



# Devonshire Gardens, Cambridge, CB1 2BJ

Report Name: **DESIGN & ACCESS STATEMENT**

Reference: **1160\_DAS\_P1**

Date: **JULY 2021**

A development by



BUCKLEY GRAY YEOMAN



Client Name

Railway Pension Nominees Limited

Site Name

Devonshire Gardens, Devonshire Road, Cambridge, CB1 2BJ

Proposal

Demolition of existing depot building and redevelopment of site to provide two new buildings comprising Class E (g) (i) / E (g) (ii) floorspace with associated plant and cycle parking, three new residential buildings with associated plant and cycle parking, one new building comprising flexible commercial space (Class E) to include a creche with associated cycle parking, flexible community space (Class F.1 / F.2), hard and soft landscaping and associated access

Rev.	Date	Description	Prepared	Checked
-	29/07/21	Issue For Planning	LC	JH

Design & Access Statement

Devonshire Gardens



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# Introduction

1.00



1.01 Project Team



**Client & Funder**  
RAILWAY PENSION NOMINEES LIMITED



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**Structural Engineer  
Drainage Engineer**  
RAMBOLL



**Planning Consultant  
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**Landscape Architect**  
LDA DESIGN



**Development Manager**  
FIRST BASE



**Services Engineer  
Fire Consultant**  
HOARE LEA



**Transport Consultant**  
VECTOS



**Environmental Consultant**  
BIOREGIONAL



**CDM Principal Designer**  
TFT

1.02 Purpose of Report

This Design & Access Statement has been prepared in support of a planning application for Devonshire Gardens on the site of the current Travis Perkins yard on Devonshire Road.

The proposals seek to deliver a comprehensive mixed use redevelopment of the site, providing significant new public realm at the heart of the proposals, alongside high quality residential accommodation, commercial office space and other ancillary non-residential uses. The site benefits from a well connected central location and the proposals further enhance this through improved connectivity to and through the site.

The proposals contribute to the trend of reinvigorating brownfield sites in the area surrounding Cambridge Station with the site being allocated with reference R9 in the Cambridge Local Plan.

The key purpose of the Design and Access Statement is to explain the development of the proposals; good concepts; thoughtful design principals; sustainable approaches and a considered integration of the proposals with the nearby context. The aspiration is to create a site specific solution that balances the needs of all stakeholders and optimises the full potential of this well connected city centre site.

The Planning Application has been prepared on behalf of RailPen and First Base by Buckley Gray Yeoman in consultation with Cambridge City Council and the local community.





# The Brief

2.00



2.01 Client Brief

The client brief establishes a strong vision from the outset that is imperative to the successful delivery of the scheme. It has been used to underpin every decision made throughout the design process. The vision for the future of Devonshire Gardens can be summarised as follows:

- Delivering generous and welcoming new public green spaces, including intimate residential courtyards and a lush, open park, forming the heart of the scheme, which can also host sustainable and engaging community events and activities.
- Creating a mixed-use scheme with complementary uses and occupiers, delivering genuine social, economic and environmental value. A great place for people to live, work, meet and relax.
- Forming a new neighbourhood that captures the spirit of Mill Road with a people focussed design, thinking about a typical day in the life of a visitor, local resident or worker at Devonshire Gardens.
- Providing flexible, ground floor spaces for independent, community uses that a Local Needs Survey demonstrates are in demand and carefully curating these to provide a cluster of diverse, desired amenities.
- Learning from the successes of local, exemplar, high-quality residential schemes, and adding a cultural Mill Road flavour to create a point of difference for this proposal.



- Delivering environmental improvements to Devonshire Road and providing a green, natural buffer to the surrounding terraced housing.
- Aligning with the UK Green Building Council's (GBC) Advancing Net Zero initiative and Cambridge's climate emergency declaration by targeting buildings that are Net Zero Carbon in operation by 2030.
- Encouraging and facilitating active travel by providing exemplary bicycle facilities, changing and shower facilities for workers and integrating with the forthcoming Chisholm Trail for both pedestrians and cyclists with dedicated paths carefully woven across the Site.
- Designing spaces and places to enhance well-being and make people happy by generating informal collision points between residents, workers and visitors, encouraging social interaction and bringing those people closer to nature.





# Planning Policy

3.00



3.01 Planning Context

The site is allocated for development in the Cambridge City Local Plan 2018 as “R9 Travis Perkins Devonshire Road” under the proposals schedule. This closely aligns with Policy 24, “The Mill Road Opportunity Area” which recognises R9 and weaves this into the aspirations for a high quality environment for residents, trader and local businesses.

For the purpose of this planning submission the Development Plan comprises the Cambridge Local Plan 2018 ( LP) , Sustainable Design and Construction SPD. January 2020, to which full weight should be given; some weight should also be given to the Planning Obligations SPD and Public Art SPD. In addition, in the absence of policies in the LP on new Build to Rent accommodation, some weight can be given to the city’s emerging Build to Rent policies 2021.

These statutory documents should be read alongside and in conjunction with the non-statutory City of Cambridge declaration of a Climate Change emergency on the 21 February 2019.

The spatial strategy for the adopted Local Plan spatial makes it very clear that the City has adopted a “compact city model” based on fully utilising the very limited brownfield sites that are available. Paragraphs 2.42 and 4.57 of the LP further clarifies that a priority for the Council is to make the most efficient use of brownfield sites. Making the most efficient use of scarce land is one of the most direct and fundamental ways the City can move towards a more sustainable model of development. This is reinforced by paragraph 125 of the NPPF July 2021 which says:-

*“ local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework”.*

The mixed-used nature of the scheme is supported in policy, particularly the Sustainable Design and Construction SPD which recognises the benefits of heat exchanges, reduced travel to work distances, benefits to air quality and also place making. The local plan is silent on the provision of BTR units but the emerging City policy is supportive of the location and management of the units.

Section 7 of the Local Plan sets out policies to protect and enhance the character of Cambridge. The starting point with this application is the removal of the functional and utilitarian Travis Perkins Depot; the removal will be a significant benefit to the appearance and character of the area and the amenities of the neighbour.

Policies 55, 56, 57 deal with context, creating successful places and designing new and “beautiful” buildings. Place making, good design and site context have fully informed the final design. The layout and architecture recognises the finer grain of the Mill Road Area but transitions to take advantage of the railway frontage which looks over a major piece of City infrastructure. The submission fully recognises the need for beautiful buildings as a fundamental outcome of the planning process ( para 125 NPPF 2021).

A landscaped park lies at the heart of the new development providing a green haven for local people in an area deficient in green space as well as massively increasing biodiversity on site. It is a sunny, secure high quality space in accordance with Policy 59.

Policy 60 deals with tall buildings and the skyline of the City. It requires a detailed visual assessment, a review of the impact on the historic environment and other sensitive receptors and a site by site assessment. This application is accompanied by a LVIA and Heritage Impact assessment that demonstrate, very clearly, that there is no significant adverse impact on the City skyline. A human scale is created at street level and there is no adverse impact on the amenities of nearby residents.

The Chisholm trail is fully embraced within the red line in accordance with Policy 80. In addition to this, a fully segregated cycle/pedestrian route is provided for on Devonshire Road.

The scheme is effectively car free with 2 blue badge spaces. Cycle parking accords with all relevant standards.

In summary the scheme will be an exemplar scheme. It will exceed the Council adopted standards on sustainability but can only do this by making full use of this brown field site with the mix of uses. It has no adverse impact on the residential amenity of the surrounding properties or the character and appearance of the City and its skyline. It places a new park at the heart of the development and the existing community with a range of residential, community and commercial buildings around it. Over 3000 local people have been involved in shaping the final scheme.

The proposals are in accordance with an up to date Development Plan and, in accordance with paragraph 11 (c) of the NPPF 2021, the application should be approved without delay.





# Location & Context

4.00



Location & Context

4.01 Location

Devonshire Road is well connected, being within 5 minutes walk of Cambridge Railway Station to the south and Mill Road to the north.

The site covers approximately 1.23 hectares and is bounded by Devonshire Road on the west, Devonshire Road mews to the north, Angus Close to the south and the railway to the east.

The site is currently in use as a Travis Perkins building supplies yard.

Victorian dwellings are the principle building type of the area, although CB1 and the in-progress Ironworks set a new precedent for building form and scale on sites adjacent to the railway.

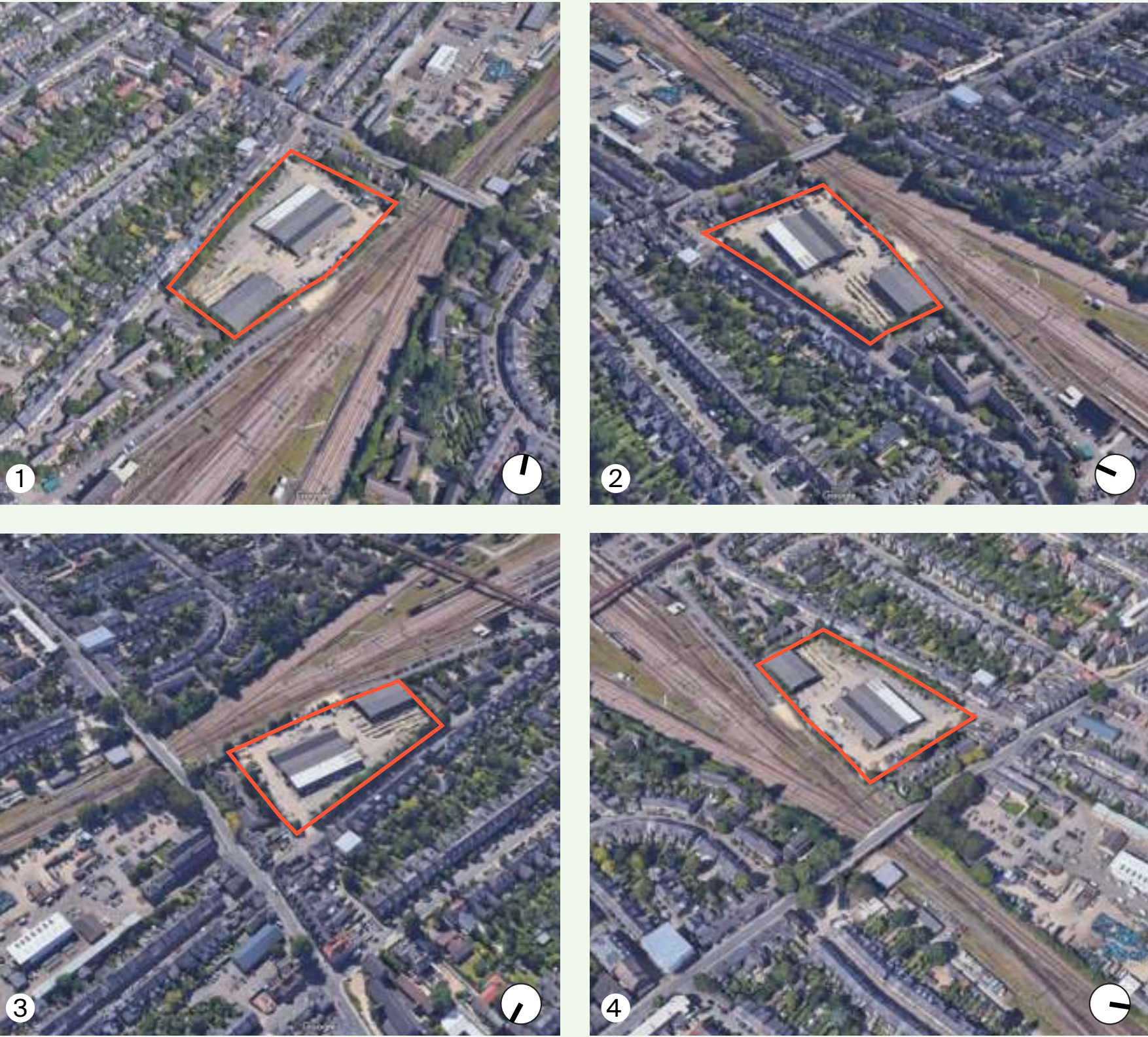


AERIAL PHOTOGRAPH OF THE RAILWAY EDGE

AERIAL PHOTOGRAPH WITH SITE EXTENT HIGHLIGHTED

Location & Context

4.02 Aerial views





Location & Context





4.03 Transport & Connections

Pedestrian movement from the south of the site come from the railway station and CB1, whereas from the north pedestrians will be making their way from Mill Road.

Mill Road has a number of bus stops on the Citi 2 route between Addenbrooke to Cambridge North railway station via the city.

Other bus services are available outside of Cambridge Station that provide links to St Ives, Trumpington and Arbury amongst other places.

Cambridge Railway Station provides a comprehensive service connecting to the network rail infrastructure including services between London Liverpool Street & Kings Lynn and Birmingham.

-  Cambridge Station
-  bus stops
-  bus route
-  5 minute walk



AERIAL VIEW OF THE SITE

Location & Context

4.04 Heritage & Conservation

The site is located adjacent to, but not within, the Mill Road Conservation Area, in proximity to a range of designated and non-designated heritage assets. As such, specialist advice has been sought in order to ensure that the provisions of legislation and policy are satisfied in the evolution of the scheme.

Alongside the development of proposals, which are suited to their context, consideration has also been given to opportunities to enhance and bring benefit to the setting of the heritage assets, wherever possible.



HERITAGE AND CONSERVATION ASSETS



4.05 Mill Road Conservation Area

The Site is not within a conservation area, but is adjacent to Mill Road Conservation Area, which is comprised of 2 character areas, as described in the Mill Road Conservation Area Appraisal - the Mill Road & St Matthews Areas to the west of the railway and Romsey Town to the east of the railway.

The Mill Road & St Matthews Areas are comprised mainly of terraced Victorian houses. The houses on Devonshire Road are noted as being positive unlisted buildings, which are “continuous and cohesive two storey high dwellings, with stock brick elevations and red brick details...set back slightly from the road with low brick boundary walls.”

The Appraisal also notes that the existing trees on Devonshire Road sit “just outside the Conservation Area”. However the same Appraisal notes: “the trees are also important along the eastern side of Devonshire Road...”. These trees are of varying quality and subject to TPO, with further details provided in the landscape strategy report.



EXISTING TREES ON DEVONSHIRE ROAD



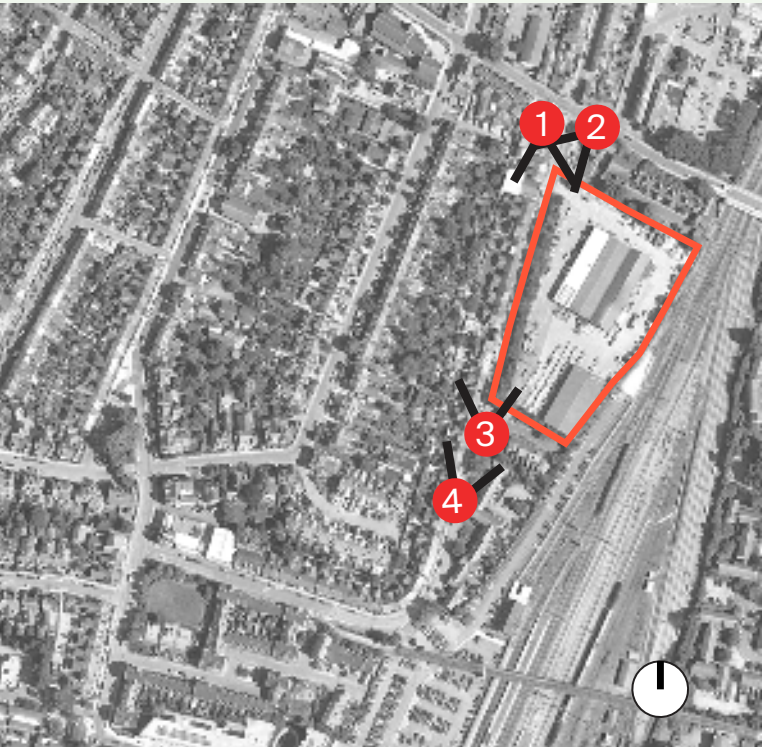
EXISTING TERRACED HOUSES ON DEVONSHIRE ROAD



EXISTING TERRACED HOUSES ON DEVONSHIRE ROAD



EXISTING TREES ON DEVONSHIRE ROAD





4.06 Designated Assets

As a designated asset, consideration has been given to the impact of the development on the setting of the Conservation Area – including, in this case, the views between the two ‘parts’ of the Conservation Area separated by the railway corridor.

The site’s relationship with listed buildings is very limited. In closest proximity are the Grade II listed Cambridge railway station and the Grade II listed Cambridge Branch Library building on Mill Road. Impacts on the setting of these assets, and others which may be affected at further distance from the site by reason of a potential increase in height, has been fully considered.



GRADE II LISTED CAMBRIDGE BRANCH LIBRARY



GRADE II LISTED CAMBRIDGE BRANCH LIBRARY WITH NEW DEVELOPMENT BEYOND

4.07 Non-Designated Assets

There are numerous non-designated heritage assets which have a relationship with the site. These include both ‘locally listed’ buildings and ‘positive’ unlisted buildings, as identified in the Mill Road Conservation Area Character Appraisal. The effect of the proposed development will be a consideration throughout the design process, to ensure that the scheme takes account of their significance and setting.

Given the site’s current condition, it is intended that re-development can achieve a positive enhancement of the settings of these non-designated assets if approached sensitively.



RAILWAY COTTAGES



RAILWAY COTTAGES



POSITIVE UNLISTED BUILDINGS ON DEVONSHIRE ROAD



POSITIVE UNLISTED BUILDINGS ON DEVONSHIRE ROAD



Location & Context

4.08 Local Architectural Context

There are occasional clusters of non- residential built form sitting behind the Mill Road frontage and expressive of the previous mix of uses which accompanied the development to the east of the city.

The Yards comprise an evidently different built type to the predominant terraces, some being subordinate ancillary structures but, more often, larger in volume and height. The forms, detailing and materials reflect the function of the buildings and not always following the pattern of the spec-built terraces.



SALVATION ARMY BUILDING - TENISON ROAD



DALE'S BREWERY - GWYDIR STREET



BOLTON WAREHOUSE - TENISON ROAD



Location & Context

4.09 Mill Road Character

Mill Road's history is very much linked to the railway and industrial uses, however the area has evolved over time.

Mill Road's grid of intimate streets and spaces paired with the late Victorian vernacular are the most notable characteristics of the area. This engenders a sense of friendliness that creates a 'buzzy' atmosphere with a 'sense of street life'.

There is a recurring theme around food and the rich variety of food on offer along Mill Road reflects its diversity and unique character within Cambridge.





Location & Context

4.10 Scale & Massing – Railway

The surrounding area has residential scale buildings of between 2 to 3 storeys. However there is evidence of building heights increasing adjacent to the railway, visible when viewing the site from adjacent bridges, such as Carter Bridge, Mill Road Bridge and Hills Road Bridge.

The adjacent photo shows taller development to the south of Cambridge Station on both the western and eastern sides of the track.



VIEW LOOKING NORTH FROM HILLS ROAD

Location & Context

4.11 Scale & Massing – Ironworks

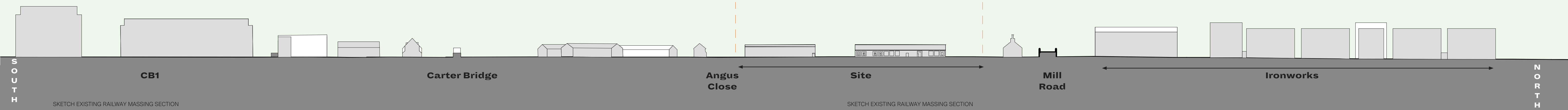
The principle of taller development adjacent to the railway continues further north, where the Mill Road Depot scheme has increased scale buildings along its eastern edge.

The scheme (now known as Ironworks) is currently undergoing phase 1 of construction.

The proposals introduce a clear massing strategy of larger scale buildings to the east railway edge, then reducing to a more domestic scale to the west.



VIEW OF CONSTRUCTION AT IRONWORKS FROM MILL ROAD BRIDGE





Location & Context

4.12 Chisholm Trail

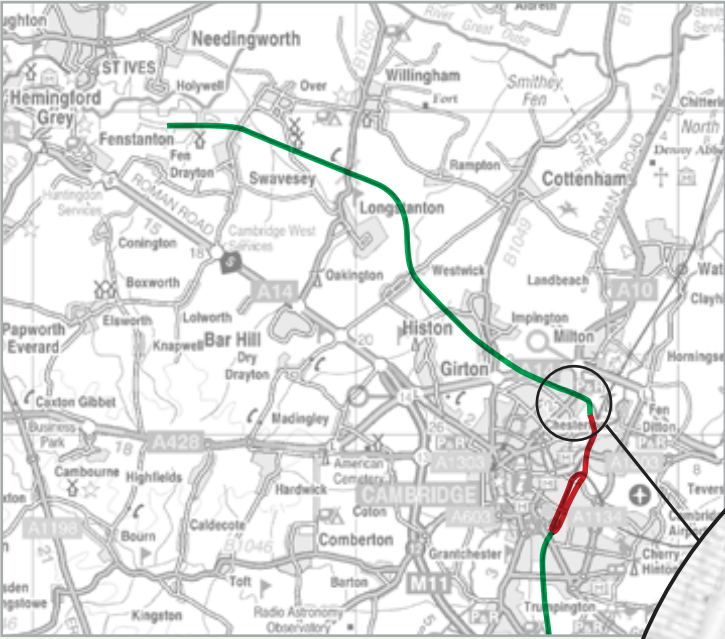
The Chisholm Trail is a new walking and cycling route which will connect Cambridge’s two rail stations, with the north and south sections of the Busway cycleway. The full trail provides a 26 kilometre route from Trumpington and Addenbrookes to St Ives.

