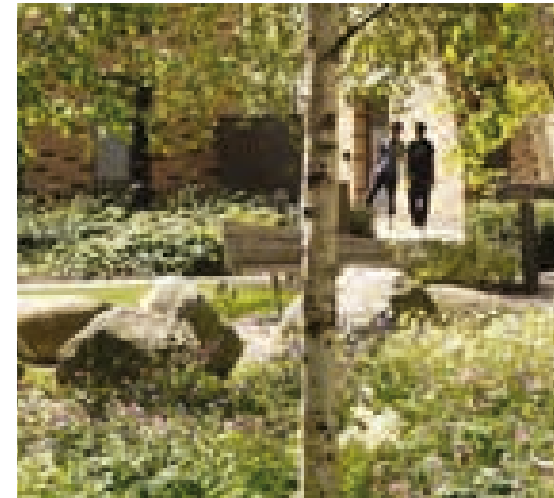
5.
CLARIFY PUBLIC/
PRIVATE SPACES

-  PUBLIC GARDEN
-  PRIVATE GARDENS

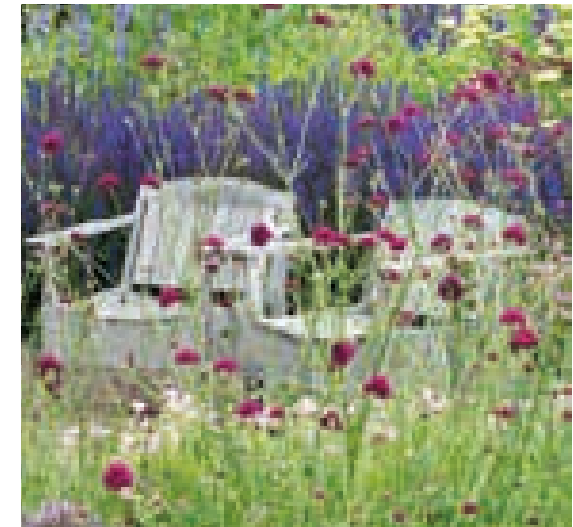
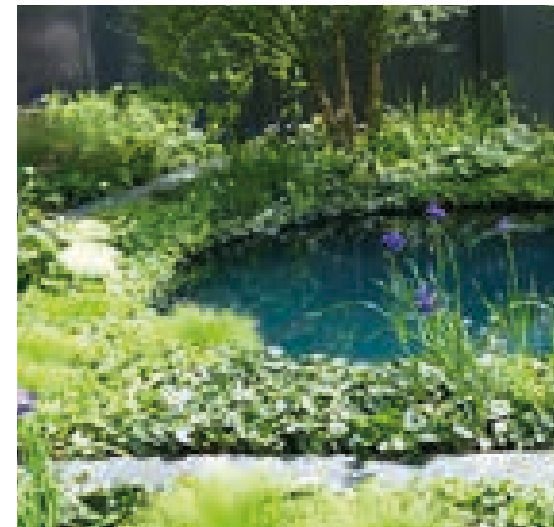


PUBLIC GREEN

BIODIVERSE WATER GARDENS



AN AREA EMBLEMATIC OF THE PROJECT'S COMMITMENT TO PLANT (AND ANIMAL) BIODIVERSITY, WHILST CREATING A LEARNING RESOURCE FOR THE YOUNGER GENERATION.



ILLUSTRATIVE AERIAL VIEW

PUBLIC GREEN



ILLUSTRATIVE VIEW

A ECOLOGICALLY RICH BIODIVERSE PLACE

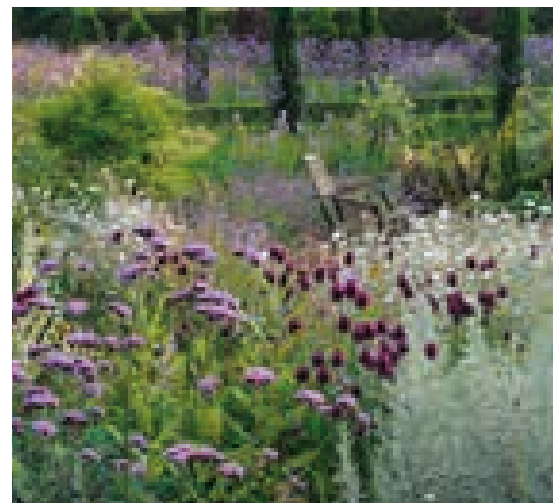
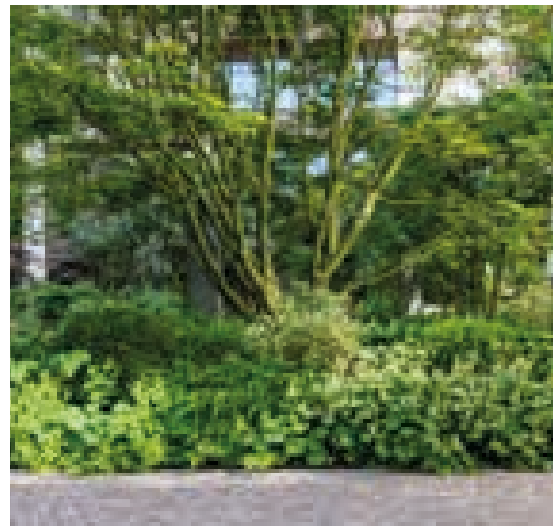


PRIVATE GREEN

BOTANICAL GARDENS



WHERE PLAY MEETS THE BOTANICAL GARDEN, PROVIDING CHILDREN WITH SENSORY PLEASURE AND CONNECTING TO THE SITE'S EXISTING MATURE VERDANT EDGE.



PRIVATE GREEN

BIODIVERSE WATER GARDENS



ILLUSTRATIVE VIEW

PRIVATE GREEN



ILLUSTRATIVE VIEW

LAWRENCE WEAVER ROAD



MANAGING DEEP BUILDING PLAN

IMPLEMENTING KEY PRINCIPLES

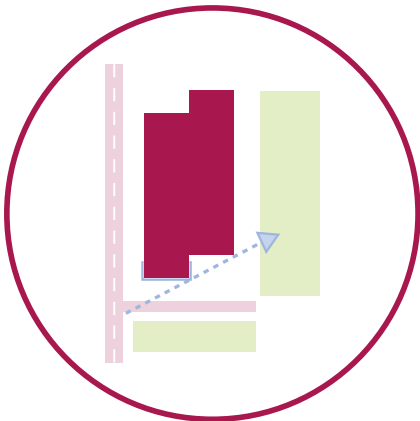
- SLIPPED BLOCK**
REDUCES THE BLOCK DEPTH ALONG THE STREETScape.
- ANIMATED FRONTAGES**
ACTIVATE THE GROUND LEVEL CREATING A MORE INTIMATE SCALE.
- GABLE ENDS**
CREATE SLIMMER PROPORTIONS AND RESPOND TO THE CONTEXT.

PUBLIC GREEN FRONTAGE

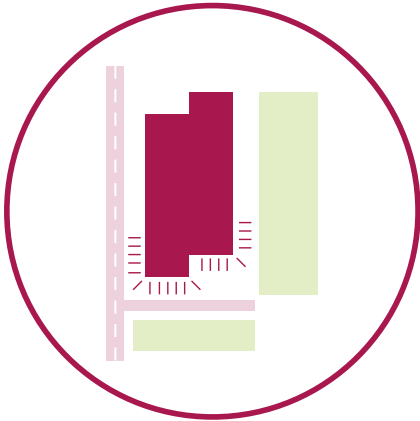
- STEPPED FRONTAGES**
BREAKS DOWN THE LENGTH OF FRONTAGE. CHANGE IN MATERIAL CAN CREATE VARIATION.

- SLIPPED BLOCK**
REDUCES THE BLOCK DEPTH ALONG THE STREETScape.

