

DESIGN REVIEW PANEL: APPLICANT'S DESIGN RESPONSE

Design Review Panel (DRP) 23 May 2024

The Revised Proposals were presented to the DRP on 23 May 2024.

Applicant's Design Response

The table below sets out the DRP's written feedback on each topic (taken from the issued Meeting Notes, pages 8-10), and the associated Design Response:

DRP'S WRITTEN FEEDBACK (<i>VERBATIM</i>)	APPLICANT'S DESIGN RESPONSE TO THE TOPIC-BASED FEEDBACK
<p>Heritage</p> <p><i>The changes to the layout, the scale of some of the buildings and the increased gaps between the buildings has reduced the impact on local heritage assets. However, the scale and bulk of buildings still causes harm to the Conservation Areas and in the longer views across Cambridge. Therefore, the scheme needs to balance this harm with tangible community benefits, like the new Public Park.</i></p>	<p>Plot 2 has been reduced in height (enabled by a change in footprint), with the result being that the scheme appears with a single taller cluster (Plots 5, 6 & 9) with massing then reducing towards site boundaries.</p> <p>The Revised Proposals deliver extensive and substantial public benefits.</p>
<p>Character/Architecture</p> <p><i>The new site layout is much more legible and provides a guiding principle for the architecture. The precedents/illustrations of the buildings are still quite confused, and the architecture may calm down a bit, as the design code develops. There are still concerns over the height and mass of buildings, particularly on Plot 2, and as to how Plot 3,4, and 5 need to offer more significant variation in their roofline.</i></p> <p><i>Plot 2 is highly visible in the views from Castle Hill Mound (p127) and Coldham's Common (p128) as it 'kick's up' at the end of the north-south</i></p>	<p>Design Code precedents and diagrams were subsequently developed with design officer team, to better describe the overarching design intent.</p> <p>See above for description of Plot 2 changes.</p> <p>Design Codes have been included that state that the key boundary plots must mitigate any potential for overlooking, and this would apply to terrace design.</p>

<p><i>sequence of massing. Plot 7's relationship with the adjacent housing has improved but could still move away from the boundary. Are there issues of overlooking from the roof terraces, as Plot 7, 9 and 6.</i></p> <p><i>Plots 4 and 5 (and 3) impact could be further reduced through the further control of design (and introduction of articulation) through the design code. The plot area in Plot 4 could be pushed back (over commercial office space) to create further variety in the sequence of Plots 3, 4 and 5.</i></p> <p><i>The 'tail' of Plot 6 is too close to the southern boundary and the residential terrace to the south of the site.</i></p> <p><i>There are concerns over whether the position of the ventilation stacks, etc will need to change once the buildings are designed in detail. Can the areas that are less heavily serviced have less plant at roof level?</i></p> <p><i>Wheelchair access around the site needs to be carefully considered along with clashes between pedestrians and cyclists?</i></p> <p><i>The capacity and plan area of the carpark may need reconsideration.</i></p>	<p>The site-wide built form Design Codes, developed with design officers, have set the intent to maximise variation at roofline - and include "<i>Efforts to create variation of form at rooftop plant level will be encouraged and Reserved Matters applications must illustrate how the roofscape has been designed to minimise visual impacts and create an articulated roofscape</i>". The Plot 4 setback was also increased to promote variation by overall building form rather than smaller scale interventions.</p> <p>The Plot 6 massing was adjusted to add an upper-level set back to the second floor. Design Codes also state that the facade design must mitigate any potential for overlooking in this location.</p> <p>The flue zones within the parameter plans secure the flue locations as much as is reasonable at this design stage, with detailed design at RMA to determine the exact position and nature of each stack within these zones. Design Codes also limit the number and nature of flues within these zones.</p> <p>Design Code section 2.6 "<i>Framework Towards a More Inclusive Environment</i>" was subsequently developed with the design officer team to promote a suitable mixed environment for wheelchair users, pedestrians and cyclists.</p> <p>The car park parameter volume is capable of delivering the necessary car parking capacity with suitably controlled flexibility to allow some design development at Reserved Matters stage.</p>
<p>Landscape</p> <p><i>The sequence of landscaped spaces could be linked as a more coherent sequence of spaces.</i></p> <p><i>There is still a deficit in biodiversity and a net loss of trees, can more large trees be provided?</i></p> <p><i>Given the scale of the buildings the enclosed spaces need to be carefully considered in terms of overshadowing and uses, and again, the landscape needs to be integrated with the ground floors of the buildings.</i></p>	<p>Design Codes were created that require the proposal to be delivered such that it can be read as a "<i>singular cohesive design</i>".</p> <p>A Biodiversity Net Gain in excess of 100% will be delivered by the Proposed Development. In terms of existing trees on the Site, the scheme includes the retention of 58 trees and the loss of 61 trees. Taking account of the planting of 290 new trees, this represents a net increase of 229 trees. The proposals include 2.63ha of landscaping which will provide significant ecological enhancement. The Design Codes for tree planting state "<i>The mature size of trees should be considered at all levels, with the largest trees</i></p>

	<i>achievable for each area based on space both below and above ground."</i>
<p>Connectivity</p> <p><i>The new highway interchange with Coldham's Lane is an improvement, there are still significant clashes within the site between the movements of servicing vehicles and cyclists, and between pedestrians and cyclists within the public spaces.</i></p> <p><i>There is still a need to consider the impact of increased footfall outside the site.</i></p>	<p>The detailed design of the Coldham's Lane junction remains reserved (for future approval via Reserved Matters Application). Design Code section 2.6 "Framework Towards a More Inclusive Environment" will promote an environment that successfully integrates pedestrians, cyclists and vehicles.</p>
<p>Climate</p> <p><i>Using the standards/guidance of LETI, BREEAM, and the RIBA Climate Challenge standards in combination can help introduce guidance on standards prior to the issue of the UK Net Carbon Building standards. What is critical is to introduce a system of carbon analysis measurement (for construction and operation) that can provide the data for later decision-making.</i></p>	<p>LETI, BREEAM and RIBA Climate Challenge have informed the Design Codes and Sustainability Strategy.</p> <p>The development is targeting high-performance in operational energy. We are aiming towards a consumption of less than 55 kWh/m²/yr for the office base build, in line with the RIBA 2030 Climate Challenge. For research facilities, the target is 150 kWh m²/yr.</p> <p>The embodied carbon target is less than 600kgCO₂/m² for office buildings, but with a stretch of 500kgCO₂/m². To account for the increase demand on building services in laboratory spaces, these will be designed to an upfront carbon target of 750kgCO₂/m², in line with the RIBA Climate Challenge 2030.</p> <p>We will ensure that lessons are shared between plots, such that good practice embedded and enhanced further throughout the build out of the masterplan.</p>
<p>Community</p> <p><i>Can the developer make every effort to include the local supply chain and SMEs in the construction and operation of the development. (can the community initiatives in the earlier schemes be bought forward in the new proposals).</i></p> <p><i>More EV charging points are needed, and for disabled vehicles too.</i></p>	<p>Commitments towards community initiatives and the local economy are outlined in the Sustainability Strategy and the Benefit Delivery Plan documents.</p> <p>EVs will be provided according to policy as a minimum, with the exact scale and nature of the provision to be determined at Reserved Matters stage.</p>