It was first proposed by Camcycle Trustee, Jim Chisholm, over 20 years ago and has since been adopted as part of local planning policy.

The Chisholm Trail scheme supports the Greater Cambridge Partnership’s (GCP’s) transport vision of implementing improved public transport routes, encouraging more people to use sustainable modes of transport instead of the private car. This is part of a wider public transport strategy which aims to support the feasibility of delivering new housing, and employment growth in Greater Cambridge.

Discussions with Network Rail and the Chisholm Trail are ongoing to ensure that a reasonable and practical solution can be found to provide an efficient and safe route for the Trail along the site.

The preferred route is for this to run along the eastern edge of the site within the 5m Network Rail exclusion zone, as shown on the diagram on the bottom right of this page.



MAP OF CHISHOLM TRAIL ROUTE



MAP OF CHISHOLM TRAIL ROUTE THROUGH SITE



The Chisholm Trail is proposed within a 5m no build zone on the eastern side of the site.

The route is envisaged to run through the existing National Rail car park to the South, connecting to the site halfway up the Eastern edge, before continuing underneath the Mill Road Bridge archways and onwards to the North.



VIEW OF THE SITE FROM THE RAILWAY CARPARK



Location & Context

4.13 Key Views

An initial study identifies key views in the local plan which have been supplemented with additional views following consultation with Council.

The findings of the Townscape and Visual Impact Assessment (TVIA, by Bidwells) baseline combined with site visits undertaken in November 2020 suggests that, due to dense urban context, views of the proposed development would be evident within the site's proximity. As a result, potential visual receptors are mostly confined to the local area. However, the proposal is still likely to become a feature within the wider Cambridge skyline, therefore some of the critical views identified in Appendix F of the Local Plan 2018 are also considered in the TVIA.

Further details can be found in the townscape assessment also included as part of this planning application.

KEY

Site Boundary

10

Appendix F - Long distance views

9

Appendix F - Local views

1

Mill Road Conservation Area - Important positive views

3

Other TVIA viewpoints



PLAN OF TOWNSCAPE VIEW POINTS

Location & Context



VIEW FROM JUNCTION OF MILL ROAD AND DEVONSHIRE ROAD



VIEW FROM MILL ROAD BRIDGE



VIEW FROM CARTER BRIDGE



VIEW FROM MILL ROAD CEMETERY



VIEW FROM BRIDGE ON COLDHAMS LANE

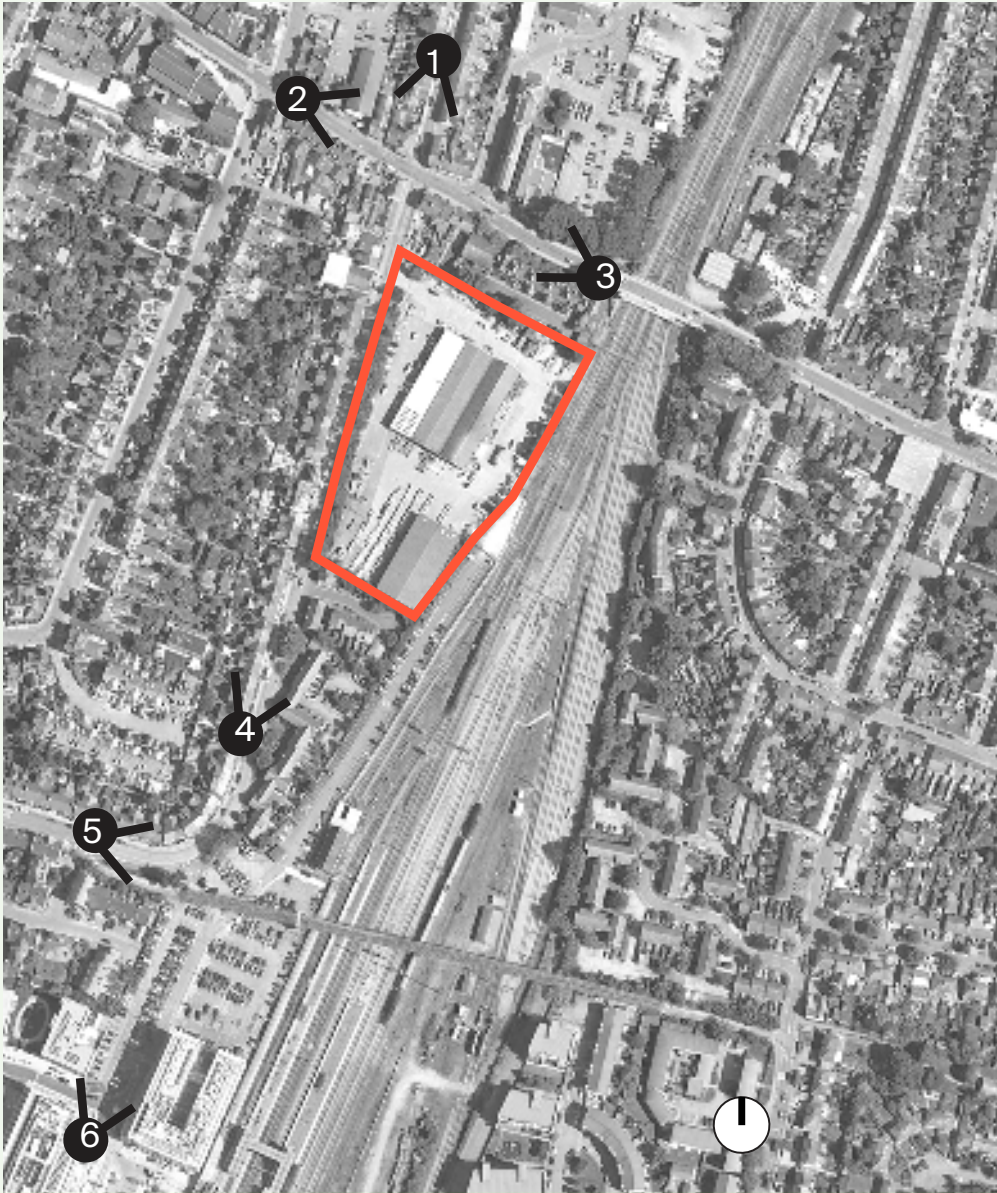


VIEW FROM HEADLY STREET



Location & Context

4.14 Site Photos



VIEW FROM KINGSTON STREET



VIEW FROM MILL ROAD WEST



VIEW FROM MILL ROAD BRIDGE



VIEW FROM DEVONSHIRE ROAD NORTH



VIEW FROM CAMBRIDGE STATION WEST CYCLE BRIDGE



VIEW FROM CAMBRIDGE STATION NORTH

Location & Context

4.15 Local Green Space

There is a clear under-provision of public open green space within a 400m radius of the site.



- Public open spaces
- Private/ticketed open spaces
- Open Space Uses Amenities:
  - Play Area
  - Park / Soft Landscape
  - Hardscape / Plaza
  - Sports: Cricket
  - Sports: Tennis
  - Sports: Football / other ball games
  - Cultivated Landscape
  - Cafe
  - Dining





## Site

5.00

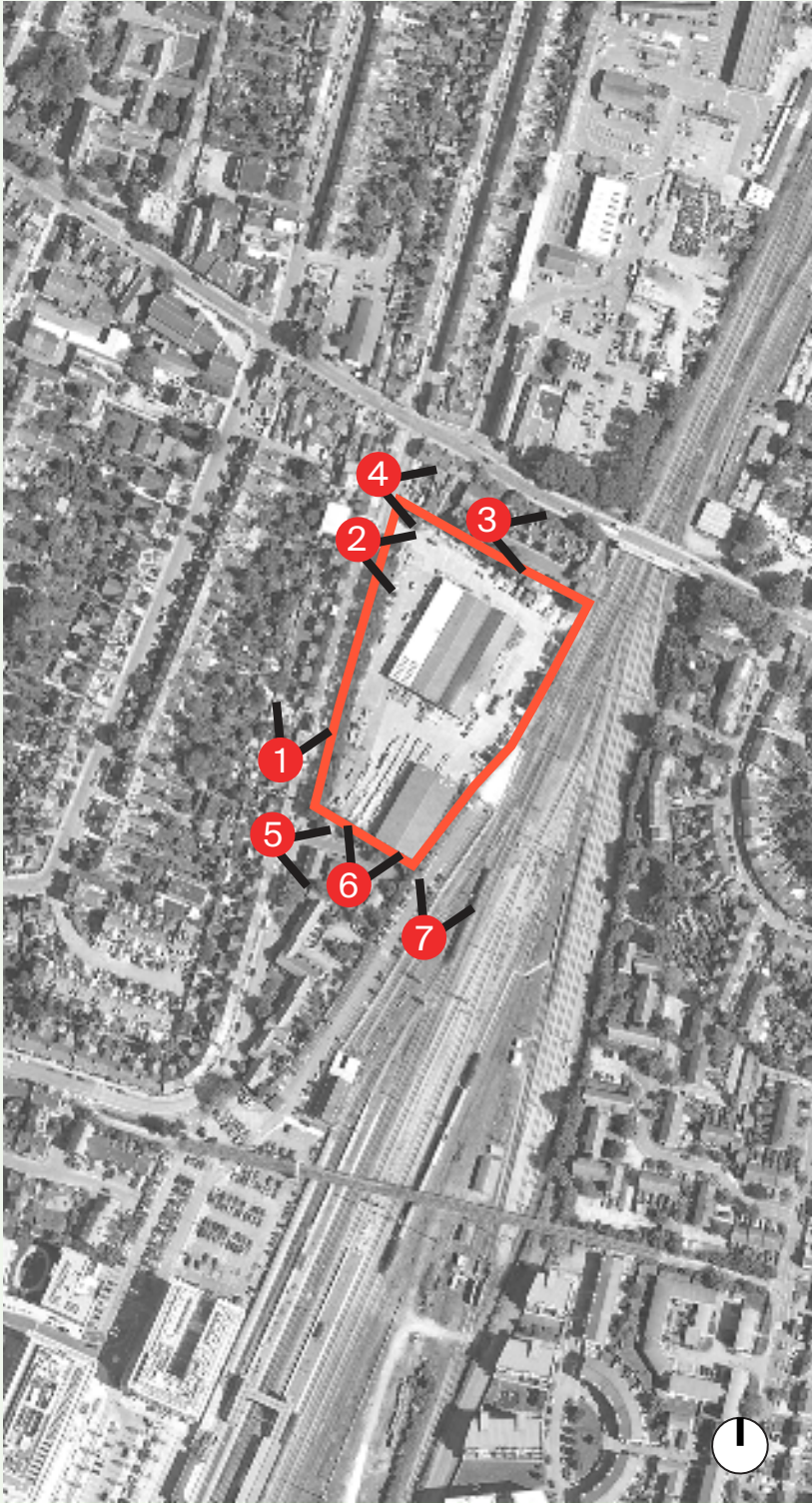


5.01 The Site & Devonshire Road

Devonshire Road is a narrow residential street consisting of 2-3 storey residential dwellings. The current Travis and Perkins site sites as an anomaly within the area, in regards to both its form, function, scale and aesthetic. Congestion of the street is compounded by the number of large delivery vehicles servicing the timber yard.

The existing site is predominantly hard surfaced with the external space used for car parking, vehicular movements and external storage of materials. The existing tree belt on Devonshire Road form a part of a perimeter of trees around the site boundary. The trees are of varying quality and some are protected by Tree Protection Orders (TPO).

Devonshire Road provides an important existing connection between Cambridge Station and Mill Road. However the narrow footpath is of poor quality and requires improvement.





5.02 Site History

The railway was constructed in 1845 and forms the site's eastern boundary. By 1883, the site had been subject to comprehensive development for railway sidings and associated industrial buildings.

Various phases of development, embankment, clearance and redevelopment of railway sidings and industrial buildings happened throughout the first part of the 20th century.

A 1983 Ordnance Survey plan shows the clearance of much of the site, with only a central building retained and an additional building constructed at the southern part of the site. The plan labels these buildings as part of a timber yard.

1880s



1900s



1960s



HISTORIC OS MAPS



HISTORIC PHOTOS OF THE SITE



HISTORIC PHOTOS OF THE SITE USED AS SIDINGS

5.03 Site Constraints

To the east of the site, noise is generated from the railway.

A no-build zone within the site means that buildings need to be set back from the eastern site boundary by 5m. A privately owned car park located outside of the south east corner of the site is utilised by National Rail, thus providing limited access.

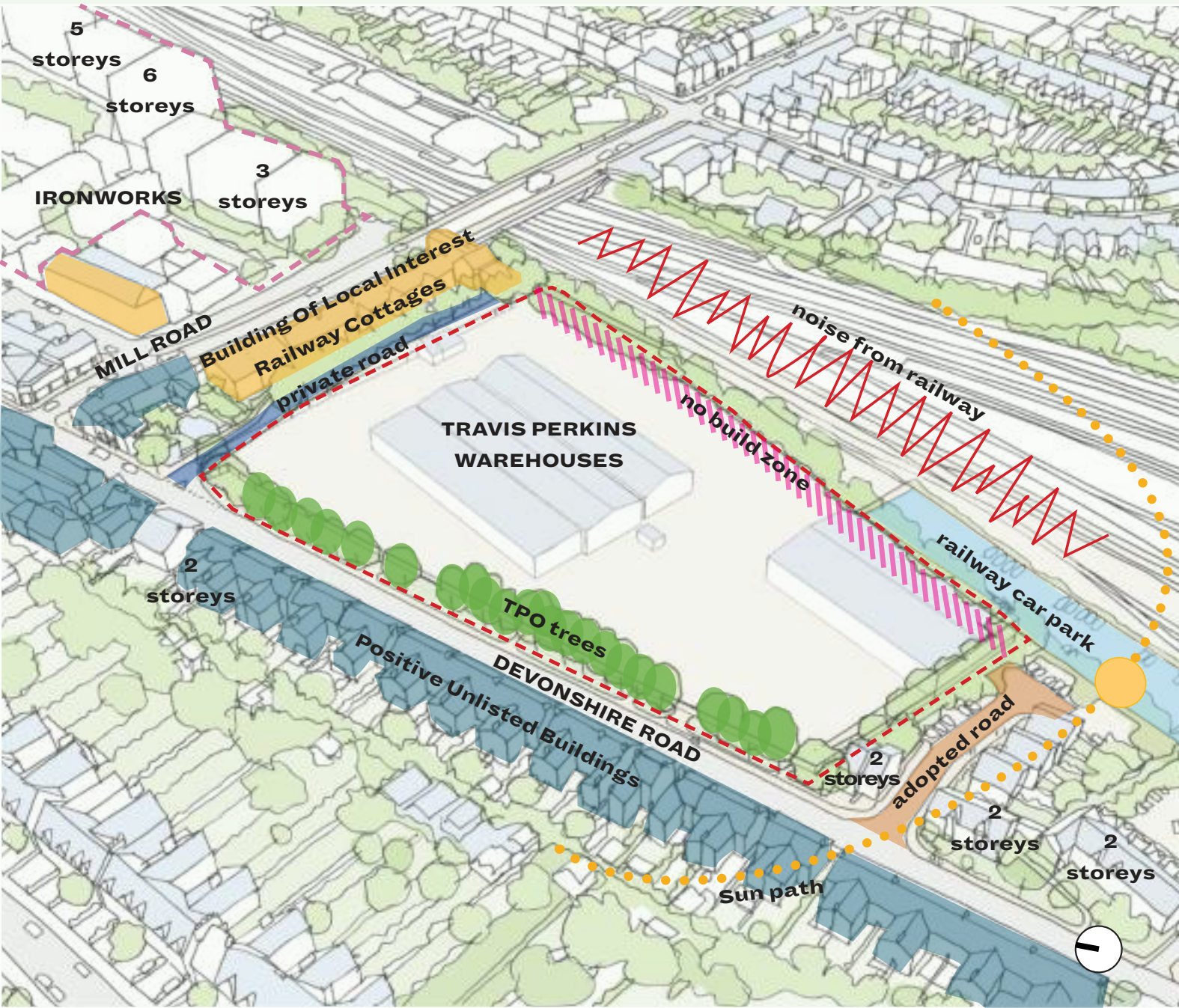
To the south of the site, Angus Close is partly an adopted road that provides access, parking and servicing only the 2-storey houses on this Close. Two houses (107 & 108 Devonshire Road) and a strip of land between the site boundary and the curb of Angus Close are within separate third party ownership that prevent Angus Close being used for servicing or access to the site.

The west of the site has a row of trees - some of which are subject to TPO. The majority of the houses on the west side of Devonshire Road are 2 storey terraced houses that have been identified in the Mill Road Conservation Area Appraisal as “positive unlisted buildings”, although there is also evidence of 3 storey dwellings.

To the North of the site the Railway Cottages (categorised as Buildings of Local Interest) are located on a private road, which is barrier controlled.

The principle opportunities of access into the site come from Devonshire Road and the railway car park, (subject to separate access agreements).

On the north side of Mill Road, The Ironworks - previously known as Mill Road Depot, is undergoing construction phase 1 of 2.



CONSTRAINTS SKETCH OF THE EXISTING SITE





# **Consultation Process**

6.00



Consultation Process

6.01 Consultation Timeline

Key Stakeholder workshops

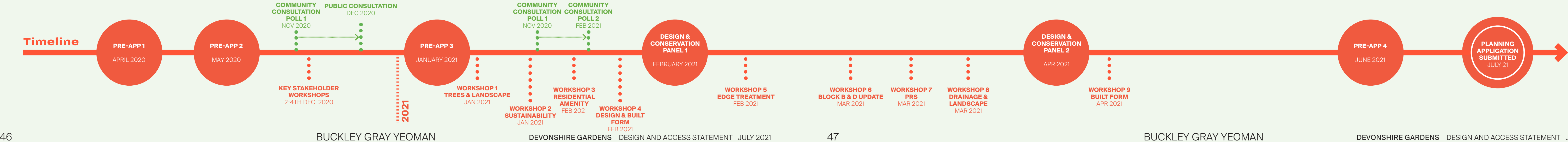
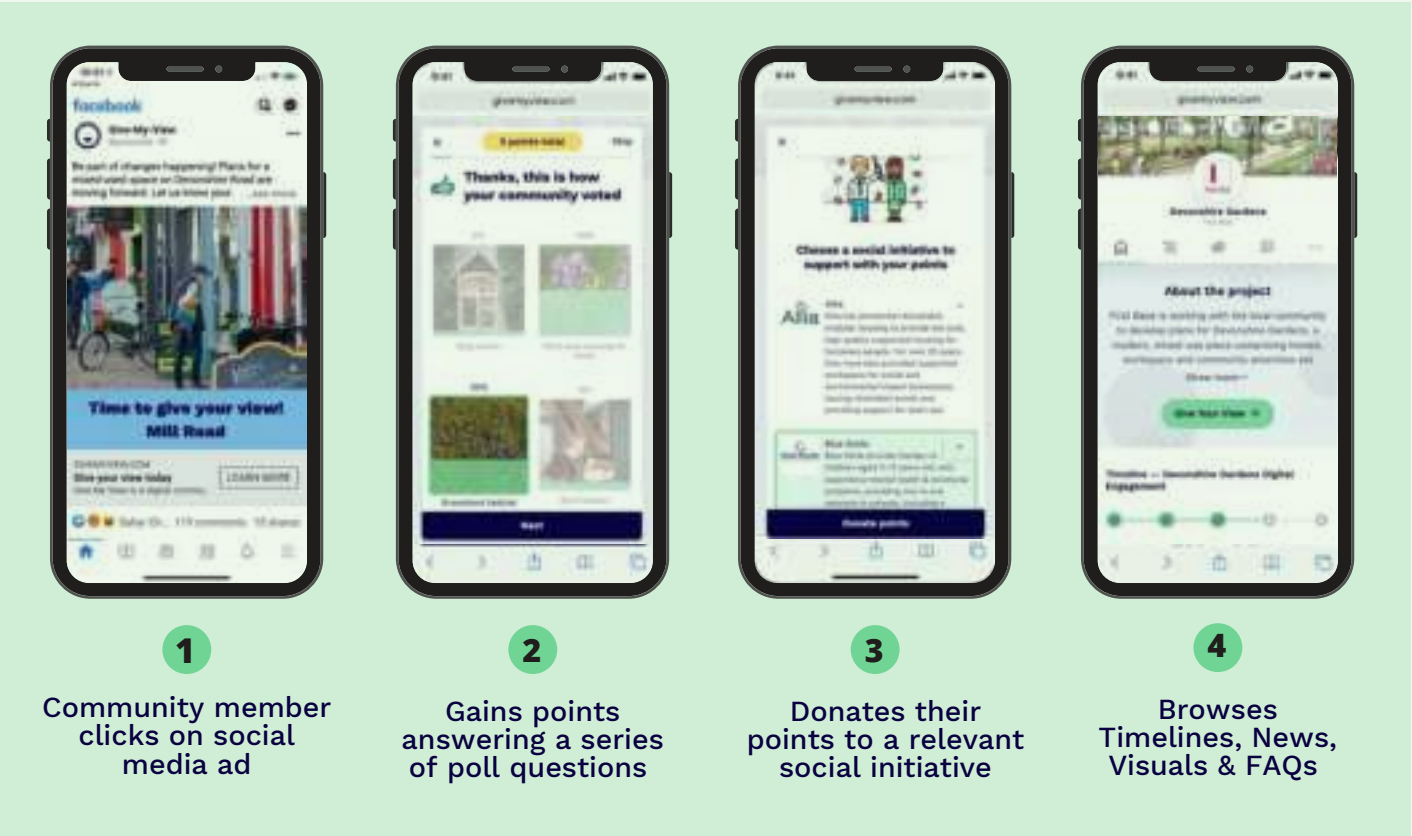
Key stakeholders were identified and contacted as part of the digital public consultation and included local politicians, business groups and community organisations. They were contacted in the week prior to each of the public consultations held in 2020 and 2021, with every letter functioning as an invitation to a meeting or, in the case of the first consultation, key stakeholder workshops relevant to their focus, interest and/or expertise.