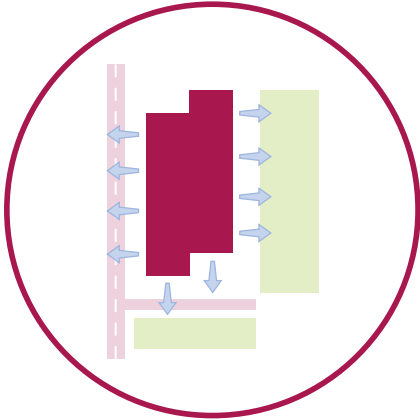
LAWRENCE WEAVER ROAD FRONTAGE



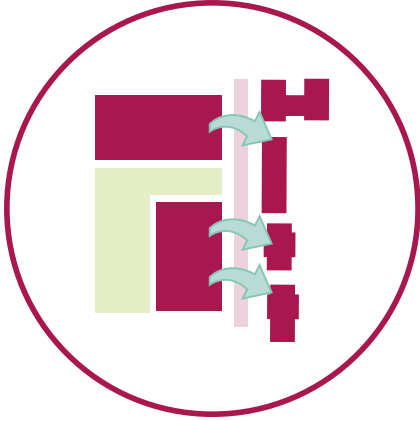
STREET LEVEL EXPERIENCE



DEEP PLAN FRONTAGE



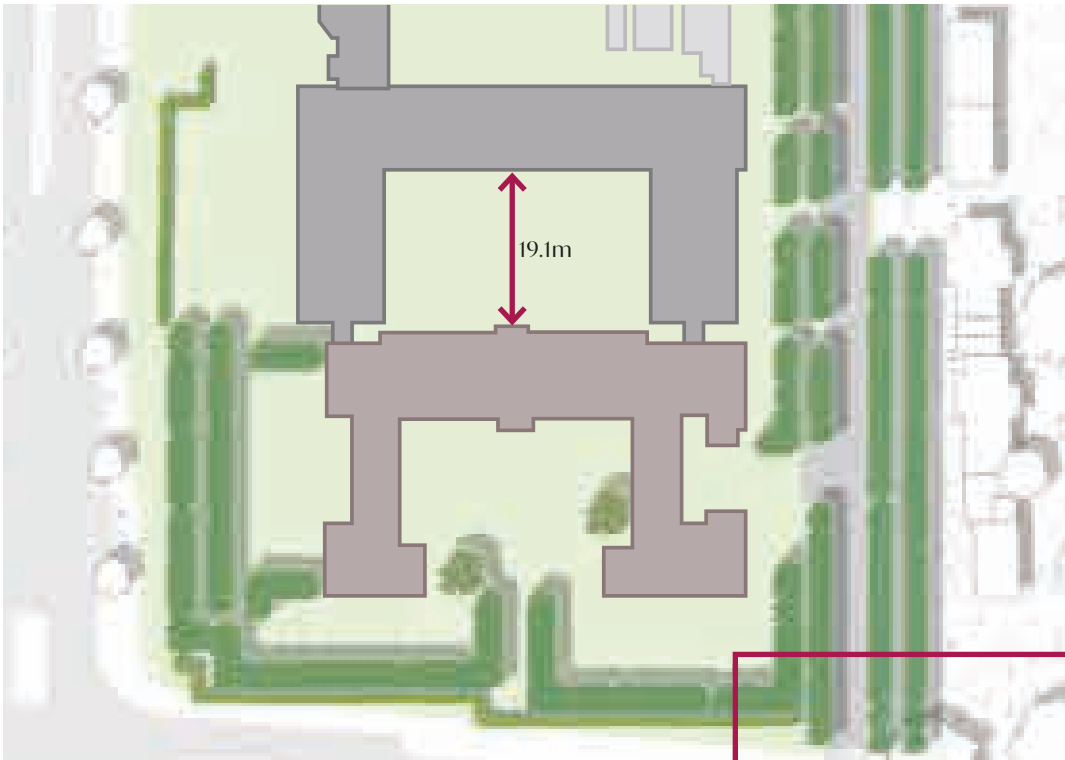
SINGLE ASPECT APARTMENTS



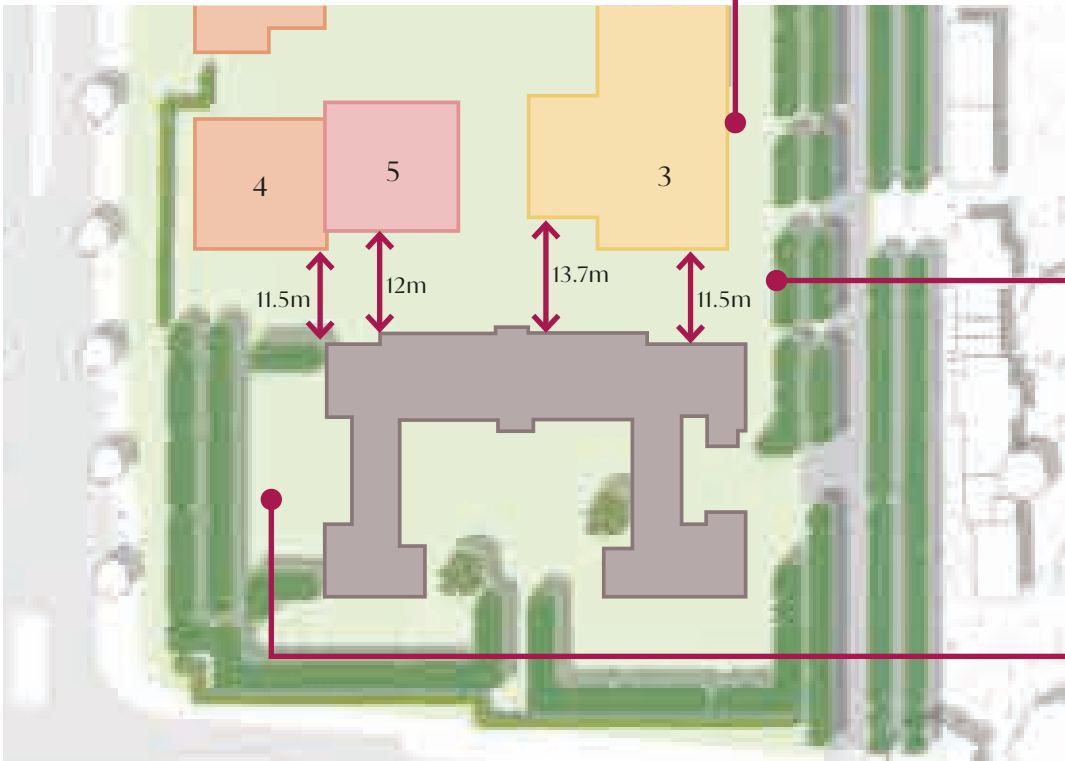
GABLE ELEVATIONS

EXISTING NIAB BUILDING

RESPECTING THE BUILDING OF LOCAL INTEREST



EXISTING



PROPOSED

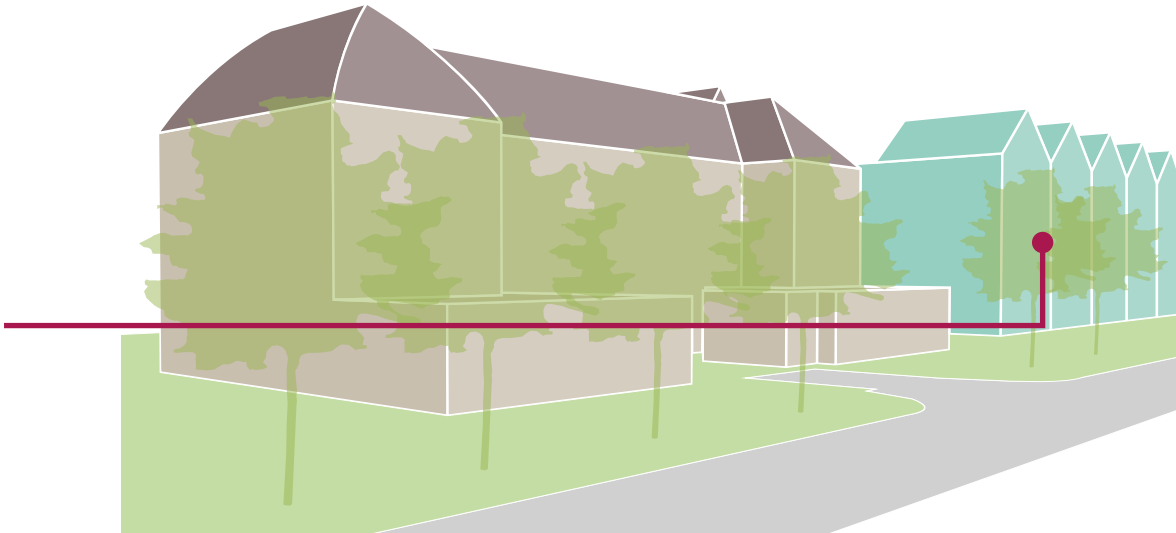
ROOFSCAPE
MIMICS AND RESPONDS TO
EXISTING BUILDING