Virtual briefings for the wider public

Five virtual briefings were offered to members of the public across the two consultation periods in 2020 and 2021, with these sessions advertised on the website. These briefings included a project overview, presentation, and Q&A with the Project Team.

Meetings with stakeholders and elected representatives

These have been taking place throughout the duration of the pre-application consultation and are ongoing.



Consultation Process

6.02 Pre-app & DCP

Engagement with Cambridge City Council

Four formal pre-application meetings were held with Cambridge Council at key stages of the process. These were interspersed with a series of fortnightly remote workshops where planning officers discussed detailed aspects of the proposals as a way to keep informed of progress and to give iterative feedback as the scheme developed. The workshops included subjects such as Design & Built Form, Sustainability and Residential Amenity, with formal written feedback being provided for Pre-app meeting 4.

Engagement with Cambridge Design & Conservation Panel

The design team made two virtual presentations to the Cambridge Design & Conservation Panel in February and April of 2021, in each instance written feedback was provided.





Consultation Process

6.03 Council Feedback Summary

The scheme has been shaped through positive debate between the Design Team and Cambridge City Council.

Comments made by Council at each meeting influenced the subsequent design development by the team, moving from a commercially lead campus scheme at the offset of the process to an industrial influenced residential led scheme of a significantly reduced massing and building form, with increased articulation of facade and roof form.

The initial proposal had 268,000 sq ft GIA in April 2020. This has been reduced to the current proposals at 231,000 sq ft in GIA.

The buildings have been set back from all three sensitive boundaries to respect our neighbours and retain trees.

Pre-application 1  
April 2020  
CAMPUS-LED APPROACH



Green space opening up to Devonshire Road



Commercial use focused to the southern edge, with residential to the north

Pre-application 2  
May 2020  
RESIDENTIAL-LED APPROACH



A series of buildings around a central park, with an industrial vernacular and scale to the railway edges.



Sensitively scaled housing to Devonshire Road with entrance focused to the southern edge

Pre-application 3/DCP 1  
January 2021  
RESIDENTIAL-LED APPROACH



Revised site entrance locations

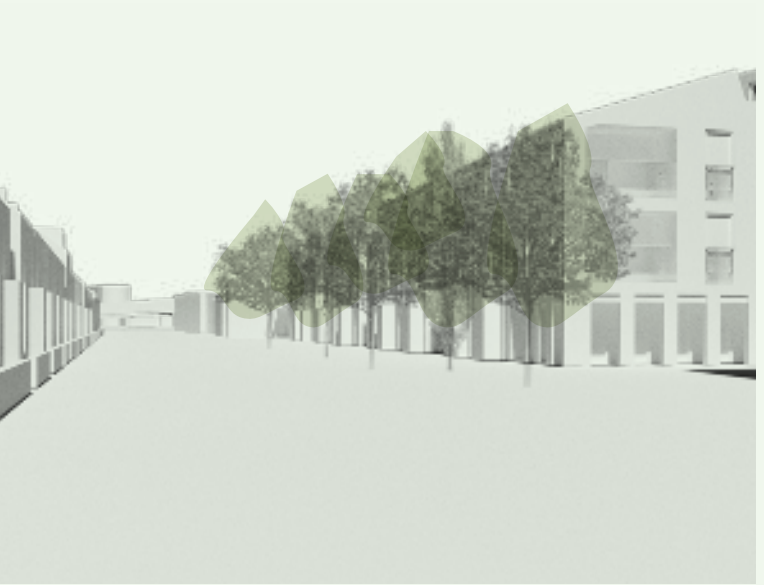


Refinement of massing

Pre-application 4  
June 2021  
RESIDENTIAL-LED APPROACH



Revised south west arrangement to address fronts and backs



Further refinement of massing

Consultation Process



Consultation Process

6.04 Community Feedback Summary

Following the public consultations using the Give My View process, data was collated to get a general view of the local community on various aspects of the scheme, these were fed back to the design team who refined the design.

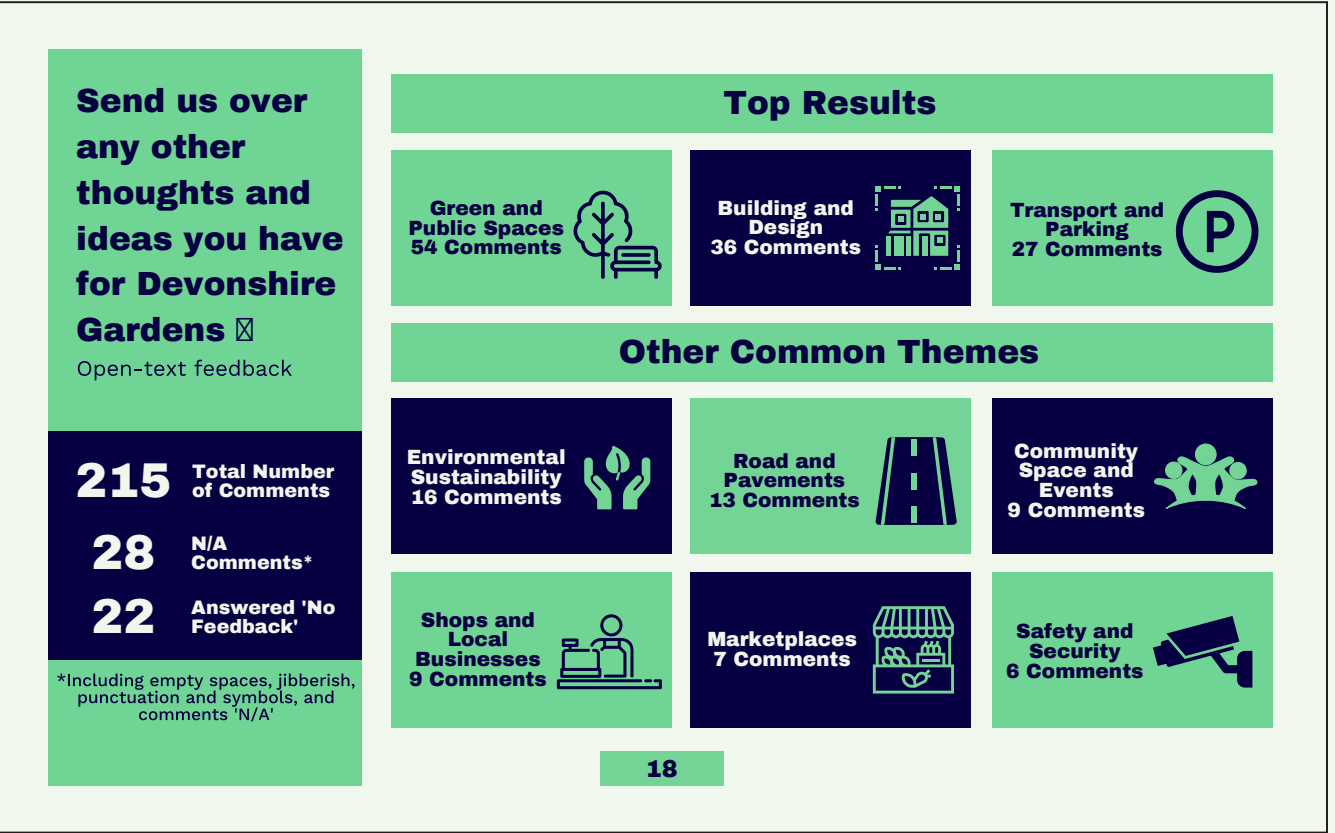
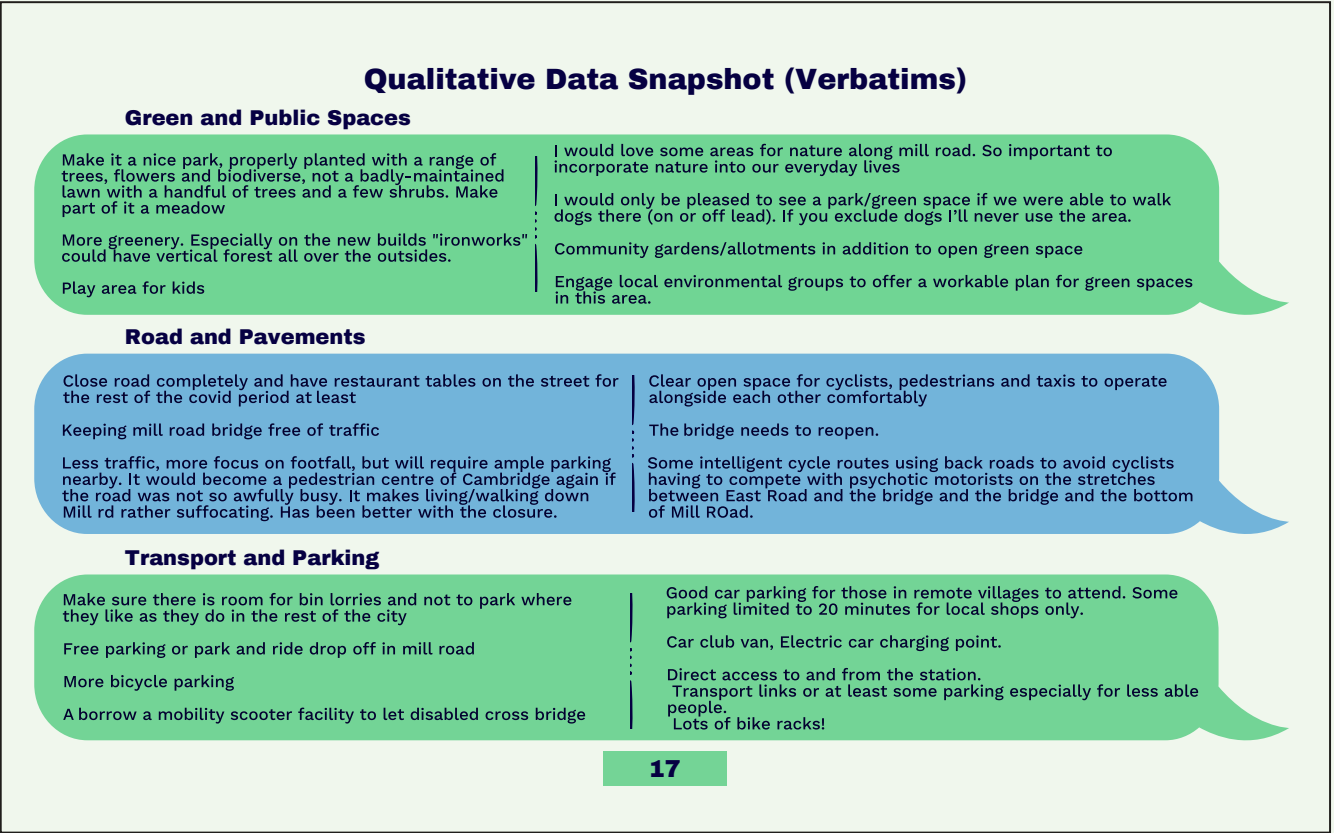
The feedback focused on developments that promote sustainable transport (cycling and walking with a reduction in cars) and shared external communal amenity spaces. More specifically, feedback included:

- more bicycle parking
- car club facilities
- improved access to Cambridge Railway Station
- clear, open public space
- play area for children



FEEDBACK FROM PUBLIC CONSULTATION DECEMBER 2020

Consultation Process



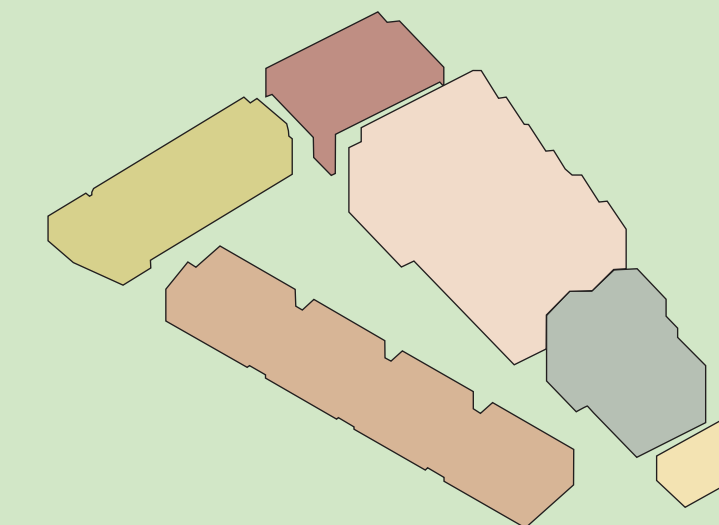




## Design & Access Statement

# Design Approach

7.00



BUCKLEY GRAY YEOMAN



## Design Approach

### 7.01 The Opportunity

There is an opportunity to create a new sustainable development that:

- Gives back to the surrounding community with a central green space to address the shortfall in the local area.
- Is genuinely mixed use, providing a new diverse community with residential and commercial opportunities .
- Connects to the spirit of Mill Road, extending its legacy in a way that is complementary to the existing uses.
- Provides high quality architecture that contributes to the wellbeing of its occupants.
- Builds upon the strengths of Cambridge as a cycling city, by providing exemplar cycle storage facilities.
- Opens up an inward looking site, improving connectivity within its surroundings.
- Reinvigorates a brownfield site.



Flexible work & community spaces



Residential led

## Design Approach

### 7.02 Our Aspirations

- Deliver **generous and welcoming new public green spaces** with an open park forming the heart of the scheme, which can also host sustainable and engaging community events and activities.
- Form a new neighbourhood that **captures the spirit of Mill Road** with a people focused design. Learn from the successes of local, exemplar, high-quality residential schemes, but adding a cultural, Mill Road flavour.
- Create a **genuine mixed-use scheme** with complementary uses and occupiers. A great place for people to live, work, meet and relax, with ground floor spaces for independent, community uses that are in demand.
- Aligning with the UK GBC's Advancing Net Zero initiative and **Cambridge's climate emergency declaration** by targeting buildings that are Net Zero Carbon in operation by 2030.
- Encourage and facilitate active travel by providing **exemplary cyclist facilities** and integrating with the forthcoming Chisholm Trail.
- Designing spaces and places to **enhance wellbeing**.



High quality architecture



Wellbeing, health & cycle focus



Generous public realm



7.03 Community Uses

One key to the success of the mixed use development is the provision of community focussed spaces that give back to the surrounding Mill Road neighbourhood and diversify activity within the site.

The final uses will be subject to a needs analysis to ensure that any proposed spaces do not conflict with the existing services provided on Mill Road.



Community Kitchen



Crèche



A Library of Things



Repair Cafe



Workshop



A flexible community space for hire



Artist Studio



# Design Approach

## 7.04 Key Principles

### PUBLIC REALM

- Reinforce existing urban grain of the surrounding areas
- Strong public realm focus with active street frontages all around, new cross site links and a new public space at the heart of the scheme
- Flexible public spaces linked to one another and to streets and interacting with surrounding buildings
- Dedicated garden and play space for residents, workers and the surrounding community
- Maximise opportunities for sustainable transport through walking, cycling, trains and buses whilst minimising the number of on site parking spaces

### MASSING / SCALE

- Buildings which are sensitive in massing, scale and orientation to surroundings and location
- Buildings which are sensitive to important views from surrounding areas

### ARCHITECTURAL APPROACH

- Simple, articulated architecture that references the surrounding building context and the historical nature of the site
- Coherent overall language, with subtle variations in materiality and form between blocks
- Stand-alone commercial buildings
- Visual distinction between commercial and residential uses
- Robust, restrained, high quality materials palette

### RESIDENTIAL

- Provide high quality residential units in range of sizes for a diverse community
- Maximise dual aspect units
- No single aspect, north facing units
- Provide 100% Build To Rent units with policy compliant affordable units and wheelchair accessible units

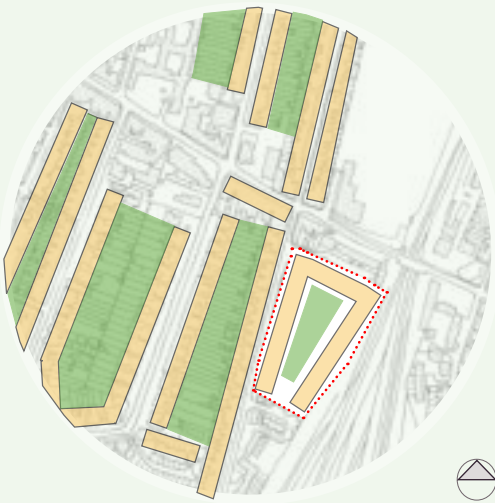


# Design Approach

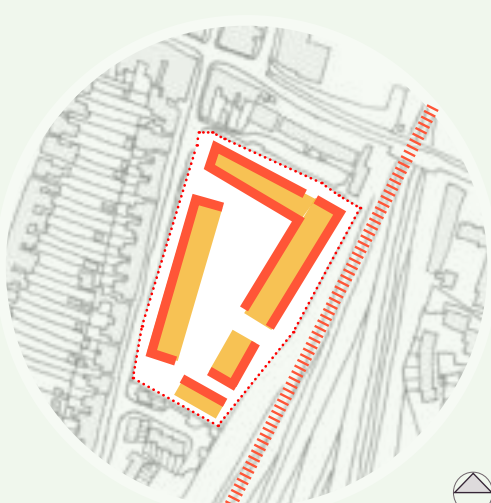
## 7.05 Design Concept

Key features include:

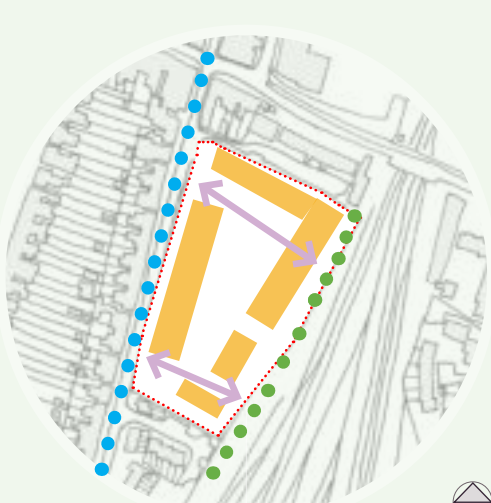
- Perimeter block development that reflects the surrounding urban grain
- Flexible community spaces at ground floor
- Stand alone commercial building against railway
- New central open space
- New pedestrian and cycle links from east to west
- Retained public access to east of site - Chisholm Trail
- Active street frontages
- Optimise natural daylight and sunlight
- Building mass separated into six distinct blocks that are scaled according to context
- Individual , dedicated, prominent entrances to each block that responds to context
- Residential units over look streets and public spaces to maximise passive surveillance;
- Cycle and refuse storage located in dedicated and secure zones



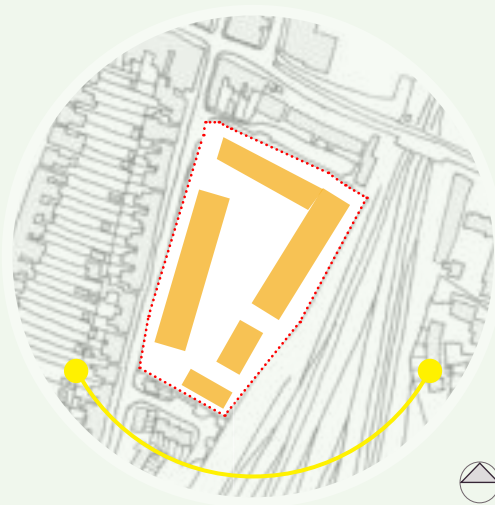
NORTH - SOUTH GRAIN  
TO REFLECT SURROUNDING CONTEXT



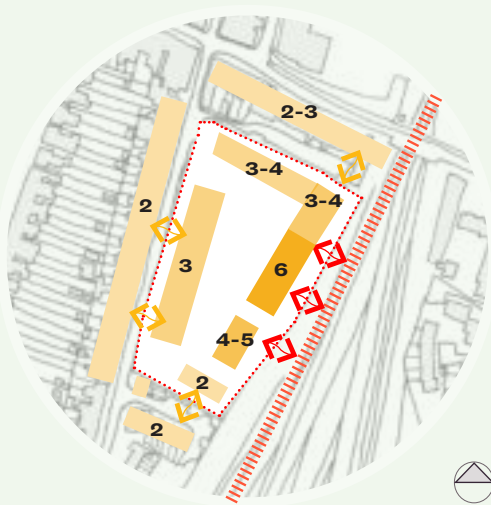
ACTIVE FRONTAGE



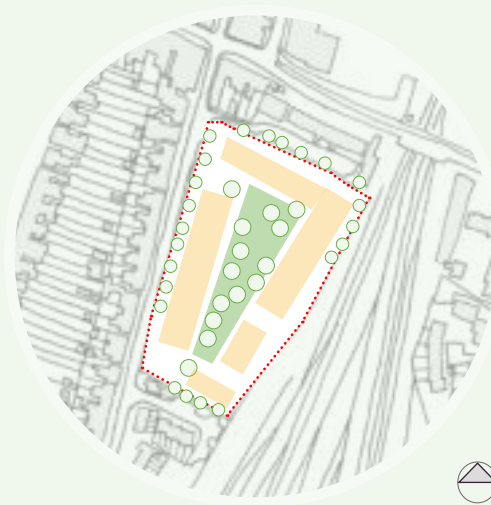
EAST - WEST CONNECTION  
DEVONSHIRE ROAD TO CHISHOLM TRAIL



OPTIMISE DAYLIGHT  
& SUNLIGHT



SCALE RESPONDING  
TO CONTEXT



...WITH A PARK  
AT THE HEART





# Site Strategies

8.00



Site Strategies

8.01 Entrances and Active Frontages

To provide a truly mixed use development it is key to be able to promote movement between the various building uses through wide distribution across the site, taking account of approaches to the site with active frontages to encourage interaction at ground level.

PLAN OF ENTRANCES AND ACTIVE FRONTAGES



8.02 Public Spaces

Public spaces are central to the scheme providing diverse spaces for a variety of different building users, from residents and workers of the new buildings on site, to the surrounding community looking to enjoy public open space and others who are simply passing the site on the Chisholm Trail. The spaces will be both hard and soft, combining uses such as: play, amenity, vehicular access and turning. Further detail can be found in the Landscape strategy report.

PLAN OF PUBLIC SPACES



Site Strategies

8.03 Pedestrian Movement

Pedestrian movement to the site will come from Devonshire Road, with access into the site from both the north and south entrances.

There is the possibility that, opening up the eastern side of the site would allow commuters to access the site from the east, having come from the Cambridge Railway station.

PLAN OF PEDESTRIAN MOVEMENT



8.04 Cycle Movement

The permeability of the site will benefit cycle users coming from Devonshire Road and the Chisholm Trail. Proposals will seek to reinforce existing links, propose new routes in both a north south orientation and east west.

New cycle storage will be providing dedicated internal and external spaces, as well as other End of Journey facilities, such as commercial showers, lockers and changing spaces.

PLAN OF SITE CYCLE MOVEMENT





Site Strategies

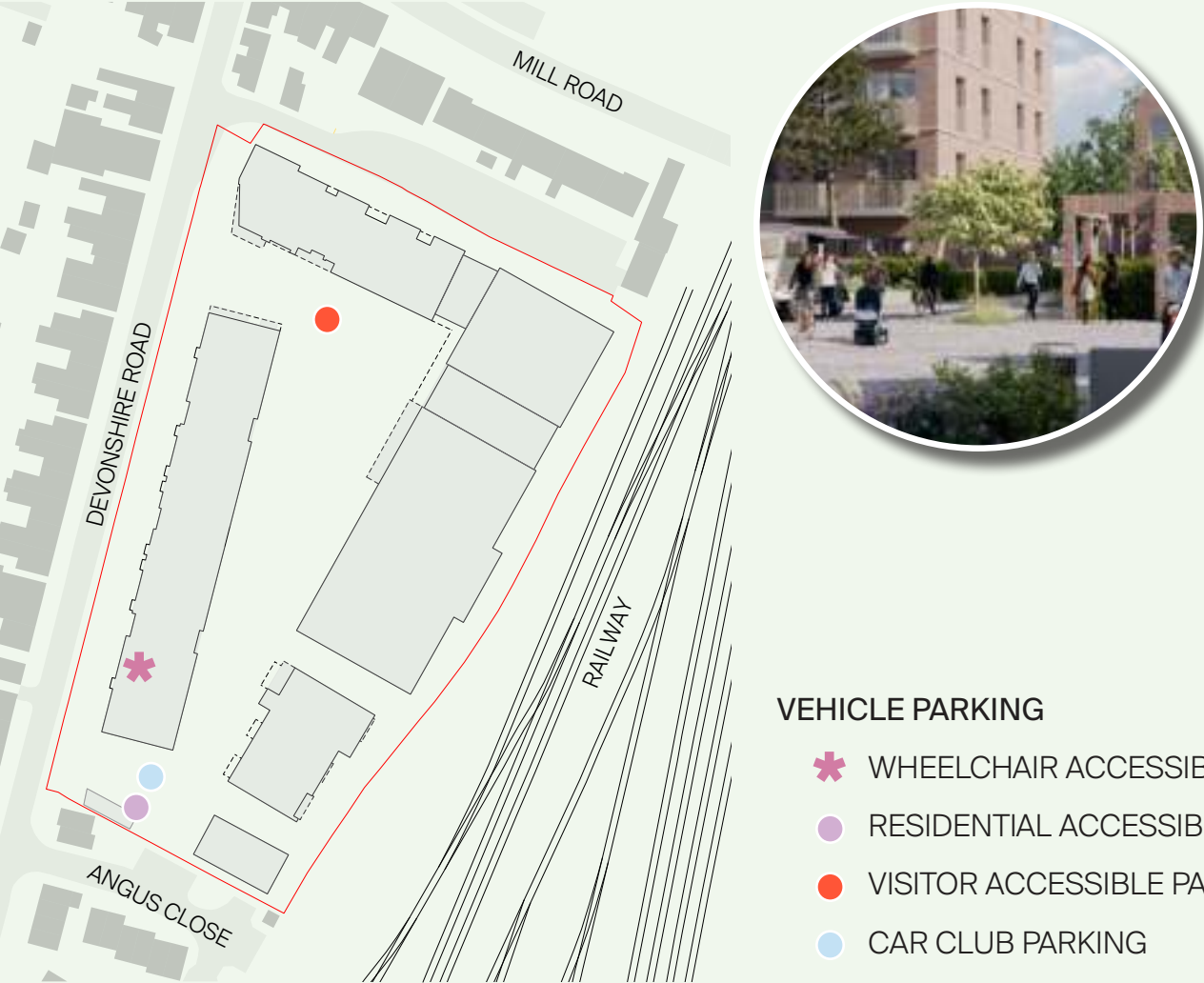
8.05 Car Parking

To the south of the site there will be one wheelchair accessible space, located in close proximity to the wheelchair accessible flat, near the south edge of block F.

In this same location there will also be a car club space, which reinforces the principles of sustainable transport.

Both the wheelchair accessible space and car club space will have electric car charging facilities.

PLAN OF CAR PARKING



- VEHICLE PARKING
- WHEELCHAIR ACCESSIBLE FLAT
  - RESIDENTIAL ACCESSIBLE PARKING
  - VISITOR ACCESSIBLE PARKING
  - CAR CLUB PARKING



8.06 Delivery Vehicle Movement

One of the key principles of the site is to minimise the number of vehicles that have access to it.

Delivery vehicles will only enter a small part of the site, that will allow them to turn and park for a short time frame, leaving the majority of the central space vehicle free.

For further details refer to pages 132 + 133.

PLAN OF DELIVERY VEHICLE MOVEMENT



- DELIVERY VEHICLE MOVEMENT
- DELIVERY VEHICLE MOVEMENT

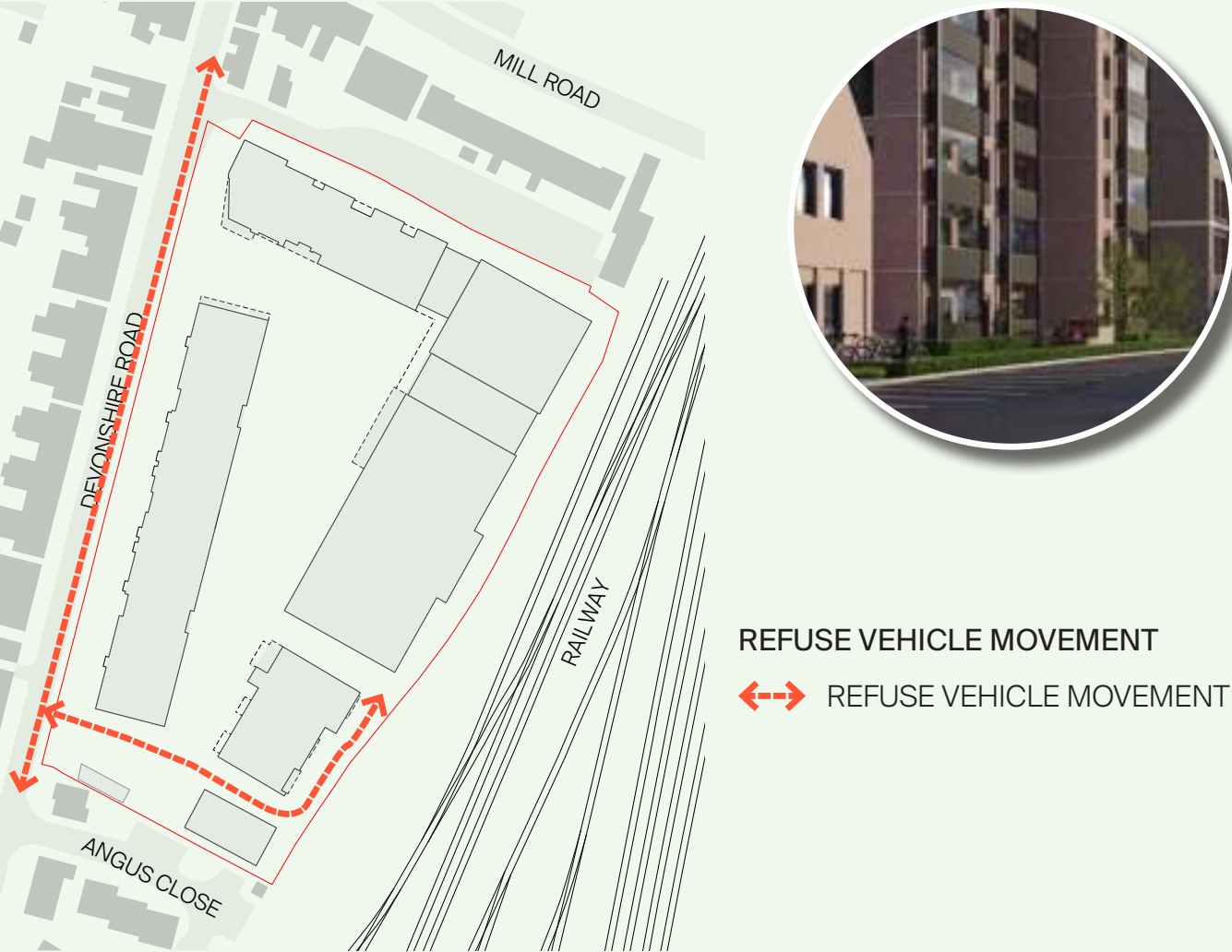


8.07 Service Vehicle Movement

Refuse vehicle movement is required to cross the site from west to east only at the south of the site, and for a short distance along the eastern boundary. This will minimise the amount of time and disturbance created by the large vehicles. The disturbance is further mitigated by virtue of its scheduling - commercial waste is expected to be collected once a week, but residential refuse will be collected fortnightly.

For further details refer to pages 134 to 137.

PLAN OF SERVICE VEHICLE MOVEMENT



- REFUSE VEHICLE MOVEMENT
- REFUSE VEHICLE MOVEMENT



Site Strategies

8.08 Scale

To the north, south and west site boundaries the scale of building proposed is directly in response to the neighbouring buildings.

There is additional height proposed on the east boundary, where the lack of contextual buildings allows the possibility of an increase in height. This also follows the established pattern of development along the railway edge on site to the north and south of Devonshire Road.

PLAN OF PROPOSAL SCALE



- STOREY HEIGHTS
- 1 STOREY
  - 2 STOREYS
  - 3 STOREYS
  - 4 STOREYS
  - 5 STOREYS
  - 6 STOREYS







BUCKLEY GRAY YEOMAN

# Character Areas

9.00

BUCKLEY GRAY YEOMAN



## Character Areas

### 9.01 Character Areas

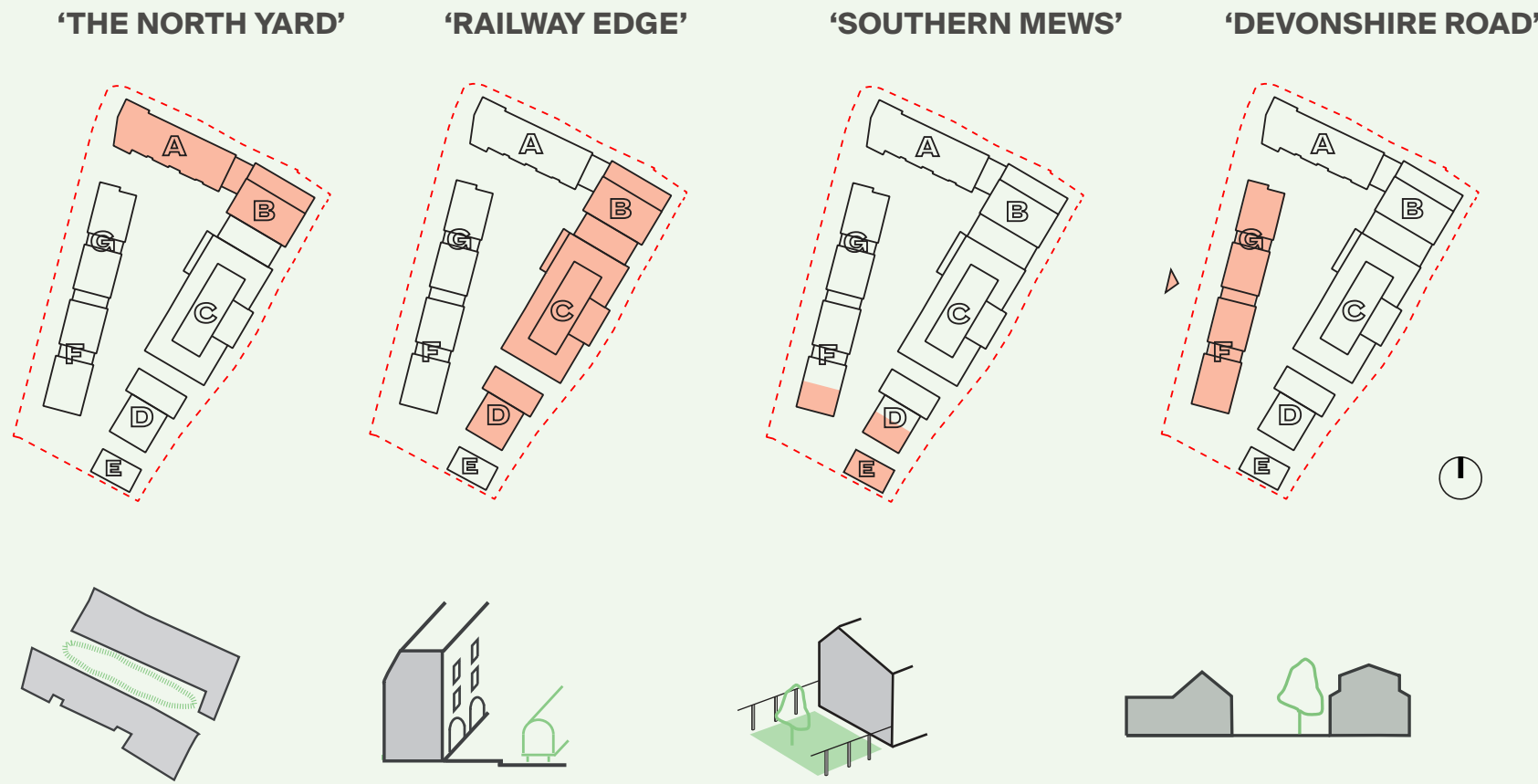
4 character areas have been proposed to address each unique edge treatment of the 4 boundaries of the site.

The North Yard addresses sensitivities with building opposite the Railway Cottages and creating a focal point for the front of the site.

The Railway Edge works with the major challenges of building next to the trainlines with increased acoustic issues but more opportunity for buildings of scale.

The Southern Mews considers contextual buildings to the south and integration of an east west link and site servicing requirements.

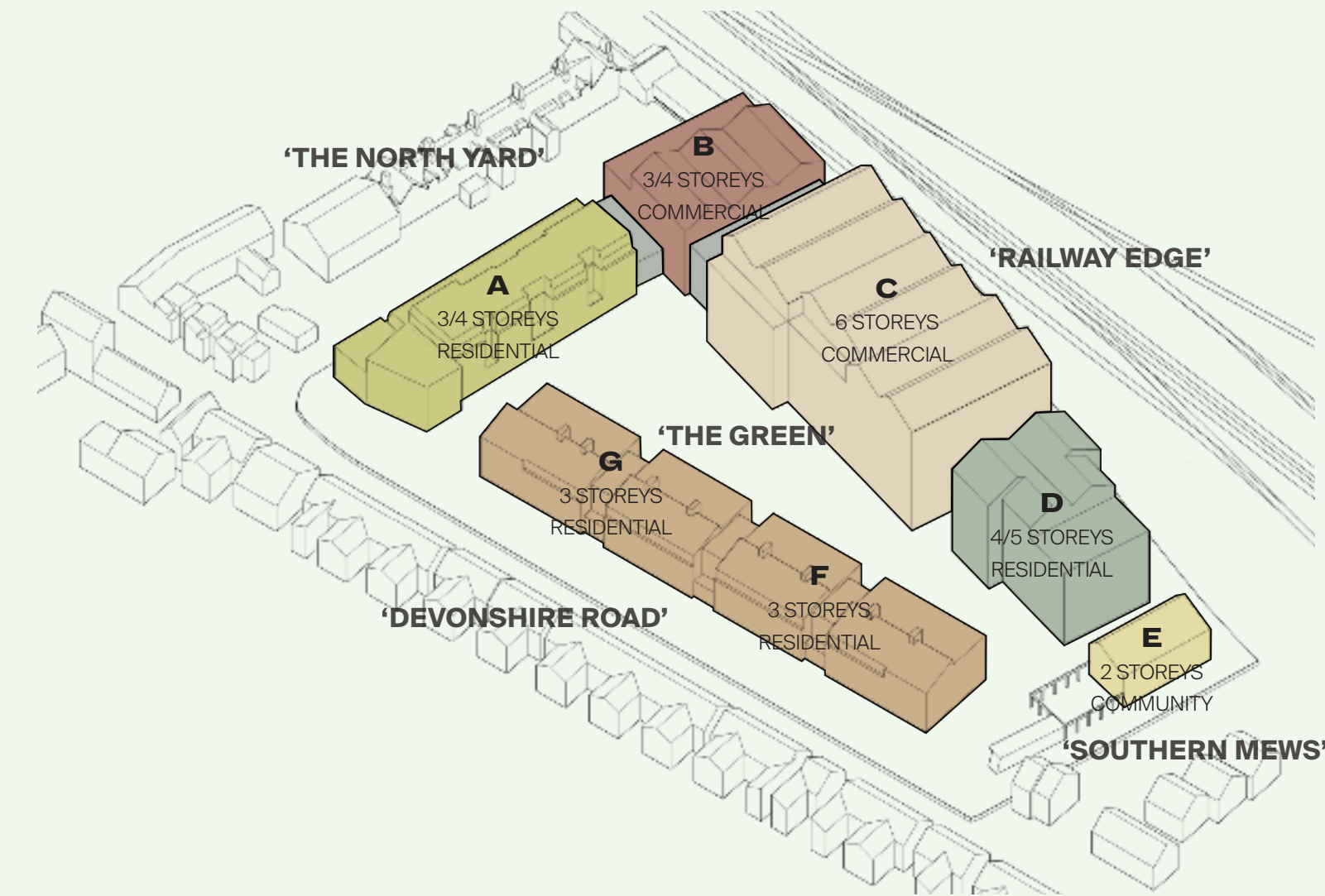
Devonshire Road responds to existing physical constraints, including existing trees and Victorian terraced houses.



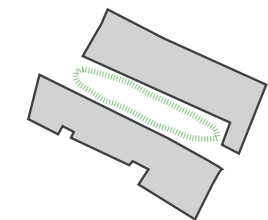
## Character Areas

The North Yard and Devonshire Road character areas propose contemporary takes on traditional architecture - responding directly to locally important buildings in their immediate context with forms that are broken down in scale.

With fewer existing buildings to respond to, the Railway Edge and Southern Mews character areas instead derive their design principles from the industrial uses that were historically on the site. Forms such as the industrial warehouse, with sawtooth roof are proposed with a contemporary twist.







## 9.02 The North Yard – Key Principles

The North Yard starts with a contemporary focal point that announces the scheme in a prominent location on Devonshire Road, near Mill Road.

Large openings in the ground floor spaces that are inspired by workshops, provide a strong visual connection to the working yards that is shared with the Railway Cottages.

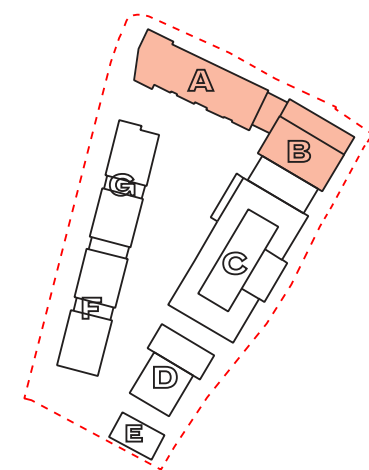
To the south edge the facade rhythm is set up to encourage pedestrian movement into the site and connect to the central green.