BUILDING LINE
SET BACK FROM EXISTING
BUILDING ALONG HOWES PLACE

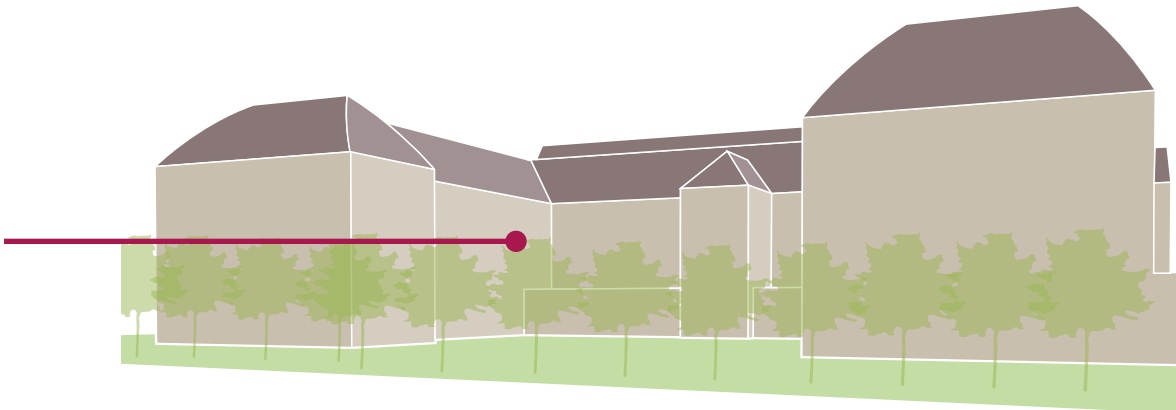
PROPOSED BUILDINGS
REMAIN UNSEEN FROM
HUNTINGDON ROAD

SETTING BACK
BUILDINGS ARE SET BACK
FROM THE BUILDING OF LOCAL
INTEREST COMPARED TO
CURRENTLY ATTACHED

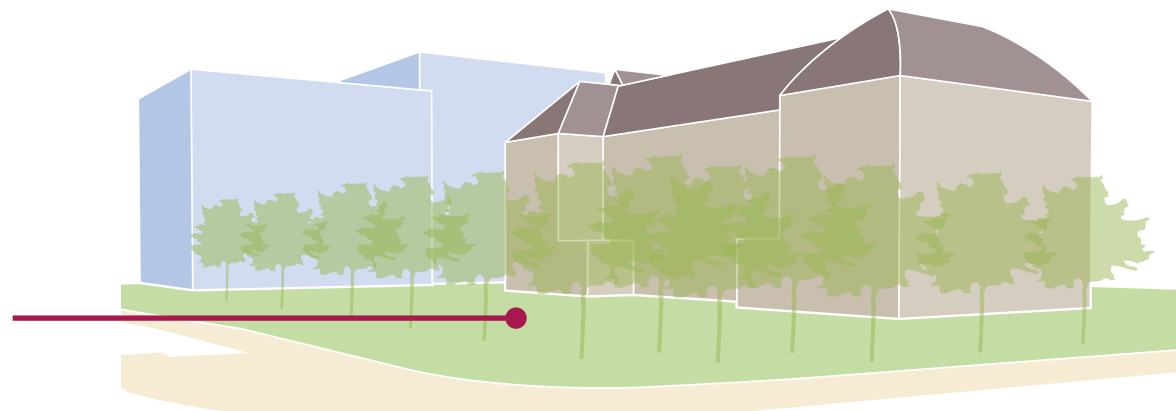
ENHANCED SETTING
PROPOSED BUILDINGS ENHANCE
THE SETTING OF THE EXISTING
BUILDING AND LANDSCAPE AND
ENCLOSE A GARDEN SPACE TO
WEST.



VIEW FROM HOWES PLACE



VIEW FROM SOUTHERN PAVEMENT OF HUNTINGDON ROAD



VIEW FROM LAWRENCE WEAVER ROAD CORNER

ILLUSTRATIVE VIEW

HUNTINGDON ROAD JUNCTION



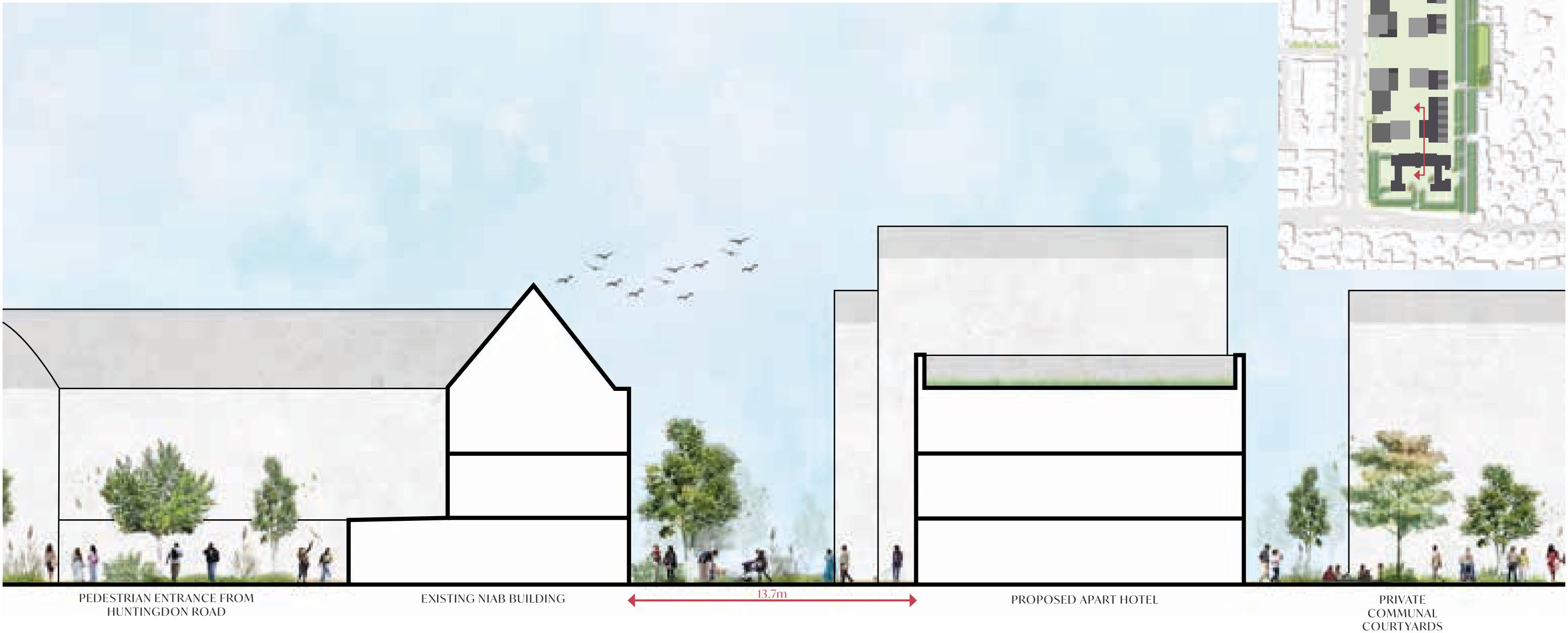
EXISTING NIAB BUILDING

RESPECTING THE BUILDING OF LOCAL INTEREST



EXISTING NIAB BUILDING

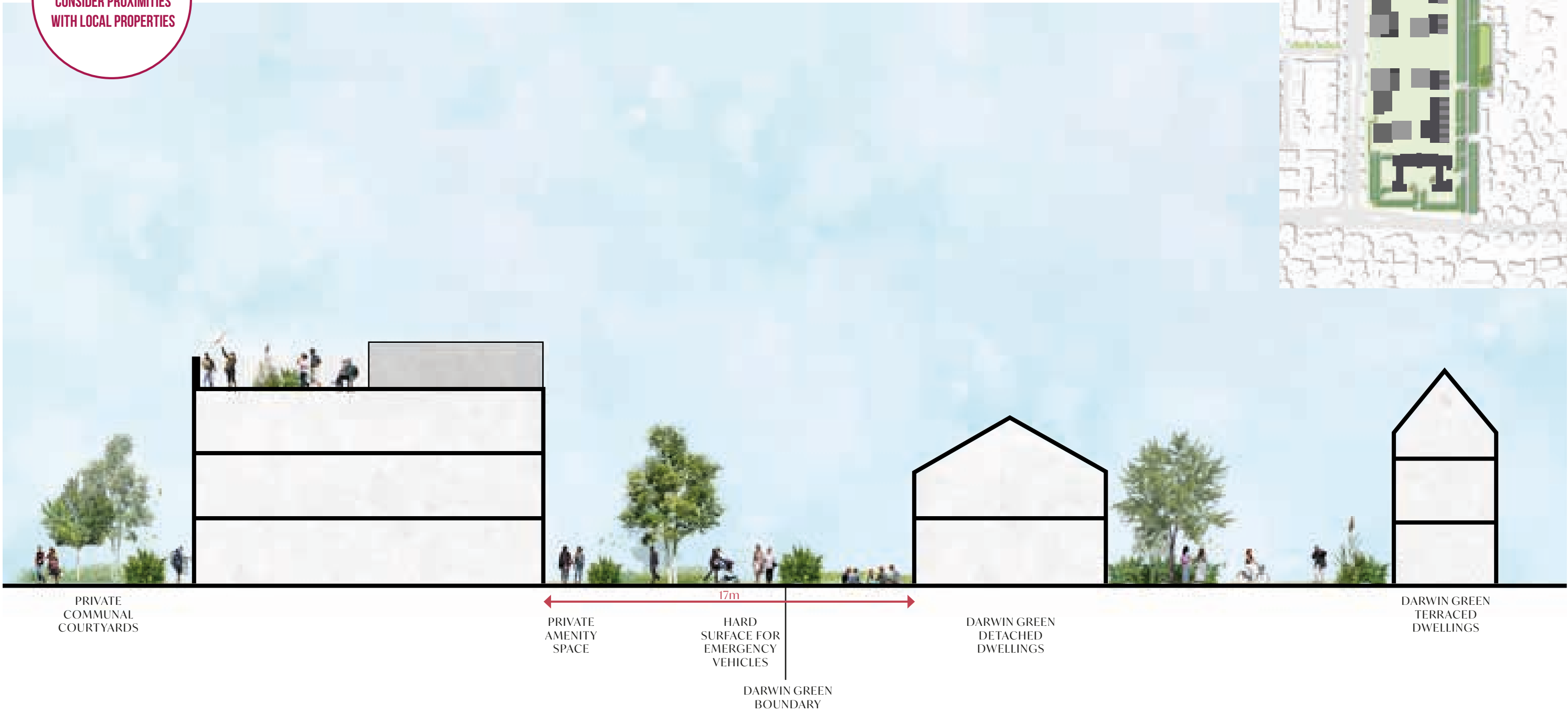
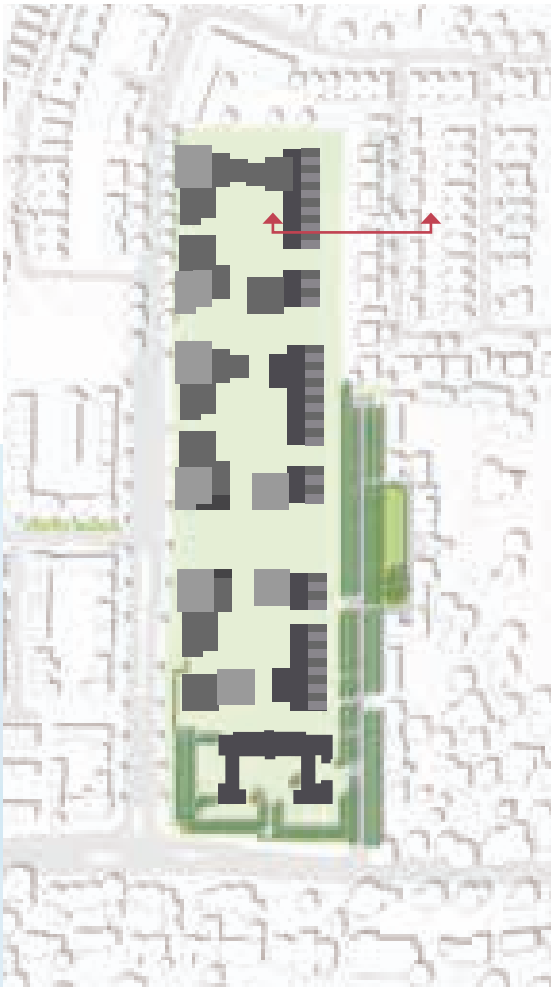
RESPECTING THE BUILDING OF LOCAL INTEREST



BOUNDARY CONDITIONS

DARWIN GREEN

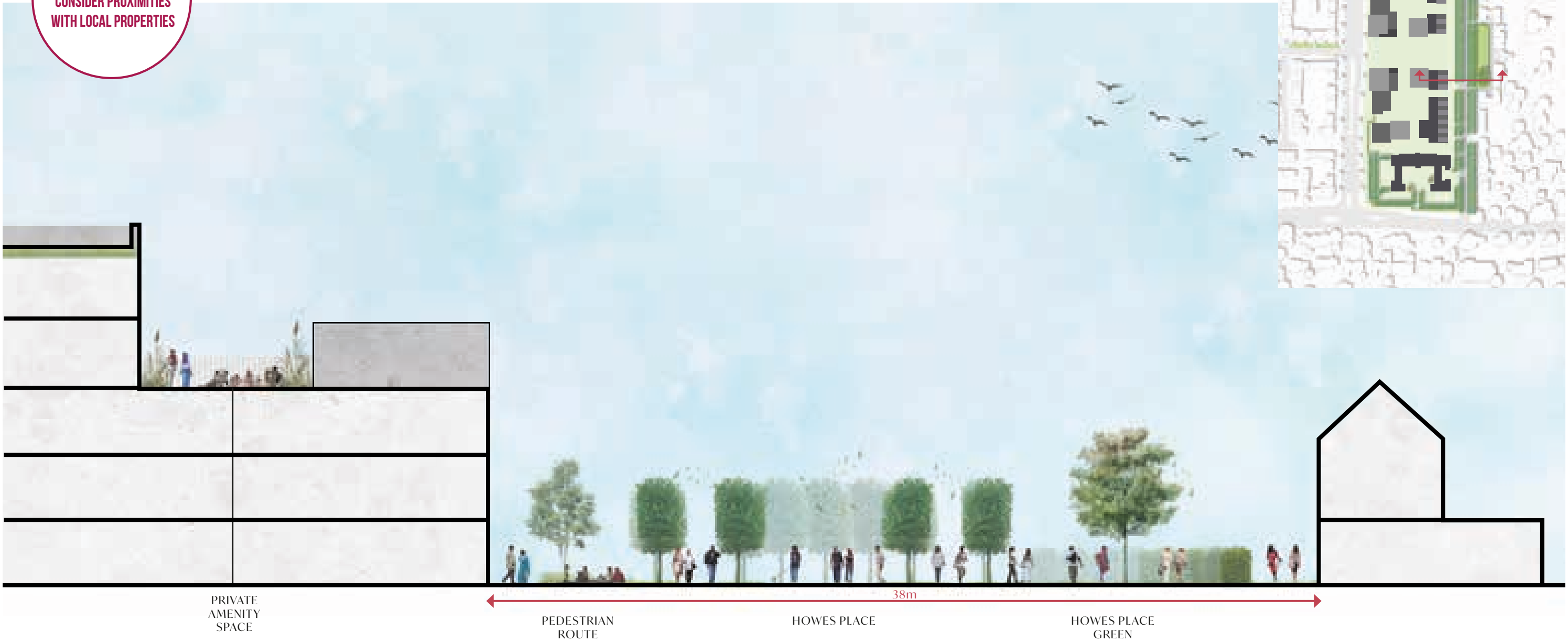
10.
CONSIDER PROXIMITIES
WITH LOCAL PROPERTIES



BOUNDARY CONDITIONS

HOWES PLACE

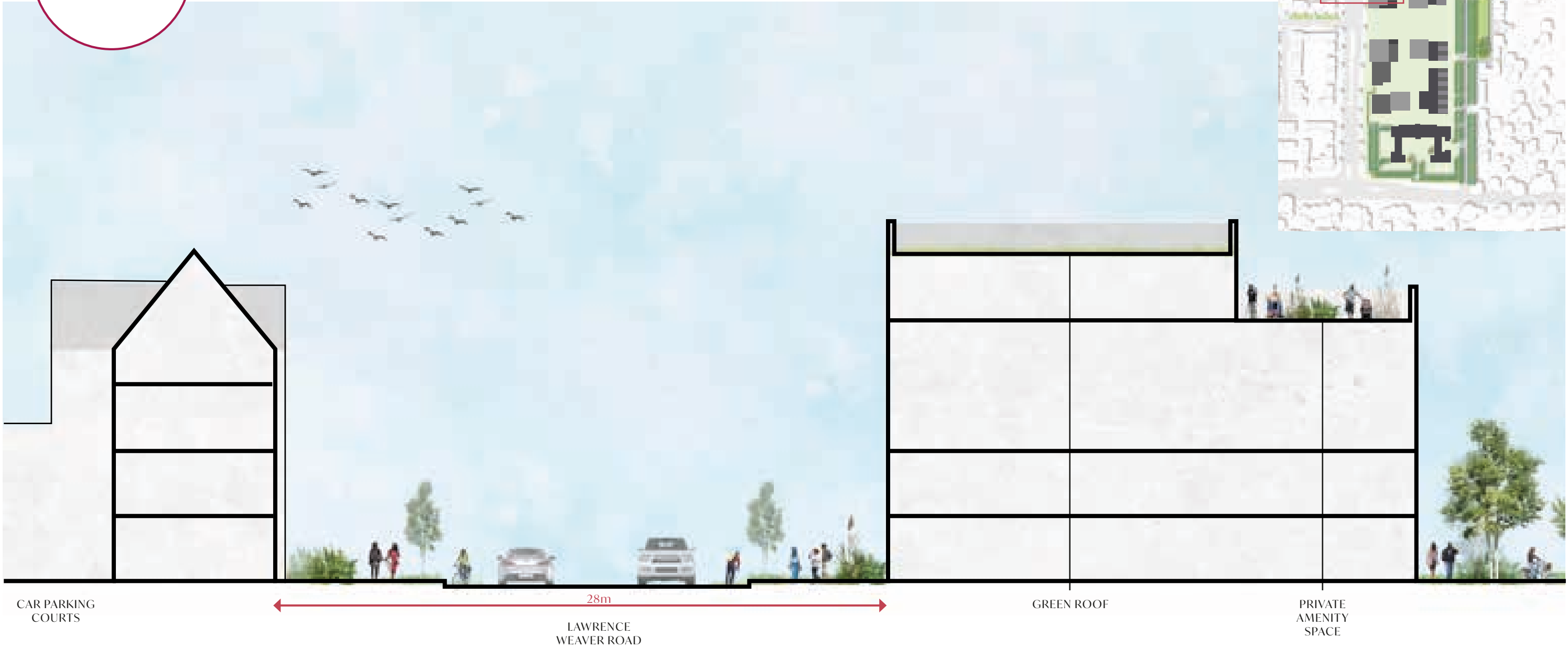
10.
CONSIDER PROXIMITIES
WITH LOCAL PROPERTIES