### A CONNECTION....

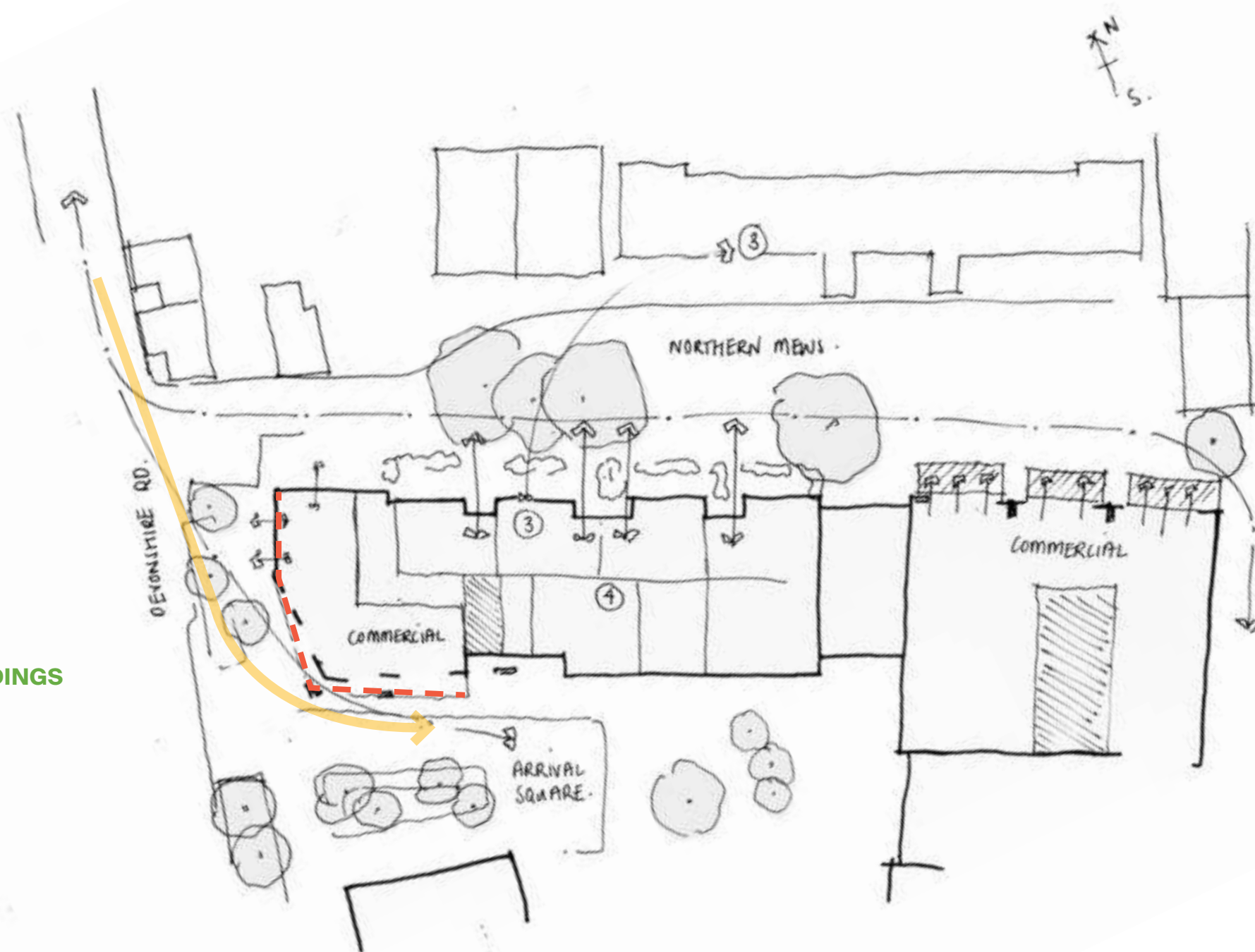
- With a focal point that announces the building to Devonshire Road
- between east and west
- respects the existing tree RPZs
- transition between public and private

### ...THAT RESPECTS THE EXISTING BUILDINGS

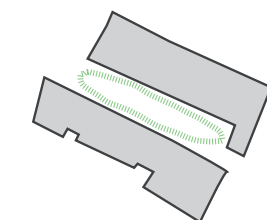
- Set back from the Railway Cottages
- with a working yard architecture
- of a residential scale and massing



## Character Areas The North Yard



## Character Areas The North Yard



## 9.03 The North Yard – Design Solution

There is an opportunity to provide an east - west connection (between the Chisholm Trail and the north of Devonshire Road, near Mill Road), whilst respecting the service requirements of the Railway Cottages.

The existing trees on the northern boundary are to be retained where possible.

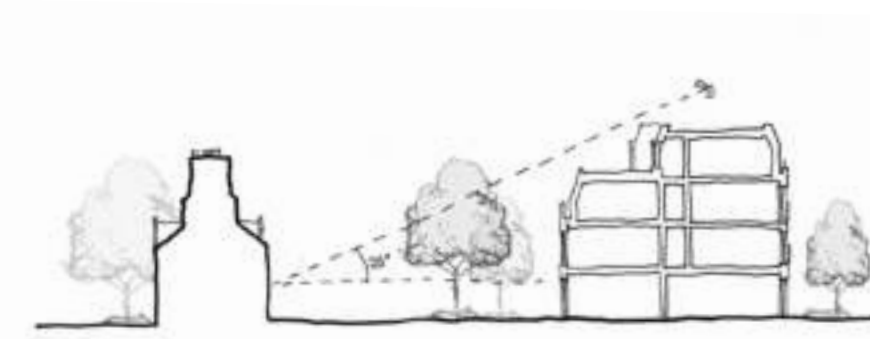
The Northern part of the site develops the idea of workshops that front onto a yard and utilises private amenity space as a transition to the cycle route.

The massing must be carefully sculpted to mitigate visual impact and overshadowing to key buildings further north of the site, including the Railway Cottages (BLI) and the Old Library (Grade II listed).

The design should create a presence on Devonshire Road to announce the entrance of the site and guide people into the site and towards the central green space.



SKETCH PLAN OF THE NORTH YARD





# Character Areas

## The Railway Edge

### 9.04 The Railway Edge – Key Principles

The Railway Edge will reflect the working heritage of the site with a new industrial architecture.

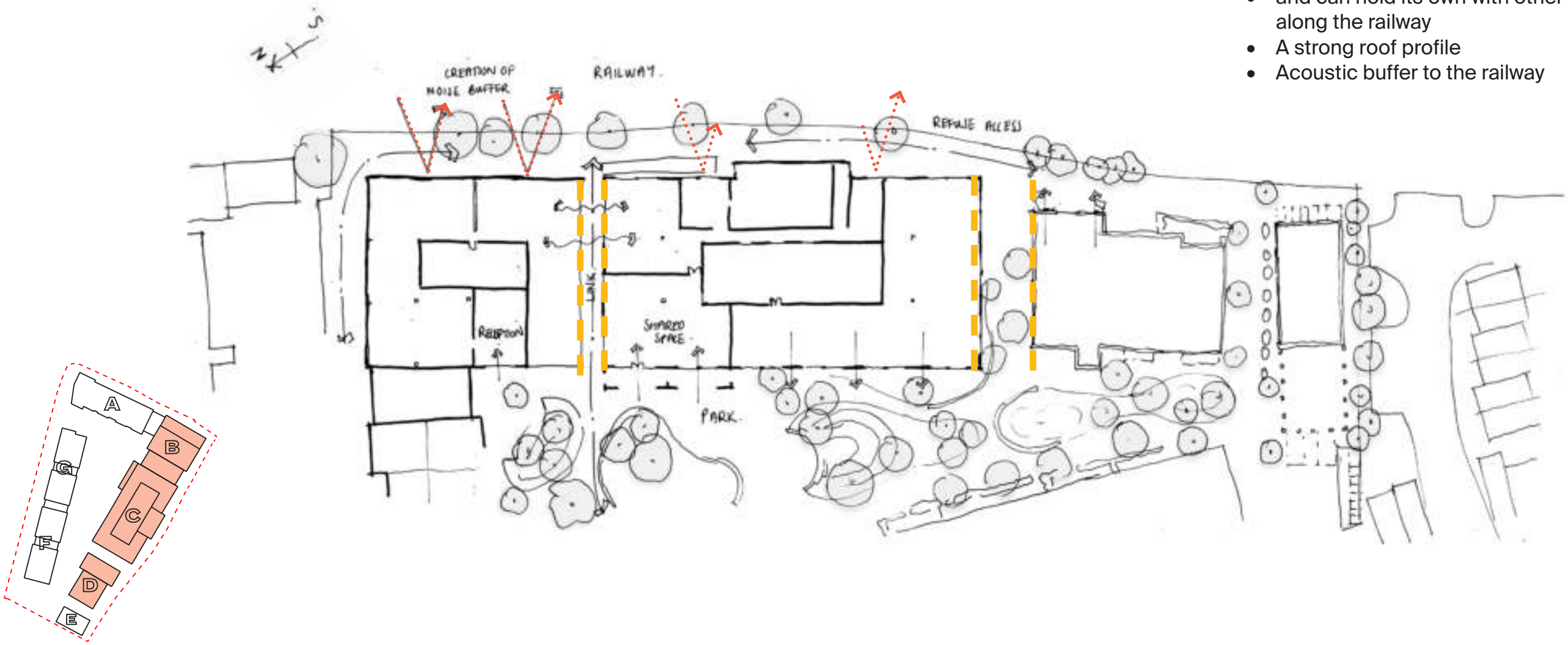
The mass of the buildings will act as a buffer to the noise of the railway whilst balancing out softer requirements of accessibility and permeability at the ground floor.

#### A NEW ROUTE.....

- A cycle route that connects to Cambridge
- Creating a permeable site
- Incorporate service vehicle requirements

#### ....AND A BUILDING WITH PRESENCE

- Scale that increases to the centre of the site
- Announces the site as a destination on the Chisholm Trail
- and can hold its own with other tall buildings along the railway
- A strong roof profile
- Acoustic buffer to the railway



# Character Areas

## The Railway Edge



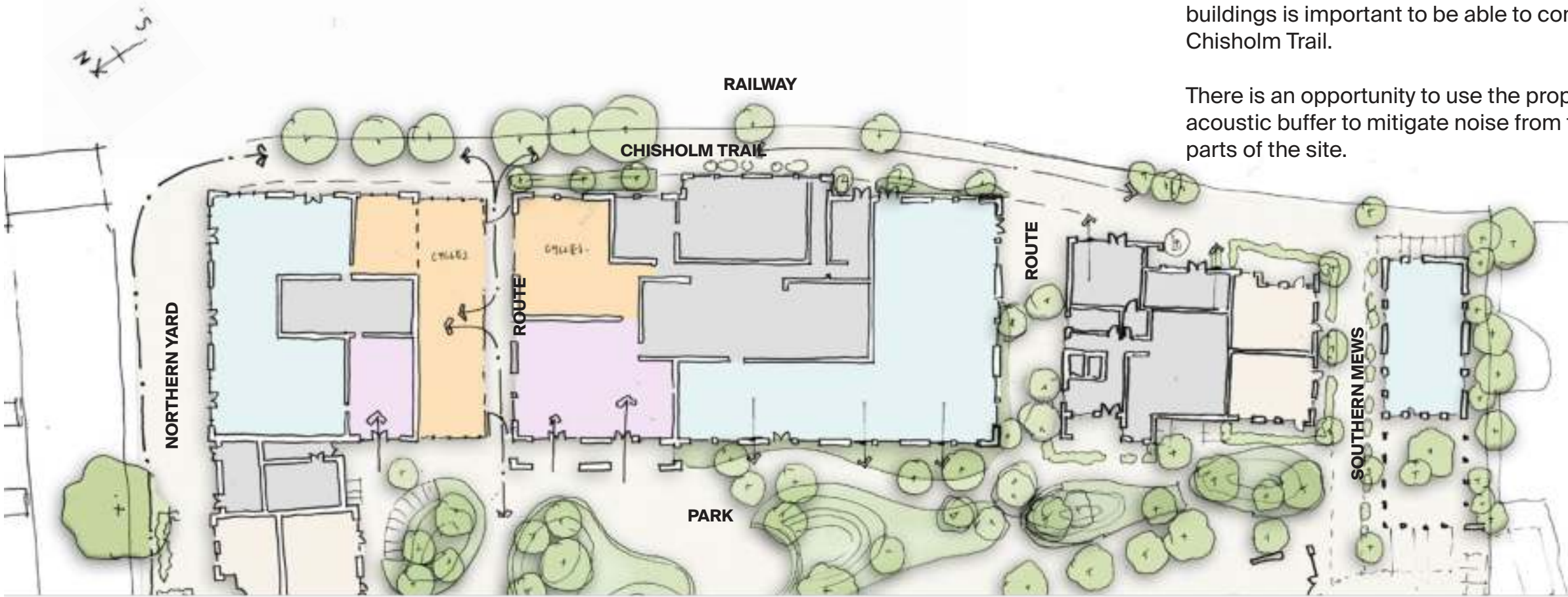
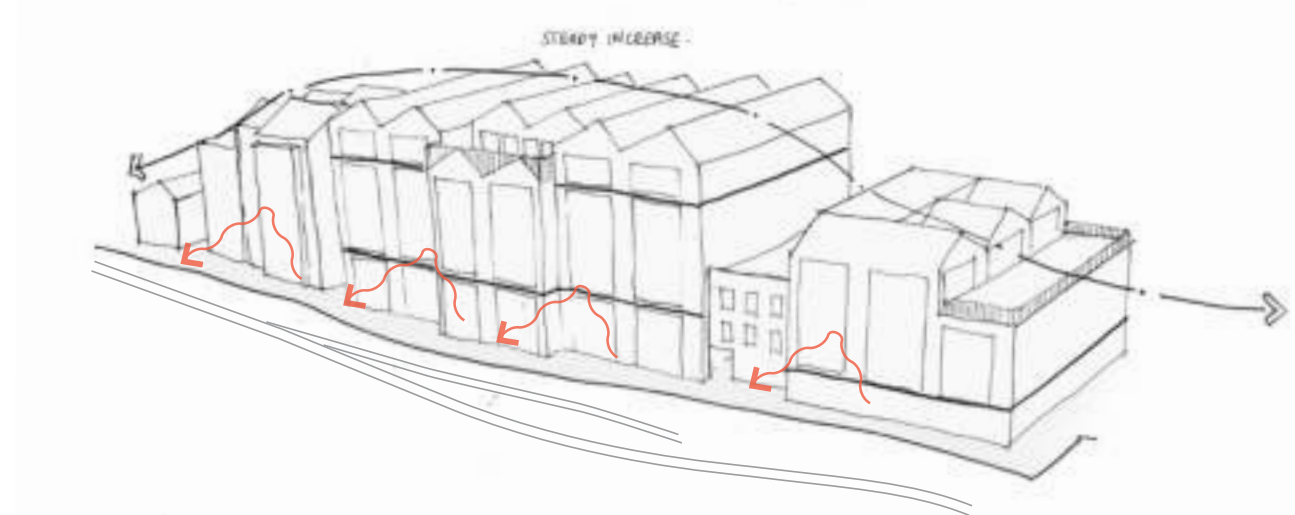
### 9.05 The Railway Edge – Design Solution

Development on the eastern side of the site, next to the railway has been identified through the workshops with Cambridge Council to be the main part of the site where there is an opportunity to explore greater scale of development. However, any proposals should also be respectful to the adjacent buildings to the northern and southern boundaries.

The railway edge should consider the view of the proposal from Mill Road Bridge and in particular articulation of the roof profile.

Proposals for the Chisholm Trail currently identify a route along the eastern edge which should be integrated along with service vehicle requirements. Permeability through and around the buildings is important to be able to connect the site to the Chisholm Trail.

There is an opportunity to use the proposed buildings as an acoustic buffer to mitigate noise from the railway for the central parts of the site.



SKETCH PLAN OF THE RAILWAY EDGE

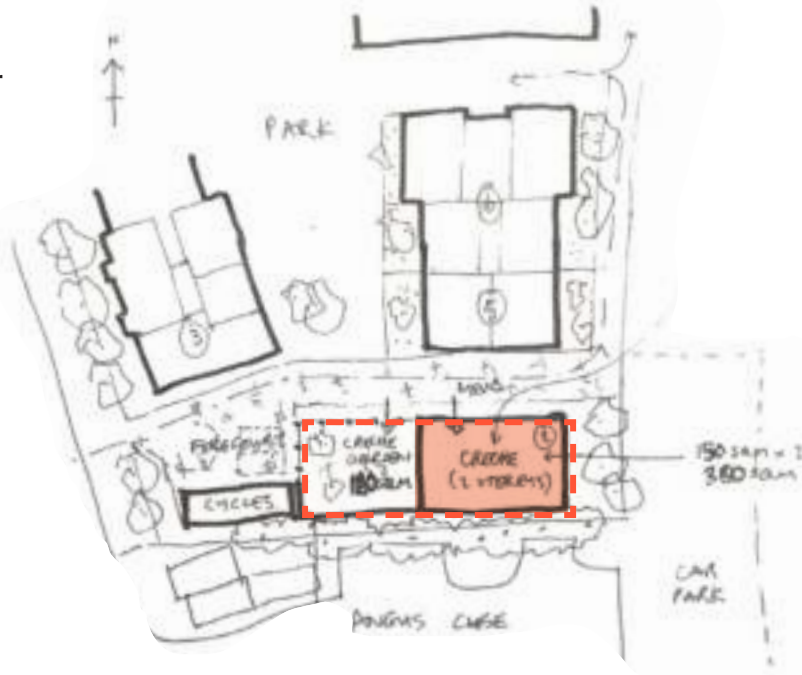


Character Areas  
The Southern Mews

9.06 The Southern Mews – Key Principles

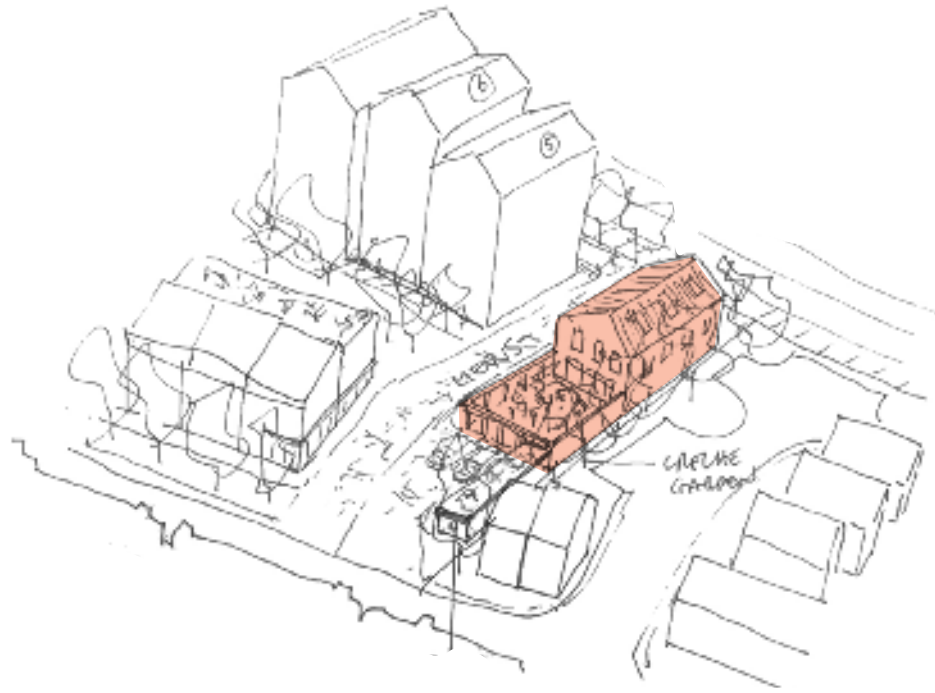
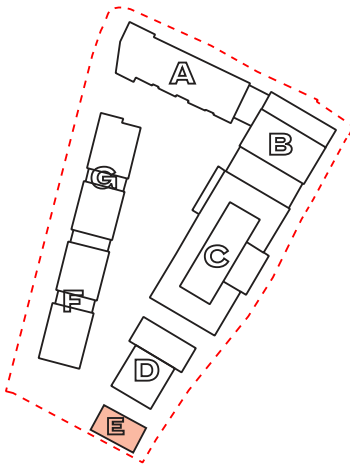
The Southern Mews is a contemporary version of the well loved mews typology with built form in close proximity to each other, joined by a hard surfaced external space that is both functional and used as amenity.

Originally used as the practical and working part of an urban block, in recent times mews have developed to be sought after urban spaces.



A NEW MEWS STREET....

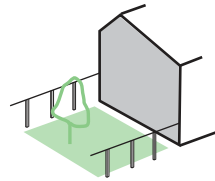
- An east-west connection
- Low rise building on the southern boundary
- Minimise overlooking onto Angus Close
- Breathing space to 107, 108 Devonshire Road



....ACTIVATING THE SOUTH

- Pulling back the building
- Extension of the park
- Improved fronts and backs
- A creche building
- Increasing activation

Character Areas  
The Southern Mews



9.07 The Southern Mews – Design Solution

The Southern Mews has been developed to address issues of scale adjacent to Angus Close and the pair of semi-detached houses adjacent to the SW corner of the site whilst also giving consideration to the legibility of the architecture and fronts and backs of buildings in this part of the site.

There are also requirements to balance the needs of refuse vehicle movements and providing a rich external public amenity space that connects the east to the west of the site.

Frontages looking onto the mews will be crucial to provide activity to the street whilst external cycle storage should be placed strategically to maximise surveillance and the movement of people through the site.

The mews allows for sporadic refuse vehicle movement in a hard landscaped space that would otherwise be used as a functioning cycle and pedestrian east west link between Devonshire Road and the Chisholm Trail as well as being a different type of amenity space from the more luscious and green central space.

The slightly larger hard landscaped area adjacent to Devonshire Road allows delivery vehicles to temporarily park and turn, without going too deep into the site. The bike store, car club and accessible parking spaces are also located here.