BOUNDARY CONDITIONS

LAWRENCE WEAVER ROAD

10.
CONSIDER PROXIMITIES
WITH LOCAL PROPERTIES



BOUNDARY CONDITIONS

LAWRENCE WEAVER ROAD

10.
CONSIDER PROXIMITIES
WITH LOCAL PROPERTIES



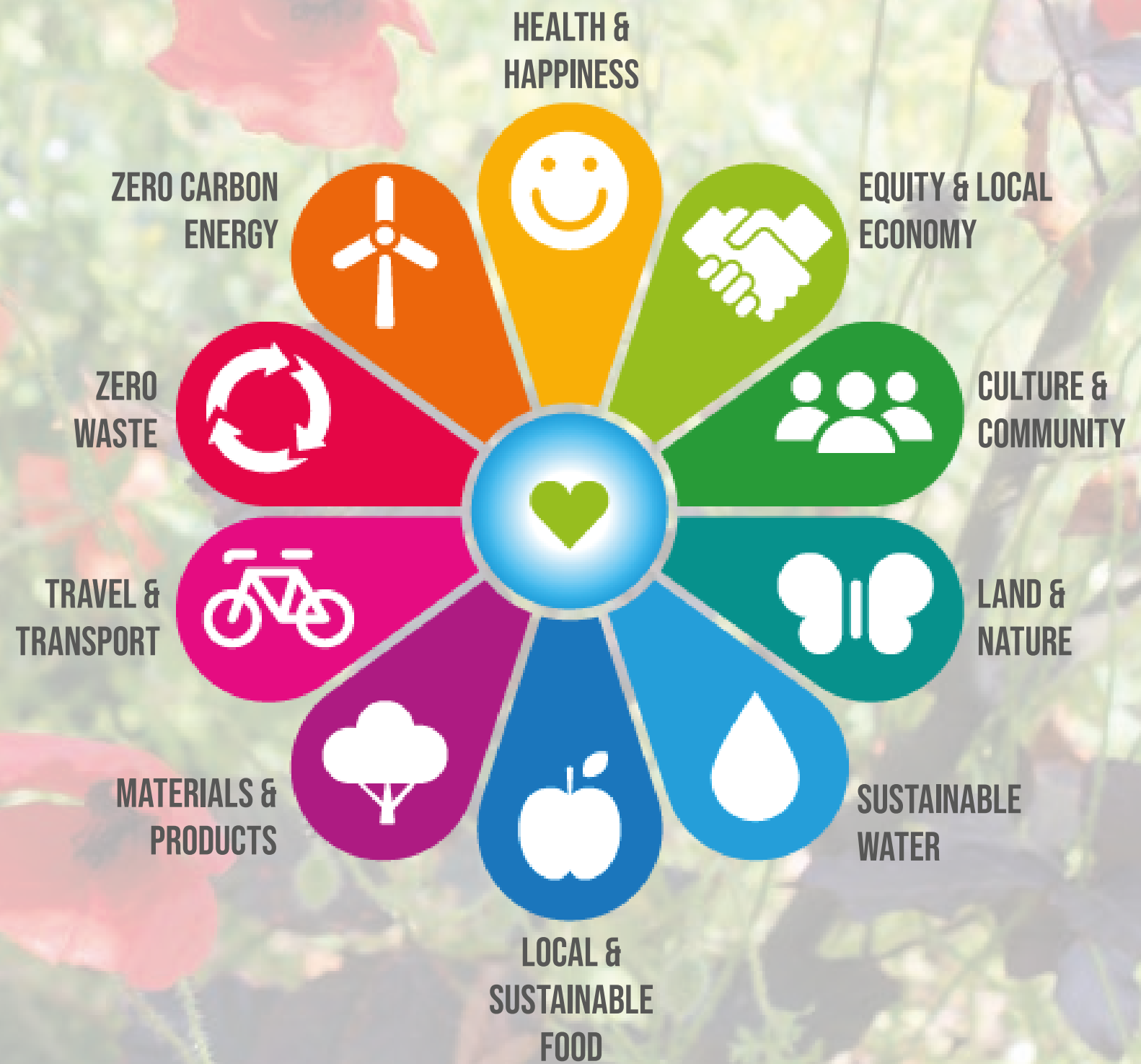
SUSTAINABILITY STRATEGY

4

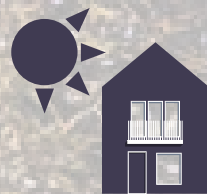
THE VISION

OUR STRATEGY - ONE PLANET LIVING

Demonstrate wide-ranging sustainability benefits that go beyond policy requirements, and incorporate holistic sustainable development principles, including environmental, social and economic factors.



THE VISION



**CONTROL
PASSIVE**

**SOLAR
GAIN**



**PEDESTRIANISED
LANDSCAPE**

**MINIMAL CAR
PARKING**



**HIGH
QUALITY**

**AMENITIES
&
FACILITIES**



**SUSTAINABLE
DEVELOPMENT**

PRINCIPLES



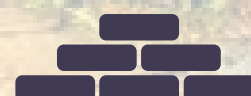
**AFFORDABLE
HOMES**

**PEPPER-POTTED
THROUGHOUT**



**WATER
SENSITIVE**

DESIGN



**MODULAR
CONSTRUCTION**

OPPORTUNITY



**HIGH
GRADE**

**PUBLIC
REALM &
LANDSCAPE**

PRINCIPLES FOR SUSTAINABLE INFRASTRUCTURE

WATER SENSITIVE DESIGN PRINCIPLES

ATTENUATION TO MEET GREENFIELD RUN-OFF

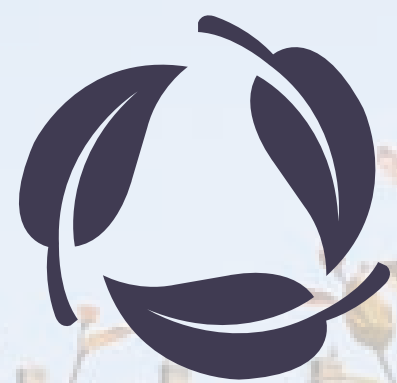


- OVER 50% OF ROOF AREAS GREEN ROOFS
- PERMEABLE PAVEMENT FOR AREAS OF HARD LANDSCAPING
- SOFT LANDSCAPING AND ECOLOGICAL ENHANCEMENT (APPROX. 40% OF SITE AREA)
- INTEGRATION OF ATTENUATION WITH WATER FEATURES

INTEGRATION WITH LANDSCAPE



POLLUTION CONTROL



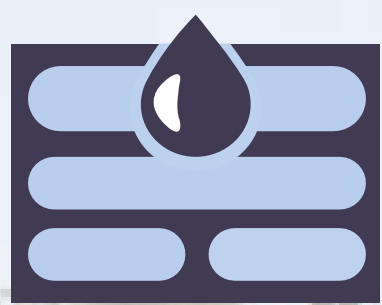
- INTERCEPTION AND TREATMENT AT SOURCE
- POLISHING TREATMENT THROUGH NATURAL SYSTEMS