SKETCH PLAN AND ELEVATION OF THE SOUTHERN MEWS





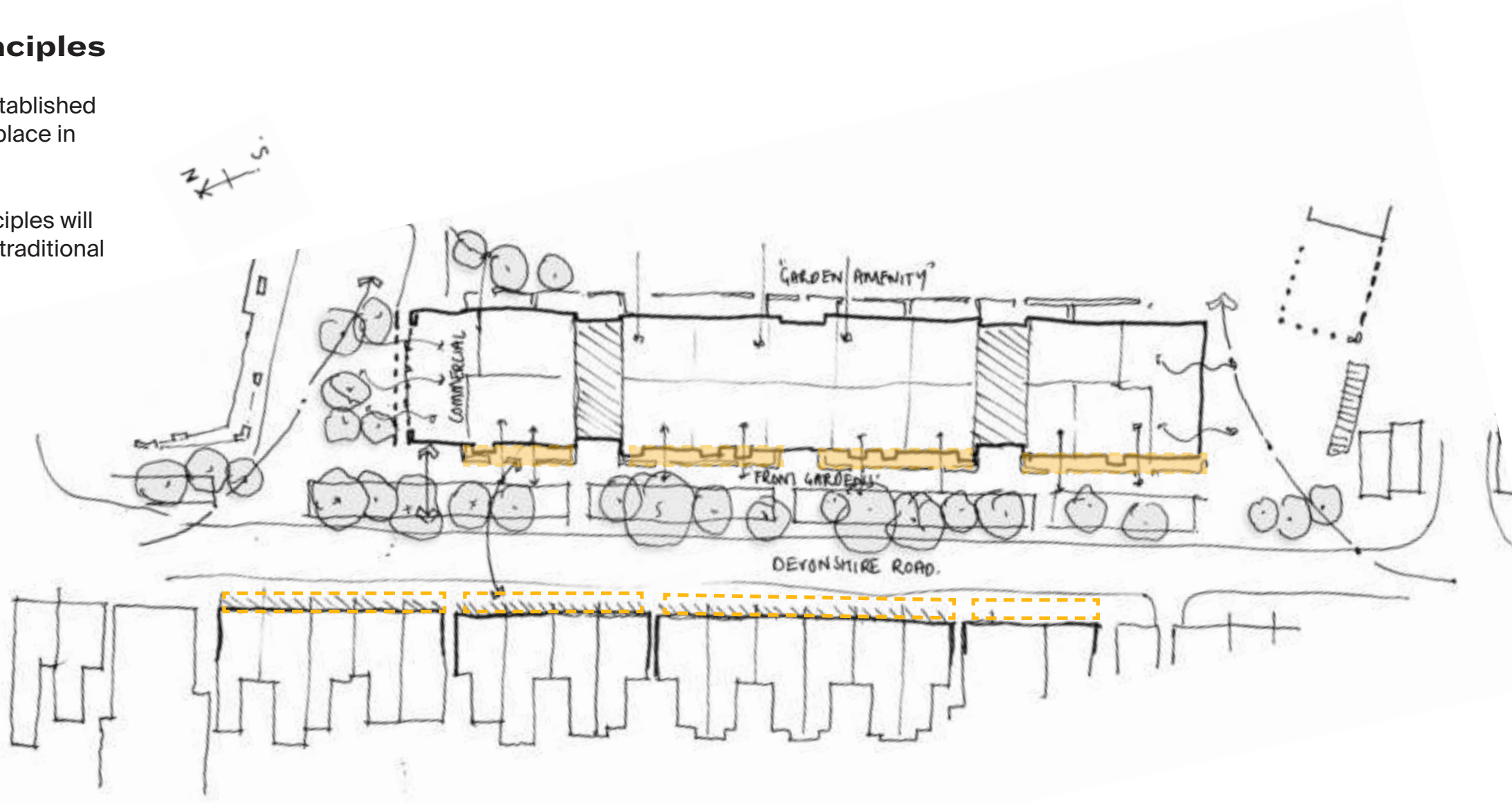
# Character Areas

## The Devonshire Road

### 9.08 Devonshire Road – Key Principles

The character of Devonshire Road is defined by the established trees and Victorian terraced houses that are commonplace in the area.

The retention and reinforcement of these two key principles will ensure that the identity of Devonshire Road retains its traditional character whilst being brought up to date.

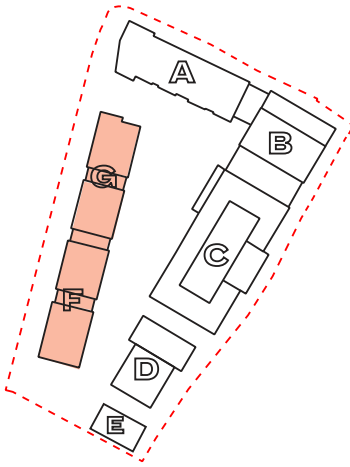


#### ENERGISING THE STREET...

- Reinvigorate the north south connection between Mill Road and Cambridge Station
- Retain existing trees where possible
- Replace poor quality trees to bolster the tree belt
- Enhance cycle and pedestrian routes

#### ....REINFORCING THE ARCHITECTURE

- Identifying architectural details in the existing houses:
  - Chimneys
  - Bay windows
  - Threshold spaces
  - House widths
  - Rainwater goods



# Character Areas

## The Devonshire Road

### 9.09 Devonshire Road – Design Solution

The key considerations with the development of the proposal on Devonshire Road pertain to the retention of the existing tree belt where appropriate, and the architectural response to the Victorian terraces in terms of scale and form.

The terraced houses are categorised as positive unlisted buildings, so the design response to these buildings should be sensitively considered with the new scheme referencing the architectural details, such as bay windows, chimneys and front threshold spaces

Pedestrian safety and access needs to be considered alongside the requirement to retain trees.

The Devonshire Road character area has the two main entrances into the site. These need to be carefully considered in terms of their form and use, with the potential for focal buildings to invite interaction with residents, workers and surrounding communities.

As the existing footpath cannot be widened, due to the proximity of existing Tree Root Protection Zones (RPZ), a new footpath is proposed to the east of the tree belt, facilitating desire lines and refuse collection.



SKETCH PLAN AND ELEVATION OF DEVONSHIRE ROAD







# Proposed Site

10.00



Proposed Site

10.01 Proposed Site Layout

The proposed scheme develops the idea of buildings on the site perimeter, referencing the urban grain of the surrounding area with the added benefit of a publicly accessible central green space, which is lacking in the vicinity.

A large proportion of the existing trees are retained around the site, in particular on Devonshire Road. These will be complemented with new specimen trees along the existing tree belt and within the site.

Cycling will figure prominently in the proposed scheme with a large cycling hub within the commercial building and a 100% Sheffield stand storage in residential buildings as well as external visitor spaces. The Chisholm Trail route is proposed on the eastern boundary of the site.

To further encourage sustainable transport methods, the site will be largely car free.

Key access points to the east and west have been identified to ensure that the site is permeable and accessible for cyclists and pedestrians coming from Devonshire Road or the Chisholm Trail.

Commercial buildings which are larger in scale are located away from the existing buildings on Devonshire Road.

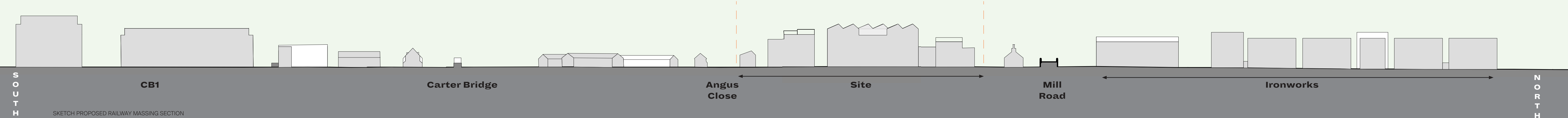
Other non-residential uses are dispersed throughout the site, at strategically important locations to promote movement, interaction and activity amongst the community.



Proposed Site



ILLUSTRATION PLAN OF THE PROPOSED SITE







# Proposed Blocks

11.00



## Proposed Blocks Block A

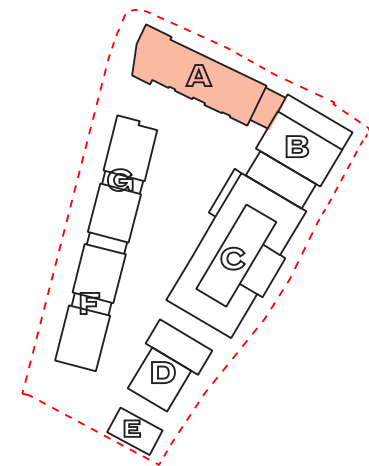
### 11.01 Layout

The position of block A makes it strategically important in terms of the location of non-residential ground floor activation uses. When the site is accessed from Mill Road the west facing non-residential corner unit becomes very prominent and so crucial for interaction of the buildings on the site with the visitors and residents alike.

As pedestrians progress into the site, 2 further non-residential units are activating the park edge. Although the uses of these units require a needs based analysis to be undertaken, some uses could be: a community kitchen, library of things or a site management office.

To the north side of Block A workshop the ground floor units with have an industrial yards sensibility. These apartments will open up to their own private amenity space, which creates a transition to the edge of the cycle route on the northern boundary.

The setting out of the building takes into account all RPZs of retained trees. Only one of the trees on the north boundary has been identified as poor quality by the arboriculturalist, and therefore is proposed for removal, otherwise a cycle way with a minimum width of 3m is provided.



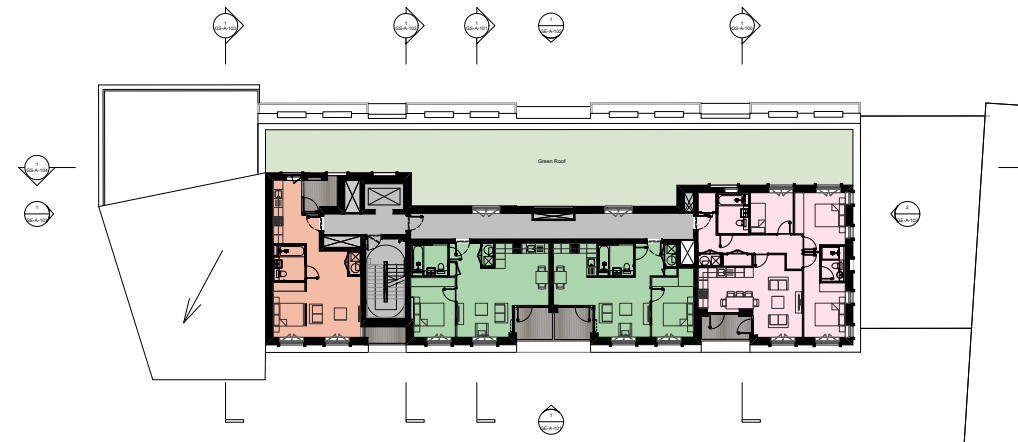
The residential cycle store has sufficient numbers to comply with Cambridge local policy, and furthermore all cycle storage is provided in the form of Sheffield stands, with wider spacings to be to take account of larger bikes such as cargo or recumbent bikes.

The refuse store is located as closely as possible to Devonshire Road in an effort to reduce refuse bin drag distances. Commercial and refuse stores are separated by a lobby.



BLOCK A - GROUND FLOOR PLAN

## Proposed Blocks Block A



BLOCK A - THIRD FLOOR PLAN



BLOCK A - SECOND FLOOR PLAN



BLOCK A - FIRST FLOOR PLAN

The apartments in block A are all dual aspect, with north facing units having oblique views from living spaces via recessed balconies.

The north west corner of block A is cut back at the second floor to reduce the massing onto Devonshire Road. This cutback at the roof terrace serves as a communal amenity space for all residents to use.

On the third floor a lateral setting back of the facade ensures that the scale of the building adjacent to the street is appropriate in the context of the Railway Cottages. The setting back of the roof provides an opportunity for green roofs

To the east of block A is a 2 storey green roofed link building which houses plant equipment.

### Block A Summary

- 6 x 1B Studio
- 13 x 1B2P apartment
- 4 x 2B3P apartment
- 3 x 2B4P apartment
- 1 x 3B5P apartment

36 x Sheffield stand bike spaces  
2 x Sheffield stand cargo bike spaces



## Proposed Blocks Block A

### 11.02 Massing

The block A section has been carefully articulated to minimise the visual impact when viewed from the street as well as mitigating daylight and sunlight impacts on the Railway Cottages.

The tiered section means that the overall mass of the building is reduced when viewed from street level whilst also falling within the 25 degree line measured to the windows from the Railway Cottages.

There is a generous separation of approximately 22m between the northern façade on block A and the southern façade of the Railway cottages to minimise any overlooking.



BLOCK A - SECTION



BLOCK A - SECTION

0 5 10

## Proposed Blocks Block A

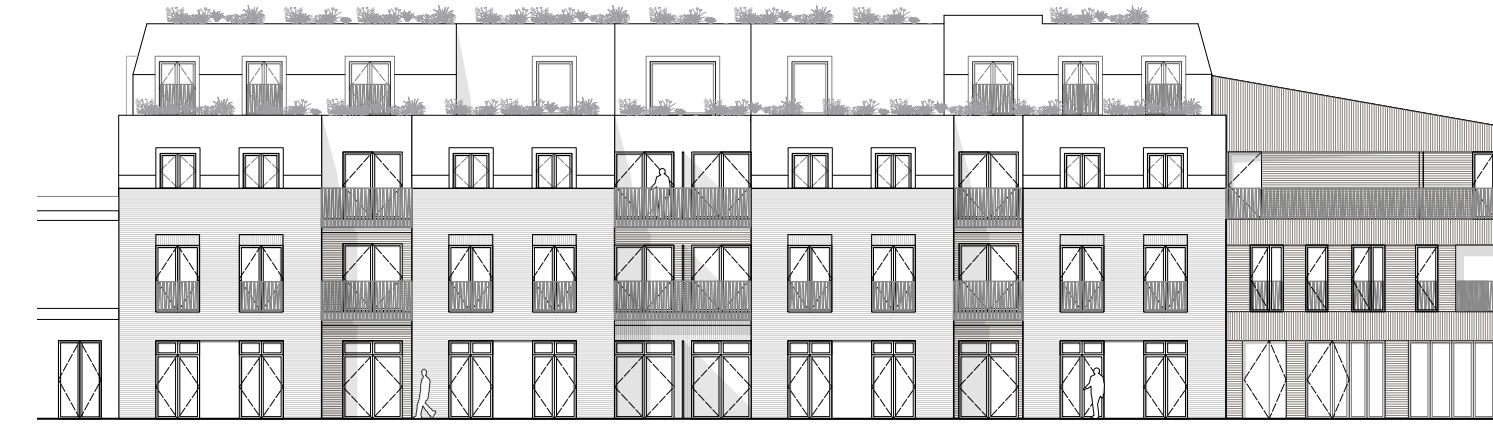
### 11.03 Appearance

At ground floor the large openings of the apartments are suggestive of workshops facing onto the yard.

On both the north and south façades the elevations are broken down into a scale that evokes townhouses, with setbacks from the balconies allowing a rhythm to be established.

A mansard roof treatment is proposed for the upper floors, which, when combined with the change in materiality, reduces the scale of the building from the street.

The west elevation, facing Devonshire Road is more contemporary in style and purposefully prominent to directly address the main road and provide a strong presence for the scheme, especially when approaching from Mill Road.



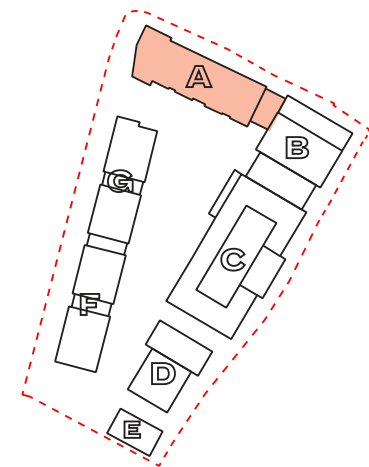
BLOCK A - NORTH ELEVATION



BLOCK A - SOUTH ELEVATION



BLOCK A - WEST ELEVATION





## Proposed Blocks Block A



BLOCK A - NORTH BAY ELEVATION STUDY



BLOCK A - SOUTH BAY ELEVATION STUDY



EXAMPLE OF A MEWS ENCLOSED SPACE



EXAMPLE OF TERRACED HOUSE MODULES CREATING A RHYTHM



BLOCK A - WEST BAY ELEVATION STUDY

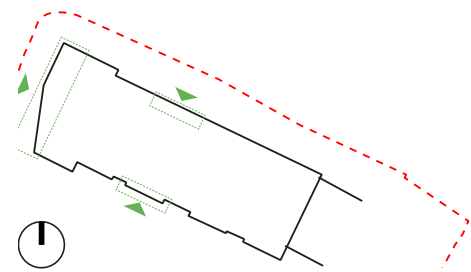
## Proposed Blocks Block A



FEATURE RED BRICK BUILDINGS



EXAMPLE OF COMMERCIAL PLINTH AT GROUND FLOOR





Proposed Blocks

CGI - VIEW OF FEATURE CORNER - NORTHERN SITE ENTRANCE



Proposed Blocks

CGI - VIEW OF PARK NORTH MEWS LOOKING EAST





“Studio South” and “Studio North”, are the two commercial buildings on the North East corner of the site, both offering high quality office spaces, future tech enabled, designed with wellbeing in mind and exceeding sustainability standards. However both buildings will have a different character.

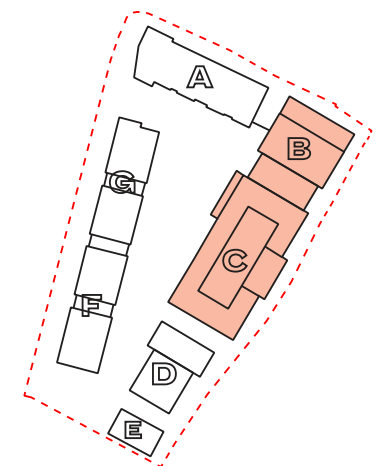
Studio South is suited to established businesses, but has the flexibility to provide tenancy splits on the floors as well.

Studio North is suited to fast growing SMEs and scale up businesses with flexible spaces to collaborate across floors.

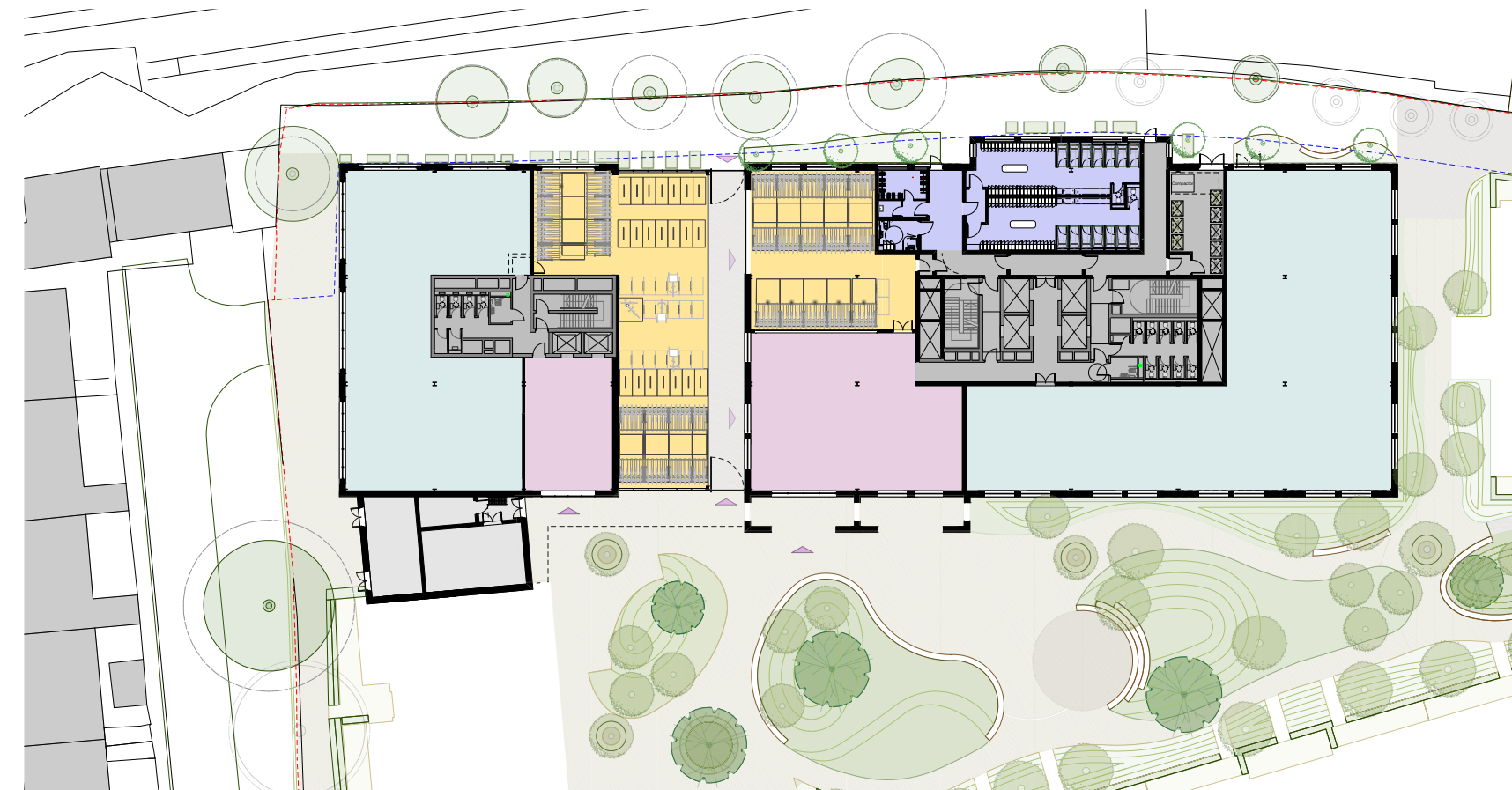
The two buildings are very much separate entities, but are connected with a cycle hub and shared End Of Journey facilities (showers, changing spaces and lockers) at ground floor. Permeability through the cycle hub will allow an internal east west link to each side of the site.

The cycle hub has a variety of different cycle storage solutions including twin tier and Sheffield stands.

The buildings have been set back 5m from the site boundary which means that the proposals can accommodate the future Chisholm Trail within the site.

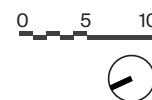


## Proposed Blocks Block B & C

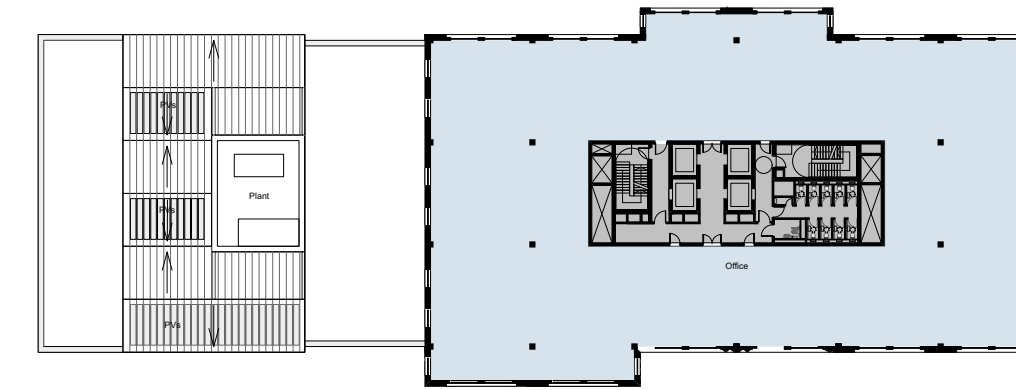


BLOCK B&C - GROUND FLOOR PLAN

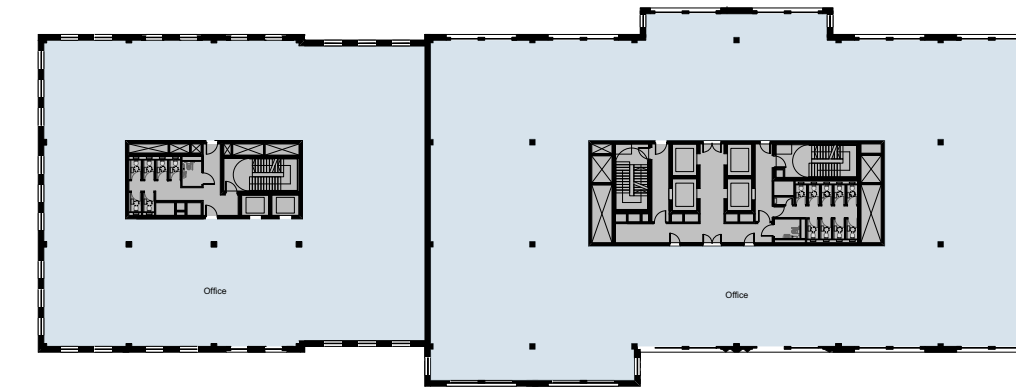
- Cycle Store
- Office
- Reception
- End of Journey



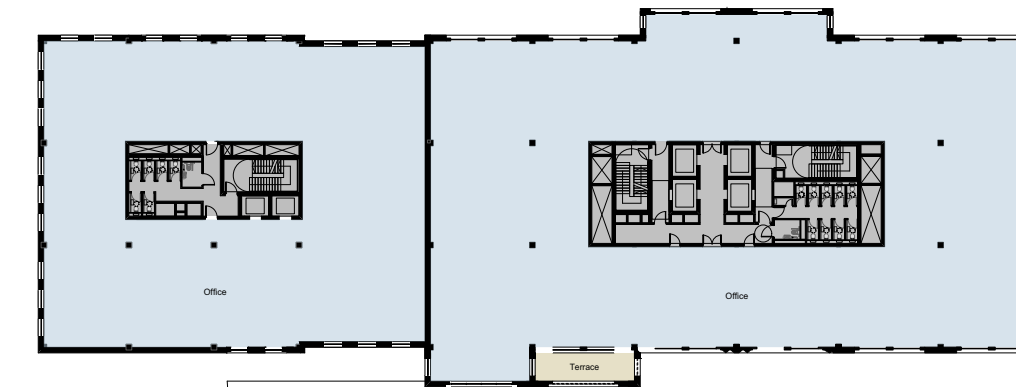
## Proposed Blocks Block B & C



BLOCK B&C - FOURTH FLOOR PLAN



BLOCK B&C - THIRD FLOOR PLAN



BLOCK B&C - FIRST FLOOR PLAN

The formal entrances to both buildings face the park and flank the cycle hub creating an entrance sequence with cycling at its Heart.

At ground floor there are also elements of commercial office that open onto the park, the north yard and the railway.

Careful placement of the commercial refuse store allows for a minimal number of refuse vehicle movements across the site.

On the third floor of block B a communal terrace allows the massing to be pushed back, away from the Railway Cottages.

In block C a full height bay highlights the entrance to the building on the west facade, whilst on the east a central bay provides subtle articulation to the massing.

A roof terrace on the top floor of Studio South overlooks the park.

### Block B&C Summary

- 42 x Sheffield stand bike spaces
- 21 x Sheffield stand cargo bike spaces
- 292 x Two tier stand bike spaces



## Proposed Blocks Block B & C

### 11.07 Massing

The roof profile of the commercial buildings is articulated in a playful manner, with sawtooth profiles working in conjunction with gable fronts, broken through by a link building.

The scale of the development on the Railway Edge requires that the heights steps down to the North and South of the site, responding directly to existing buildings at both sides of the site.

The sawtooth roof provides an expressive roof profile which is evocative of the industrial heritage of the site. It also comes with the benefit of allowing south facing PV panels and north facing roof lights to the top floor. The sawtooth roof increases the scale of Block C - the design team did explore the opportunity to provide a flat roof which would reduce scale whilst keeping the same number of storeys, but the greater expression of the sawtooth was preferred with a floor to floor of 3.85m being achieved.

The set back gables of Studio North mitigate daylight and sunlight impacts on the Railway Cottages but also respond to a newly approved twin gabled building in phase 2 - Ironworks, to the north side of Mill Road.



## Proposed Blocks Block B & C

### 11.08 Appearance

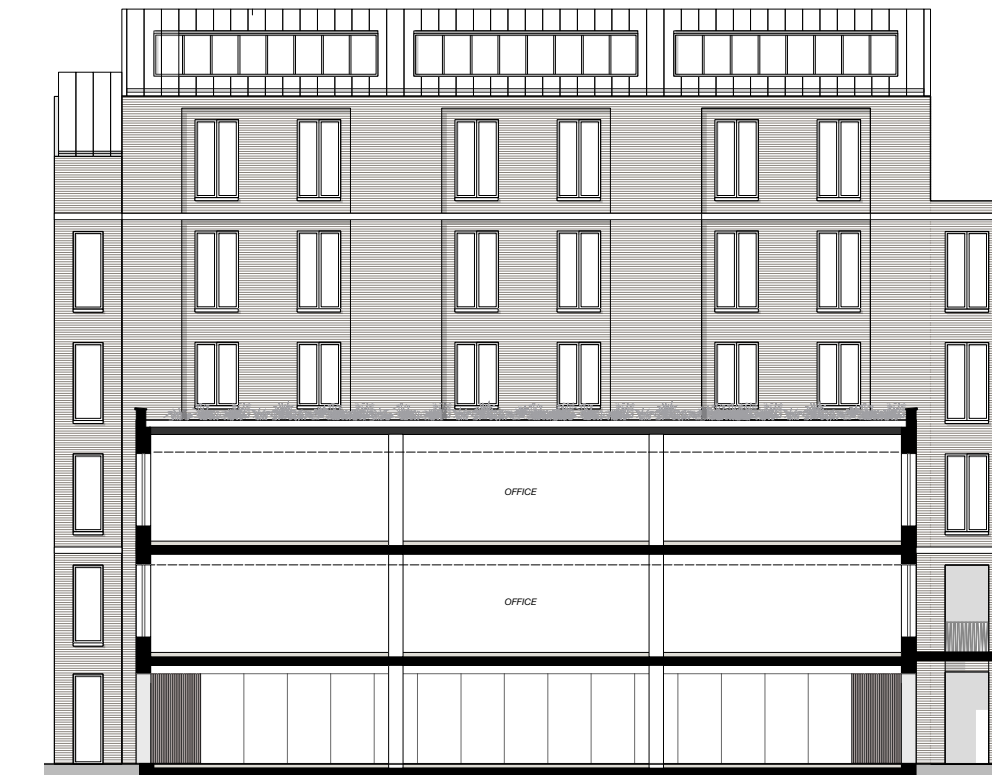
Studio North is formed of a tri-gabled roof in a north orientation. The openings at ground floor are reminiscent of a workshop that opens up to the yards to the north; and a third floor communal roof terrace can be used by all workers.

Carefully placed shadow gaps break down the massing and reduce the visual impact of the north facade.

On the east facade, the introduction of recessed panels as a subtle detail brings about verticality to the facade, whilst a string course across both studio North and South helps to ground the scheme.

The 6 bays of Studio South also benefit from the brick recesses that provide a vertical hierarchy. The windows are otherwise designed to be uniform and utilitarian, again referencing the functional industrial aesthetic. On the west facade roof terraces at first floor and fifth floor overlook the park, whilst the double height bay defines and highlights the entrance, and is visible from the main site access off Devonshire Road.

The link building which connects the two commercial blocks is completely glazed at ground floor to welcome the public in, whilst its flat green roof adds to the site wide biodiversity.



BLOCK B&C - SECTION THROUGH CYCLE STORE



BLOCK B NORTH ELEVATION



# Proposed Blocks Block B

## 11.09 Elevation Treatment



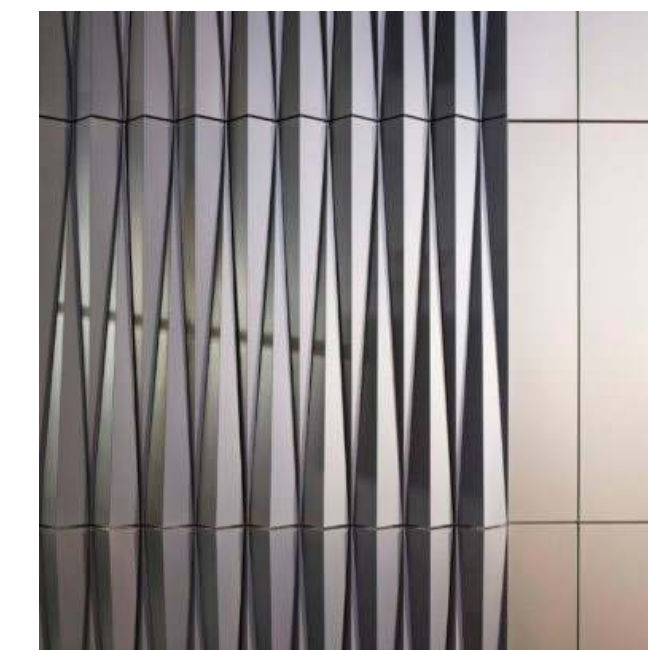
BLOCK B NORTHERN FACADE



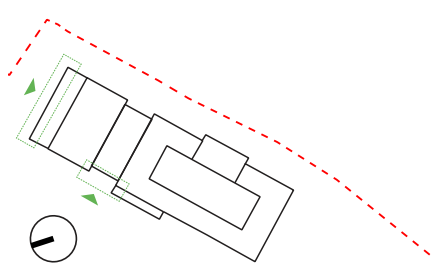
EXAMPLE OF CREATION OF A MEWS



BLOCK B ENTRANCE AND CYCLE HUB ENTRANCE



EXAMPLE OF WOVEN METAL CLADDING



# Proposed Blocks Block B



# Proposed Blocks Block C



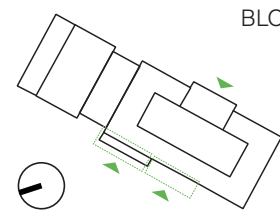
BLOCK C - ENTRANCE BAY



BLOCK C - CENTRAL BAY - WEST



BLOCK C - CENTRAL BAY - EAST



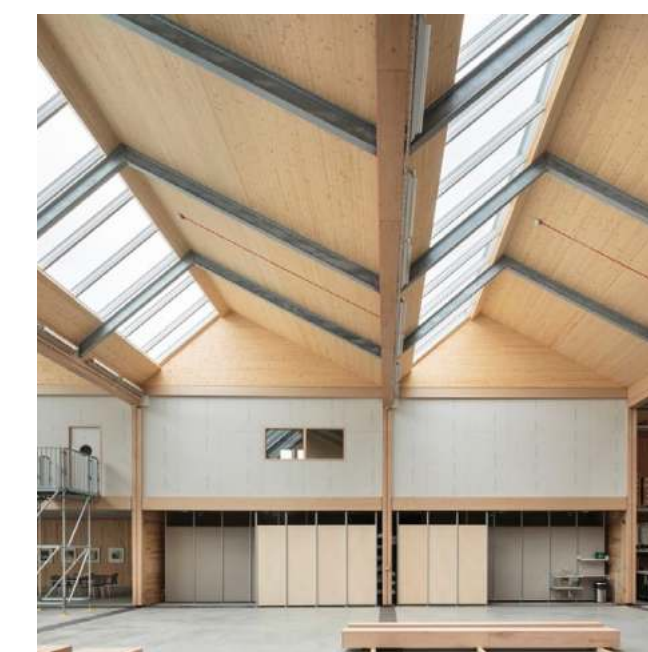
# Proposed Blocks Block C



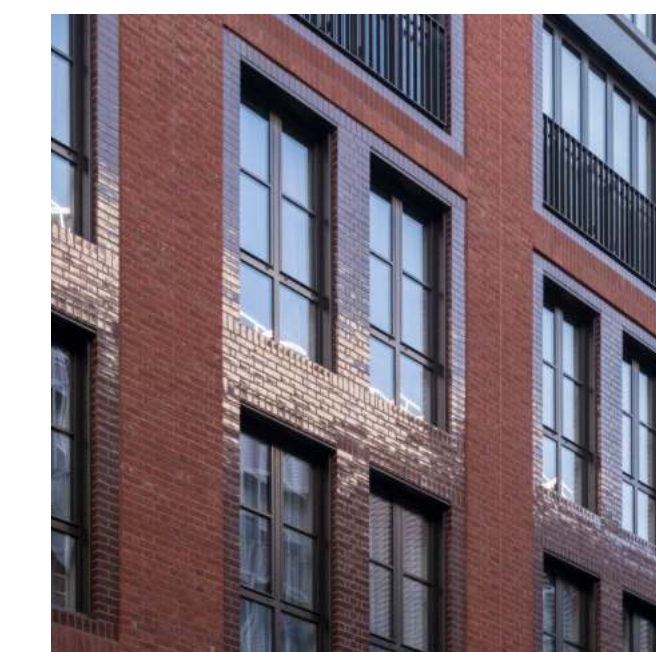
EXAMPLE OF SETBACK DETAILING



EXAMPLE OF TEXTURED METAL CLADDING



EXAMPLE OF SAW TOOTH ROOF



EXAMPLE OF TEXTURED BRICK RECESSED PANELS



## Layout

Block D is a residential building at the South East corner of the site.

It plays an important part in its urban design as its east facade faces the railway and Chisholm trail, the south facade faces the new southern mews and the west facade is park facing.

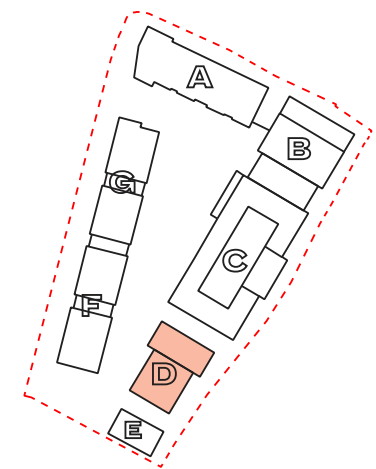
Residents enter the building from the park, except for the two south facing ground floor apartments, which will be accessed from the southern mews as a way to increase activity.

Once inside the core the refuse store and cycle store have lobbied access so that these spaces can be accessed internally.

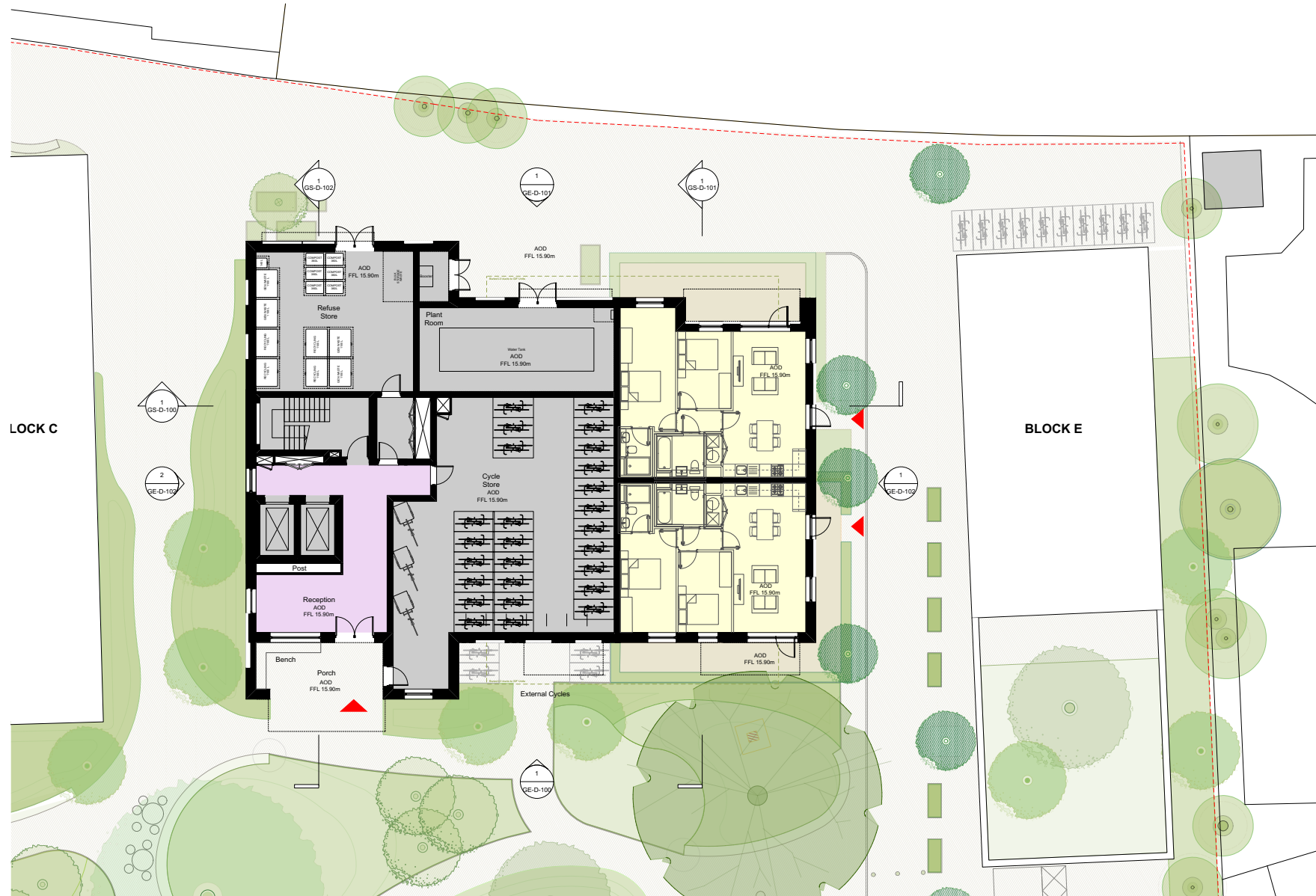
The buildings have been set back 5m from the site boundary which means that the proposals can accommodate the future Chisholm Trail within the site.

The apartments at ground floor will have the ability to open onto the green spaces and also the Chisholm Trail.

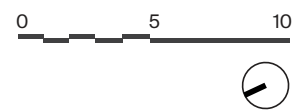
Careful placement of the refuse store allows for a minimal drag distance on collection day.