WATER EFFICIENCY



- EFFICIENT FITTINGS 105L/P
- DROUGHT RESISTANT PLANTING & PASSIVE IRRIGATION

PODIUM DRAINAGE

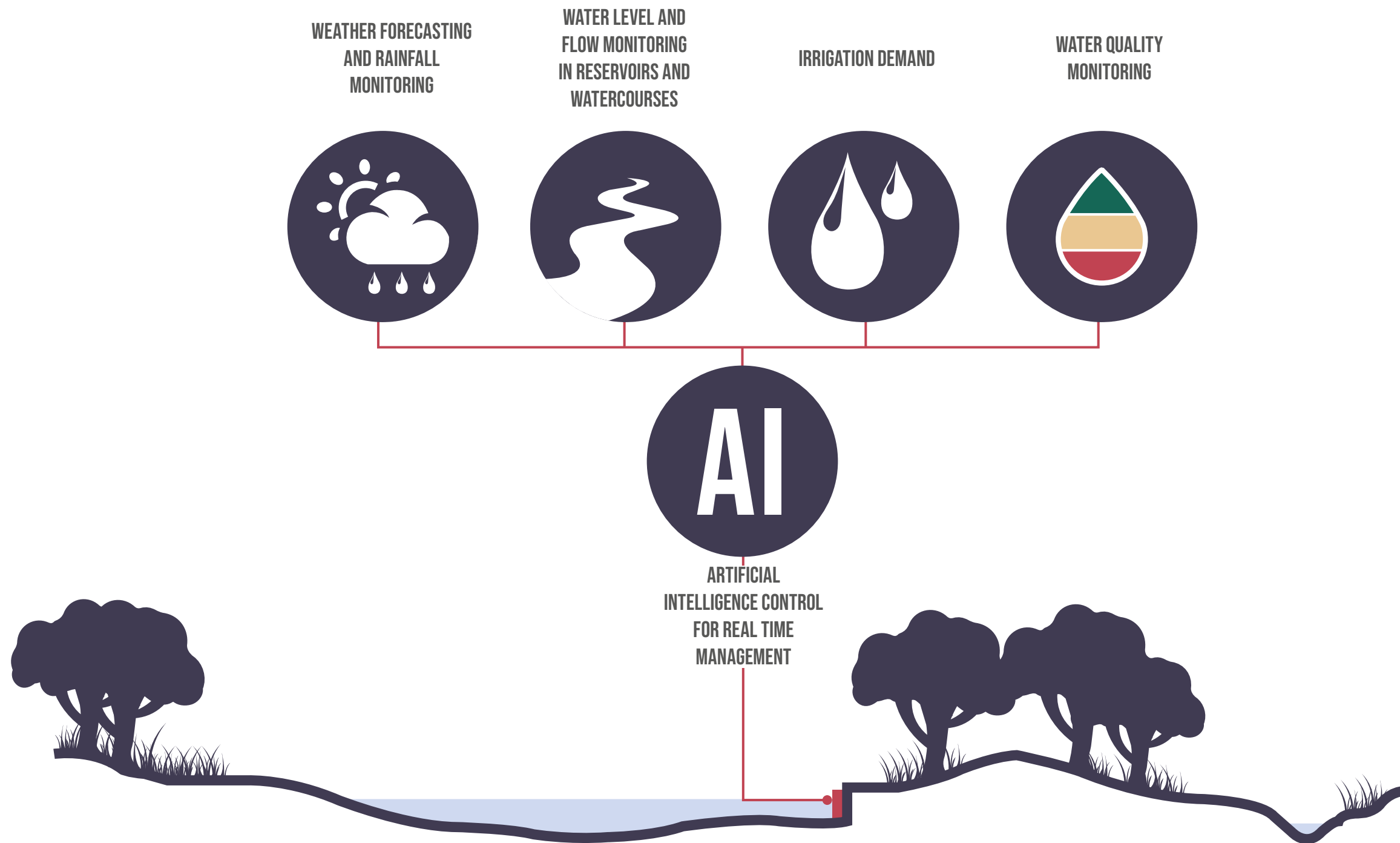


- APPROXIMATELY 90M3 OF STORAGE COULD BE PROVIDED IN PODIUM DRAINAGE SYSTEM IN THE PODIUM WHICH WOULD REDUCE ATTENUATION REQUIREMENTS IN THE PONDS

PRINCIPLES FOR SUSTAINABLE INFRASTRUCTURE

ADDITIONAL OPPORTUNITIES TO BE EXPLORED

- Rainwater Harvesting
- Recycling of Backwash Water
- Smart Rainwater



THE MASTERPLAN

IMPLEMENTING KEY PRINCIPLES DERIVED FROM THE CONTEXT

DARWIN
GREEN

NIAB

FORMAL FRONTAGES

FORMAL FRONTAGES
ALONG LAWRENCE
WEAVER ROAD WITH A
SMALLER SCALE ALONG
HOWES PLACE AND
DARWIN GREEN TO THE
EAST.

FLAT ROOFS

BUILDINGS ALONG LAWRENCE
WEAVER ROAD WILL HAVE FLAT
ROOFS TO RESPOND TO THE
FORMALITY OF THE ROAD.

PITCHES WILL BE INTRODUCED
ALONG THE EASTERN EDGE TO
RELATE TO THE CONTEXT..

DOMINANT CORNERS

CORNERS WILL BE
CELEBRATED TO MARK A
GATEWAY OR ADDRESS A
SPACE.

SILHOUETTE

BUILDINGS WILL STEP
IN NATURE ALONG THE
FRONTAGES SO AS
NOT TO BE UNIFORM &
CONTINUOUS.

ACTIVE GROUND FLOORS

BUILDINGS WILL BE
ACCESSED ALONG THE
FRONTAGES.

DUPLEXES CAN BE
INTRODUCED TO
CREATE MORE FRONT
DOORS ON STREETS.

FENESTRATION

FENESTRATION PATTERN
WILL BE REGULAR AND
ALIGNED.

EXCEPTIONS MAY
BE MADE ON FOCAL
BUILDINGS.

STOREY HEIGHTS

BUILDING HEIGHTS
WILL RESPOND TO
THEIR CONTEXT AND
THE NATURE OF THE
CHARACTER OF THE
AREA.

ENCLOSED COMMUNAL SPACES

LANDSCAPED
COURTYARDS ARE
ENCLOSED BEHIND THE
BUILDING FRONTAGE

LAWRENCE WEAVER ROAD

HOWES PLACE

HUNTINGDON ROAD



jtp

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[REDACTED]
Carter Jonas

By email only

07 July 2020

Proposal: **BTR, apart-hotel and mixed use scheme**

At: [REDACTED]

Reference: **TBC**

Dear [REDACTED],

This letter provides a summary of our discussion on 17 June 2020 and forms the local planning authority's formal written response. It incorporates further comments from the conservation officer [REDACTED], who was unable to fully participate in the meeting. The letter should be read in conjunction with our previous advice.

The following documents were reviewed:

- Pre-Application Meeting 3 June 2020

Baseline environmental information

Overall, we are concerned that the scheme has not been informed by an understanding of the baseline environmental conditions and there little quantifiable information about the proposal to allow us to make a proper assessment. Basic information about the estimated number and type of units – as a minimum - must be provided in future presentations. It is important that technical assessments proceed alongside the design development so that this can inform the scheme. This includes surface water drainage, transport and car parking assessment, and overheating / air quality / ventilation work. I recommend that we agree a list of application documents early-on in the process.

Sustainability

We have significant concerns about the double-banked corridors of single aspect dwellings shown on page 32 of the presentation, many of which would be west-facing and some fronting onto Lawrence Weaver Road. This will be problematic for solar gain, over-heating, daylighting and air circulation. This is poor both from a sustainability perspective and in terms of the quality of the internal accommodation. You need to look at dual-aspect dwellings and consider

duplexes which would benefit from an element of passive stack ventilation. We recommend that you carry out some detailed overheating analysis of a sample of dwellings using the CIBSE methodology using both current and future climate scenarios.

The façade design must respond to the need to design out the risk of overheating and reduce the amount of solar gain in the summer and shoulder months. You need to think about external shading (vertical shading will work best on the west facing elevations, horizontal on south facing – some of this can be dealt with via balconies but this comes with its own issues) and consider the implications of any acoustic constraints on window openings (so there may be a need for acoustically attenuated vents at ground floor and for any other units where window opening may be restricted). It is important that this is considered early on so that architectural responses to environmental issues can be designed into the scheme and not as an afterthought.

Use of the One Planet Living Framework is welcomed, and we would welcome further information on how this is being utilised, for example is a One Planet Living Action Plan being developed with peer review from Bioregional.

Response to site context and BLIs

We continue to support the broad high level principles we discussed at the last meeting (Pre App2) of retaining and converting the BLI, and the creation of a new public green space that creates an axial arrangement with historic Howes Place as well as an ecological link that draws upon the east-west green corridors of Darwin Green 1. However, as discussed, we have concerns about the repeated block form now emerging across the site. The concept of considering the site as three 'perimeter blocks' at the last meeting was intended to help to create a better clarity between public and private space; a concept to be refined and adjusted further to as the scheme moved from a high level framework plan to a more detail masterplan. In this respect, the perimeter blocks have helped to define the external spaces. However, this concept has been taken too literally, which does not resolve key interfaces and does not allow the scheme to respond to the character of the sites differing edge conditions, the functional requirements of the uses or placemaking opportunities of the site. The concept needs refinement and adjustment so that each element of the scheme suits its function and context.

At the northern end, the large block creates amenity issues with the neighbouring residential properties. The Darwin Green parcel BDW1 homes that back onto the top eastern edge are very domestic in scale (2 storey) and have small rear gardens. The proximity and height of the northern block is likely to lead to loss of privacy, overshadowing and potential overbearing impacts. There is also a strange and confused front to back relationship along the eastern edge with 'fronts' of the perimeter blocks – including main entrances to the buildings - facing onto the back of the BDW1 properties. The basic shape of the block needs a rethink to address this. As a starting concept, a 'C'-shape block open on the eastern edge could help to resolve these issues, however this would create a front condition facing onto the backs of the BDW1 forms along northern edge of the site. Evolving this further, it appears to us that more fine-grained options should be explored here, where a series of shallower and lower building forms with rear amenity space, could back onto both boundaries.

At the southern end, the block near (or linked to) the NIAB building needs to respond to the BLI in terms of the scale, positioning and character. This will require a more careful analysis and understanding of the character of the NIAB building, its setting, and how the scheme then interfaces with it. Currently, the proposal shows the southern block very close the existing NIAB building and in scale/massing terms will loom over and dominate the BLI. The southern block

does not appear to relate functionally to the existing NIAB building, despite that both will be in the same use as the apart-hotel. The space to the north of the NIAB building is also a non-space.

The response should enhance the setting of the BLI and not dominate it. It is interesting how the existing 1960s building relates (not aesthetically) to the existing NIAB building by stepping down in scale. The maximum height of the southern block should not exceed the overall ridge height of the NIAB building. Perceived visual bulk also relates to eaves and parapet heights and these should be referenced with narrow span pitched roofs. As a starting concept for a more sensitive response, the southern block could work better as a 'U'-shape block, with the building line of the NIAB building defining the eastern and western envelope. The formal landscape would continue around Lawrence Weaver Road. It maybe that the northernmost part of this block could push out closer to Lawrence Weaver Road to transition with the rest of the scheme.

Whilst the demolition of the poor quality 1960s extensions is likely to be acceptable, precisely how this is done to the BLI needs careful assessment. A site visit will be necessary to understand how the 'modern' construction links to the original [1920s ?] building and how the detachment can take place without loss. Such a site visit would also enable a judgement to be made as to whether physical links to an 'Apart Hotel' block behind are feasible or desirable. Even if physical links were to be found acceptable, the type, number and nature of the form & construction would be vital. Done well, this could be an opportunity to celebrate the NIAB building as a special part of the scheme and townscape, and not as a separate and forgotten element.

Whilst it is considered that the frontage along Lawrence Weaver Road could take a sense of increased scale, the cross-sections showing the proposals adjacent to existing buildings are – in every case – excessively tall. The scale must relate to the immediate context. The northern block should have a character and scale related to its immediate environs and location adjacent to Darwin Green. The central block must relate strongly to the domestic scale and fine-grained forms of Howes Place and Darwin Green. To complete the street of Howes Place in a convincing way it must be informed by a more refined understanding of the character and quality of Howes Place itself. The southern block should not exceed the height of the NIAB building.

Officers are concerned about the repetition of large flat-roof blocks and at this stage - considering other planning, heritage and townscape issues - such a large proportion of flat roofed forms is not considered acceptable. The scheme should have a more varied roofscape, not only to enhance the overall proposal, fit alongside the emerging buildings at Darwin Green better but also to tie the blocks into the wider townscape of Huntingdon Road and this part of the edge of the city. The repetition of 3 storey gable forms along the entire length of the eastern edge is too simple in its approach and does not allow the scheme to relate well to the two very different contexts of the historic Howes Place at the front and Darwin Green to the rear.

Getting the height of buildings in the right part of the site ties into the vital need to 'turn the corner' appropriately to connect façades to the spaces over which the buildings look. This does not just mean 'stepping forward [or back]' at corners but introducing variety in the right place to establish a sense of hierarchy, to frame and reveal views, and using architectural conventions that help lead the eye, all working together to help people understand the place and find their way around. The frontages do not have to be the same on each façade. For example, the two facades facing each other across the new public open space emanating from Howes Place need to be a proper harmonious composition – a 'set piece' – that bounds the space in a coherent way even though they are on different buildings.

It is also important that each block should have an architecture derived for the different uses and different types of occupant; an apart-hotel and homes where people live for the long term are two very different uses and demand different responses. In addition, as the scheme progresses, we would like to see a clear hierarchy to the buildings and the elevations. The images provided in the presentation show the townscape along Lawrence Weaver Road is very 'samey'. It is difficult to identify which are the important buildings and there is no clear base middle and top the elevations. The context to the site is fine-grained residential, the response needs to be more granular, more plot based, more fine-grained. This will need to be developed as the scheme progresses.

Typologies

As well as the sustainability issues with double-banked single-aspect units, we also have concerns that when these are arranged in long anonymous corridors they create a poor sense of place, home and identity. You should consider smaller clusters, with primarily vertical circulation. Gallery (or decked) access could form part of an alternative approach and rethink of the typologies. Done well, and limited in length, galleries/decks can become an additional outdoor space and an extension of the living space. Duplex homes (apartments over two floors) should also be considered for upper floors, this can help to create a more articulated roofscape and produce upper floors that are more recessive and read more like rooms in the roof. Duplex homes also help to mitigate lift overruns as shared circulation is not required to the upper most floors.

Access, car parking, cycles and servicing

While basement car parking is supported, the number of spaces for both the apart-hotel and the residential units should be minimised. The site is in a highly sustainable location and the ratio of spaces to units should be similar to other developments that are not dependent on cars, for example the apart-hotel approved at Eddington. A transport assessment will need to be provided and receive the support of the Highways Authority which will form the basis for the car parking strategy.

The basement car parking should be considered as a 'car store' and could be shared between the apart-hotel and residential uses. The location of the basement needs careful consideration to ensure it does not compromise the landscaping scheme, and the management/maintenance arrangements for the car park and open space would need to be clear. Officers' view is that there should be only one access to car park and the entrance should be discrete and well-integrated into the scheme. The access should prioritise the cycle and pedestrian routes along Lawrence Weaver Road, which are important sustainable transport routes. Off-road drop-off and servicing will need to be integrated for the apart-hotel element too.

The presentation is silent on the approach to other functional design requirements including cycle parking. While this may seem like a very detailed issue, the scheme will need to provide high quality, easy to use and inclusive cycle storage (Sheffield stands not high capacity and off-gauge cycles as well as maintenance areas) which can take up a lot of space and needs to be provided within the buildings therefore making space for it at the ground floor.

SUMMARY

In summary, while the retention of the BLI is supported, the proposal remains unacceptable to officers, because the new blocks fundamentally fail to respect the immediate context for the

reasons explained above. In addition, the scheme fails to address environmental issues resulting from the deep-plan blocks. The issues with the scheme appear to officers to result from a continued over-development of the site, and the proposal in its current form would not receive officer support. I have provided a full summary of the feedback from the first and second pre-application meetings in the issues log appended to this letter, which should form the basis of pre-application discussions going forward.

Officers have offered a design workshop to discuss these issues in more detail. This has been agreed to be a small workshop focussing on the design response to the immediate context attended by our urban design officer and the architects, as well as planning officer and agent. You must provide a submission package for officers to review **at least one week in advance**, which will necessitate rearranging the meeting. This package must:

1. show how you have tested multiple design options to resolve the issues identified above. It is important that any of the concepts suggested by our urban design officer are developed to suit the immediate context and are tested alongside other options developed by your design team.
2. provide illustrative internal floor layouts for the blocks to show a typical arrangement of dual and single-aspect homes, and the length of corridors. This should also test alternative arrangements and typologies including smaller clusters and vertical circulation, gallery access, duplexes and houses.
3. include estimated unit numbers for each of the options tested.
4. test multiple options for the roof form along the Howes Place and Lawrence Weaver Road frontages and include cross sections so that the scale of the proposed development can be assessed within the immediate context.
5. provide photographs of the rear of the BLI showing the connections between the extension and the main building and the condition of the rear elevation of the BLI, in advance of a site visit being arranged.
6. provide a copy of the drainage surveys and other technical reports that have informed the illustrative masterplan (as per your letter dated 30th June 2020).

It is also important that work on the transport assessment, car parking strategy and highways access are progressed with the Highways Authority early on, as these have implications for the site layout. You should continue to engage with the Highways Authority on these issues and I would appreciate if you could keep me consulted and copied into these discussions.

Public engagement

As previously discussed, there has already been interest in the development proposals for this site from local Members and residents. You will need a careful programme of public engagement, particularly given the current restrictions on social distancing. Please provide your Community Engagement Strategy for officers to review and advise.

Planning Performance Agreement (PPA)

The PPA needs to be agreed before our next design workshop, otherwise a pre-application fee will need to be paid in advance of the meeting. The meeting will not be able to go ahead without a PPA or receipt of the fee. I will issue an invoice to cover the officer time for the June meeting.

This letter provides informal officer views and it does not therefore bind the decision of Members of the Council's Joint Development Control Committee when the application(s) is (are) formally determined in due course.

If you have any questions on the above, then please do not hesitate to contact me.

Yours sincerely,

[Redacted signature block]

Enclosures: Issues log 07.07.2020

Issues log 07.07.2020

Issue	LPA Comments	Status
A.	Principle of Development	
Principle of development	<p>The rear part of the site forms part of the site allocation R43 in the Cambridge Local Plan (CLP) 2018. This is within the land between Huntingdon Road and Histon Road Area of Major Change allocated for a mix of residential properties and other complementary uses necessary for the creation of a sustainable and vibrant community under CLP policy 20. The principle of residential development on this part of the site is acceptable.</p> <p>The existing NIAB buildings are outside the site allocation. CLP 2018 policy 41 gives a presumption against the loss of employment uses, including B Use Classes and sui generis research institutes. Marketing will need to be evidenced in accordance with Appendix K of the Local Plan in order to meet the policy requirements.</p> <p>The proposed change of use to apart-hotel will need to be assessed against CLP 2018 policy 77 which supports proposals for high quality visitor accommodation beyond the City Centre in North West Cambridge, located on the frontages of main roads or in areas of mixed-use or within walking distance of bus route corridors with good public transport accessibility.</p>	RED
Coordinated development	The proposal will need to ensure compatibility with nearby developments and planned developments, namely Darwin Green and Eddington so that it does not negatively impact on the sustainability and vibrancy of these communities in accordance with CLP 2018 policy 20. In particular, the housing mix and intensity of development should be compatible with the developing communities, and any complementary uses should seek to enhance rather than compete with commercial or community facilities within the developing local centres. This requires further assessment.	RED
B.	Housing Delivery	
Affordable Housing	Commitment has been made to provide affordable housing within the residential component of the scheme. Further discussions are required with the Housing Strategy team on the affordable housing proposals, having regard to the CLP 2018, the NPPF (2018) and other material considerations.	AMBER
Housing mix	CLP 2018 policy 45 requires developments to provide a balanced mix of dwelling sizes to meet the projected future needs within Cambridge for different unit sizes of affordable housing and market housing. Limited	RED

	information has been provided on dwelling sizes. This requires further discussion with the Housing Strategy team.	
Housing standards	Commitment has been made to meet the adopted internal space standards within CLP 2018 policy 50, which is welcomed, however no internal floor plans have been provided.	AMBER
Residential amenity	<p>In addition to the housing standards, the dwellings should provide a high standard of living accommodation for the future occupants. Officers are concerned about the over-use of single aspect apartments and dual aspect homes should be prevalent.</p> <p>Environmental issues that would impact on the living environment should be assessed at an early stage so that mitigation can be designed into the architectural response. This includes solar gain, over-heating, daylighting, air circulation and noise.</p> <p>Commitment has been made to provide private amenity space for each dwelling, however no floor plans have been provided. Private external amenity space should be provided sufficient to meet the day-to-day needs of the future occupants in accordance with CLP 2018 policy 50.</p>	RED
Accessible Homes	CLP 2018 policy 51 requires all housing development to be of a size, configuration and internal layout to enable Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' to be met, and 5 per cent16 of the affordable housing component to meet Building Regulations requirement M4 (3) 'wheelchair user dwellings' to be wheelchair accessible, or be easily adapted for residents who are wheelchair users. A commitment to meeting these requirements needs to be provided.	RED
C.	Spatial Principles and Response to Context	
Access and movement	See comments on the block structure, servicing and highway access in the letter above .	RED
Block structure	The current proposed block structure for repetition of three perimeter blocks in the southern, central and northern parts of the site is unacceptable as it fails to relate to the immediate context and address intrinsic environmental issues. See letter above.	RED
Open space and green infrastructure	The amount of public and private open space needs to be assessed against the adopted open space requirements in the CLP 2018 and the Open Space and Recreation Strategy. On the basis of the information provided, the open space provision appears to be significantly below the standards. Further information needs to be provided.	RED

	The function of the open spaces within and between the buildings needs to be clarified and the role of the open space for sustainable urban drainage needs to be determined to assess the usability of the open space. You need to consider the quality of the open space.	
Heights and massing	The proposed heights and massing as shown on the sections and the townscape visualisations is unacceptable as it fails to respond to the immediate context including Darwin Green, Howes Place and the existing NIAB building. See the letter above.	RED
BLI	<p>There is insufficient information about the existing NIAB building, including the connection(s) between the BLI and the rear extensions and the condition of the rear elevation of the BLI. This will inform the potential to demolish the rear extensions and to make any new connections between the proposed southern block and the BLI. Photographs need to be provided in advance of a site visit to be arranged.</p> <p>The relationship between the proposed southern block and the BLI is unacceptable and would dominate the BLI. The space between the BLI and the southern block appears to be a 'non-space'. More analysis about the BLI needs to be done to inform the design response. See the letter above.</p>	RED
Character	See comments on flat roof blocks, townscape, building hierarchies and grain in the letter above.	RED
D.	Transport / Highways	
Transport impact	The transport assessment should be agreed by the Highways Authority early on in the process, as this will be an important aspect of the proposal.	RED
Car and cycle parking	<p>Car and cycle parking provision should be informed by the transport assessment to be agreed by the Highways Authority. Car parkign should be minimised due to the site's highly sustainable location. Cycle parking should be high quality, easy to use and inclusive.</p> <p>Basement car storage is supported in principle, however the parking numbers should be agreed early on as it will inform the site layout. Information on car and cycle parking should be provided with reference to the adopted car and cycle parking standards in the CLP 2018 policies 80, 81 and 82.</p> <p>Taxi drop-off and servicing to the residential use and the apart-hotel needs to provided within the site to avoid cars stopping on Huntingdon Road and Lawrence Weaver Road. This should be integrated into the site layout and landscaping.</p>	RED

Highway access	Vehicular, pedestrian and cycle access needs to be discussed with the Highways Authority, having regard to the need to prioritise pedestrian and cycle access. CLP 2018 policy 20 supports development that provides walking, cycling, and improvements for disabled people (accessible for all) on- and off-site to offer more sustainable travel choices for residents.	RED
E.	Environmental issues	
Sustainability	<p>The current proposal shows deep-plan blocks which are understood to include double-banked corridors of single aspect dwellings shown on page 32 of the presentation, many of which would be west-facing and some fronting onto Lawrence Weaver Road. This will be problematic for solar gain, over-heating, daylighting and air circulation. It is important that this is considered early on so that architectural responses to environmental issues can be designed into the scheme and is not an afterthought.</p> <p>Use of the One Planet Living Framework is welcomed by the sustainability officer, and we would welcome further information on how this is being utilised, for example is a One Planet Living Action Plan being developed with peer review from Bioregional.</p>	RED
Drainage	Please provide your drainage survey technical reports for the sustainable drainage engineer to review, as advised in your letter dated 30 June 2020.	RED
Trees	There are individual and group tree protection orders covering the trees along the Huntingdon Road, Lawrence Weaver Road and Howes Place frontages and within the site. A tree survey should be provided so that the impact of the proposals on the protected trees can be assessed in accordance with CLP 2018 policy 71.	RED
Ecology	Further information needs to be provided.	RED
Environmental Health issues	Air quality, noise and ventilation issues need to be discussed with the Environmental Health team early on, as these have implications for sustainability and the quality of the accommodation, which need to be designed into the scheme as it develops.	RED
F.	Stakeholder Engagement	
Stakeholder Engagement	Please provide a copy of your Community Engagement Strategy which meets the requirements of the Localism Act for officers to review.	RED

G.	Environmental Impact Assessment	
Environmental impacts	The requirements for screening for Environmental Impact Assessment are set out in regulation 9 and regulation 10 of the 2017 Regulations and need to be addressed.	RED