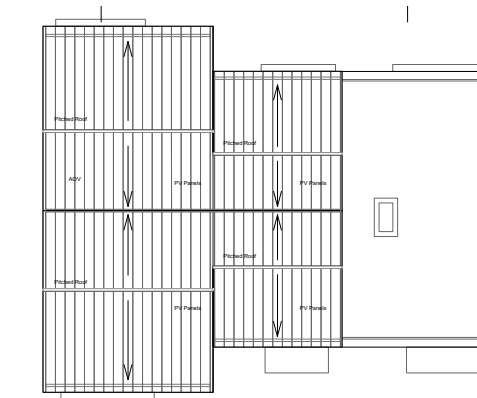
## Proposed Blocks Block D



BLOCK D - GROUND FLOOR PLAN



## Proposed Blocks Block D



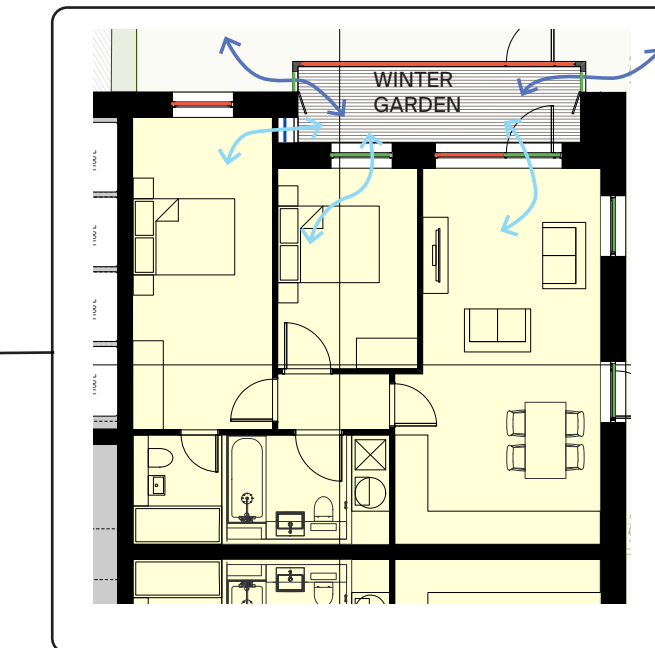
BLOCK D - ROOF PLAN



BLOCK D - FIFTH FLOOR PLAN



BLOCK D - FIRST FLOOR PLAN



WINTER GARDEN NATURAL VENTILATION STRATEGY  
- REFER TO HOARE LEA TECHNICAL REPORT FOR FURTHER INFORMATION

On a typical upper floor residences facing west benefit from residential amenity space in the form of an external balcony.

Due to overheating ( afternoon sun) and acoustic concerns from the railway, the flats that are east facing will have winter gardens. This provides an opportunity to open windows and naturally ventilate their property with north and south facing openings, whilst minimising the noise coming in.

On the fifth floor a south facing communal roof terrace can be accessed by all residents.

All the cycle storage spaces within the building are provided as Sheffield stands. A further 4 external visitor Sheffield stand spaces are provided in close proximity to the building entrance.

### Block D Summary

- 10 x 1B2P apartment
- 18 x 2B3P apartment
- 2 x 2B4P apartment

- 52 x Sheffield stand bike spaces
- 3 x Sheffield stand cargo bike spaces

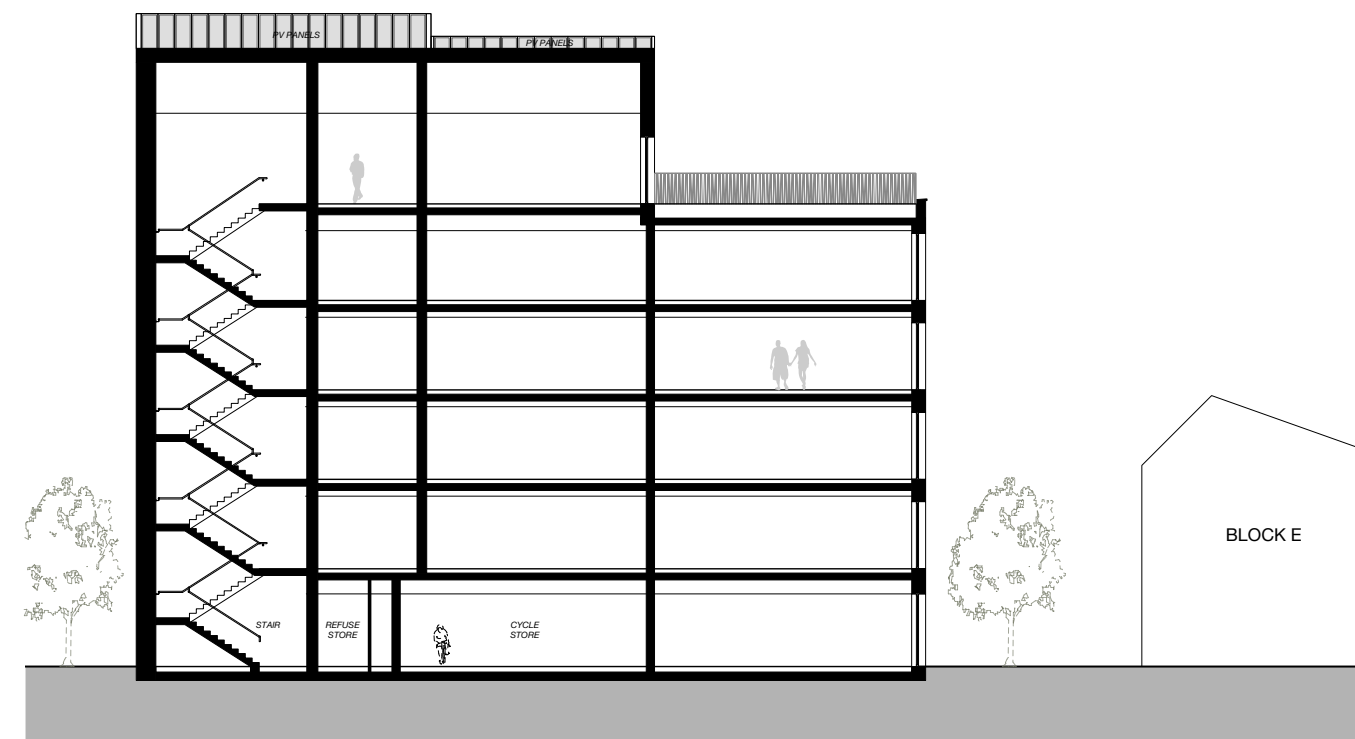


## Proposed Blocks Block D

### 11.12 Massing

Block D steps down towards the south boundary, which, working in conjunction with Block E, allows the massing of the proposed scheme to sit comfortably adjacent to existing properties on Angus Close. The reduction in scale at the fifth floor provides a communal terrace for residents.

The cross section reveals the winter gardens on the railway side but also the gable roofs, which mirror the strategy for Studio North, in terms of having contrasting roof profiles to Studio South.



BLOCK D - SECTION



BLOCK D - SECTION

0 5 10

## Proposed Blocks Block D

### 11.13 Appearance

The use of bolt on balconies for block D west elevation gives a highly expressive facade. This is balanced with a limited number of window types, all being full height, to provide some order to the elevations.

On the east facade the balconies become enclosed and act as winter gardens. This is as a direct result of wanting to achieve natural ventilation in a challenging location, where noise from the railway would be an issue. The winter gardens have proved to be a successful solution and further information can be found in the Hoare Lea Thermal analysis report.

At ground floor the fenestration is changed to reflect the different uses, and have recessed panels to bring about consistency in alignment with the floors above.

Each floor benefits from a string course, which introduces some horizontality to the scheme, reducing the perceived height when viewed from the street.



BLOCK D - EAST ELEVATION



BLOCK D - WEST ELEVATION

0 5 10



# Proposed Blocks Block D

11.14 Elevation Treatment



BLOCK D - EAST BAY ELEVATION STUDY



BLOCK D - WEST BAY ELEVATION STUDY



BLOCK D - SOUTH BAY ELEVATION STUDY

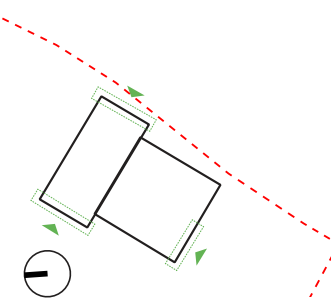
# Proposed Blocks Block D



EXAMPLE OF MATCHING TONALITY - BRICK AND PRECAST



EXAMPLES OF WINTER GARDENS





CGI - VERIFIED VIEW LOOKING SOUTH WEST FROM MILL ROAD BRIDGE



CGI - AERIAL VIEW FROM THE SOUTH EAST



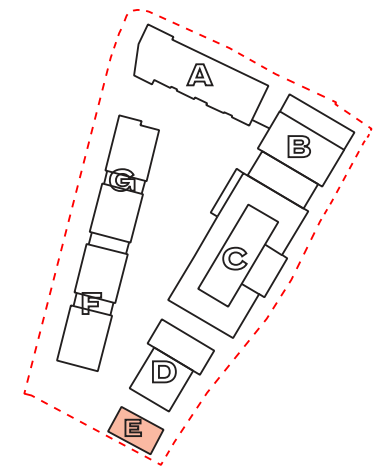


## Layout

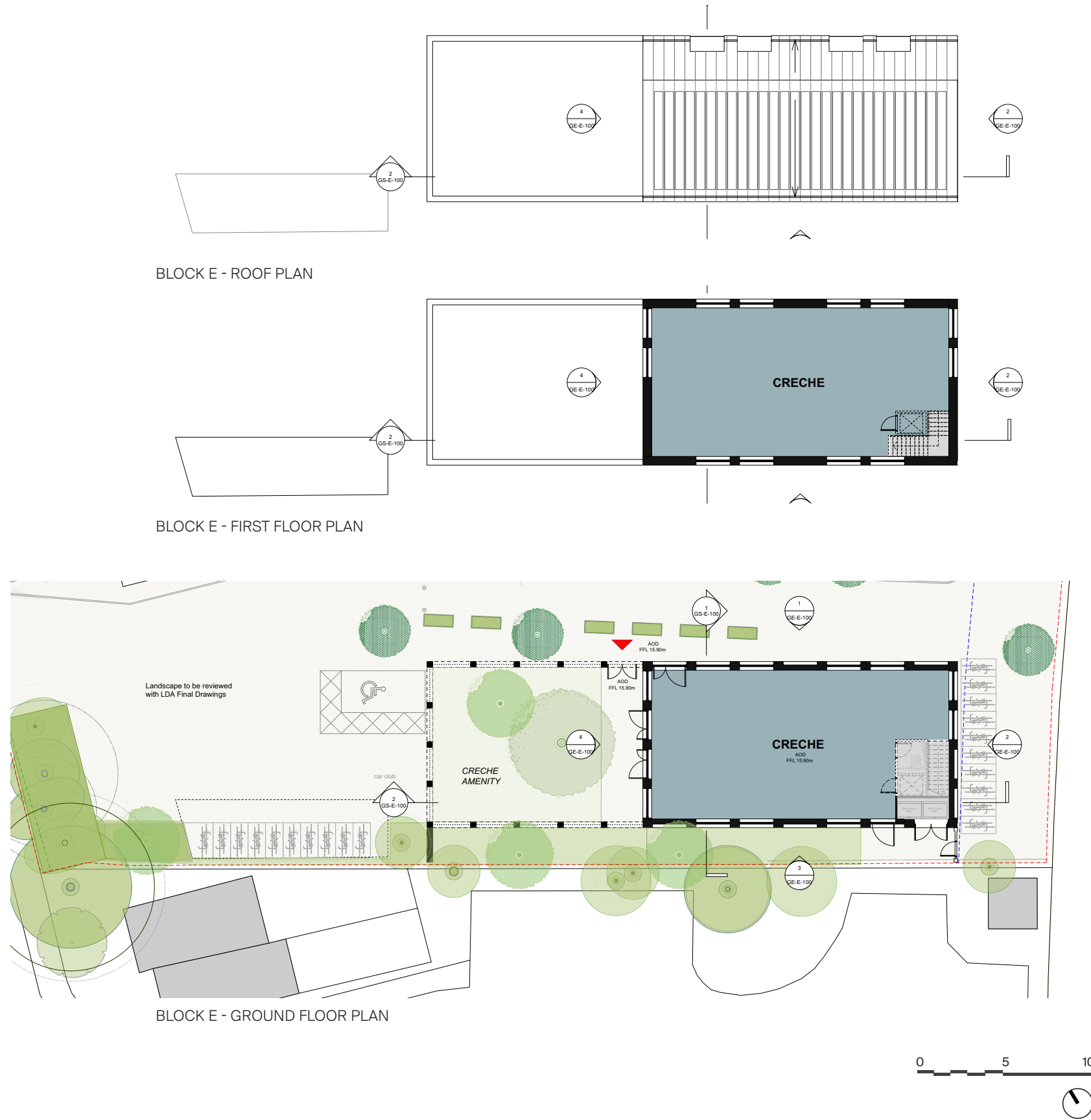
The proposed use for the community building in the south eastern corner of the site is a Crèche, with its own secure outdoor play space. The main access into the building will be via the play area to the west of the building, where parents can drop off and pick up their children.

Within very close proximity to the Crèche entrance there are 40 external Sheffield stand spaces, promoting the idea of sustainable transport when dropping children off.

The Crèche and play space have the potential to open up to the southern mews, as the building's southern facade is offset directly from the southern boundary.



## Proposed Blocks Block E

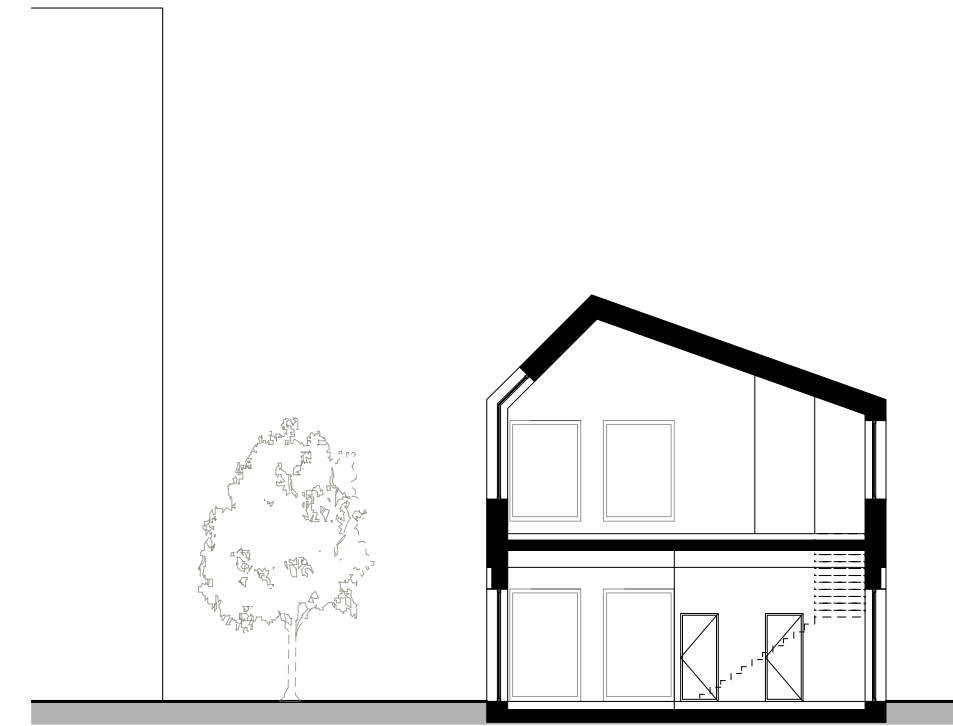


## Proposed Blocks Block E

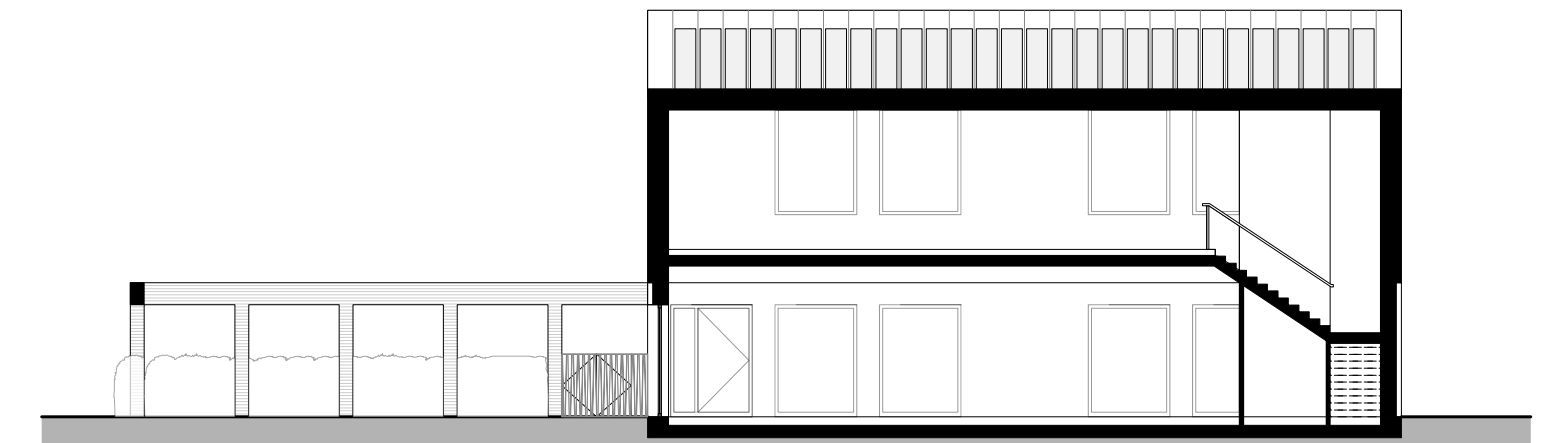
## Massing

The crèche building is 2 storeys, with an offset pitch, that mimics the pitch of the of Studio South roofs, it creates consistency between the roof design of the Railway facing blocks.

The height of the building has been limited to minimise the impact on any properties in Angus Close.



BLOCK E - SECTION



BLOCK E - SECTION



# Proposed Blocks Block E

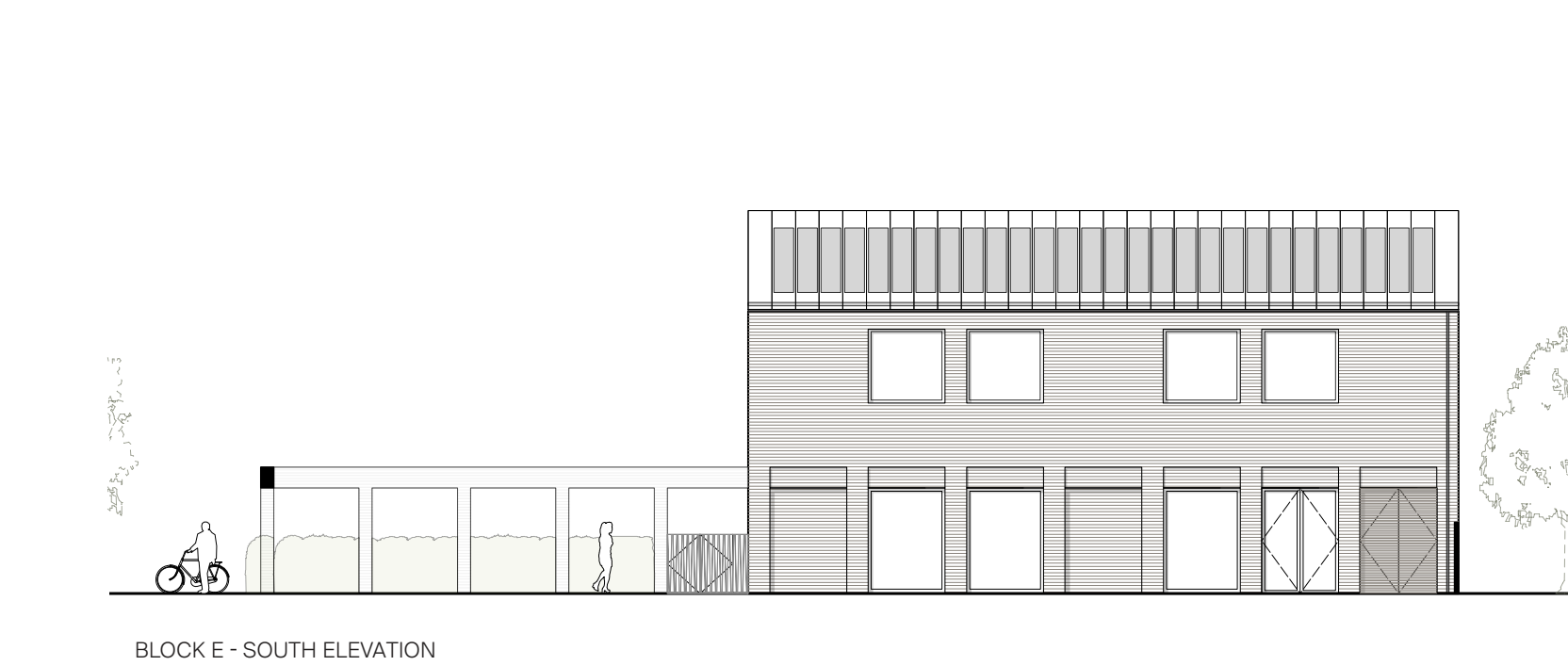
## 11.18 Appearance

A colonnade defines the line of the external play space boundary.

The setting out of the columns extends into the building footprint where windows or brick infill panels are proposed so that there is legible line of structure around the base of the building.

At first floor combination window/ roof lights ensure that a maximum amount of light comes into the building.

The south facade, looking into Angus Close has been designed such it doesn't look like a back facade, with no windows, but instead positively address Angus Close as a way to close off the boundary between the two spaces.



0 5 10



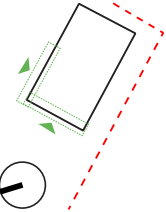
EXAMPLE OF STRONG COLONNADE BASE

# Proposed Blocks Block E

## 11.19 Elevation Treatment

Block E continues the theme of a simple material palette brought together with contemporary details.

A flush soldier courses for the window heads contrast the standard brick course.





Proposed Blocks  
Block F & G

11.20      **Layout**

On the northern and southern portions of this block community uses are proposed at ground floor. Each of these units are triple aspect, and prominent when approaching the site, thereby encouraging interaction with residents, workers and passing community.

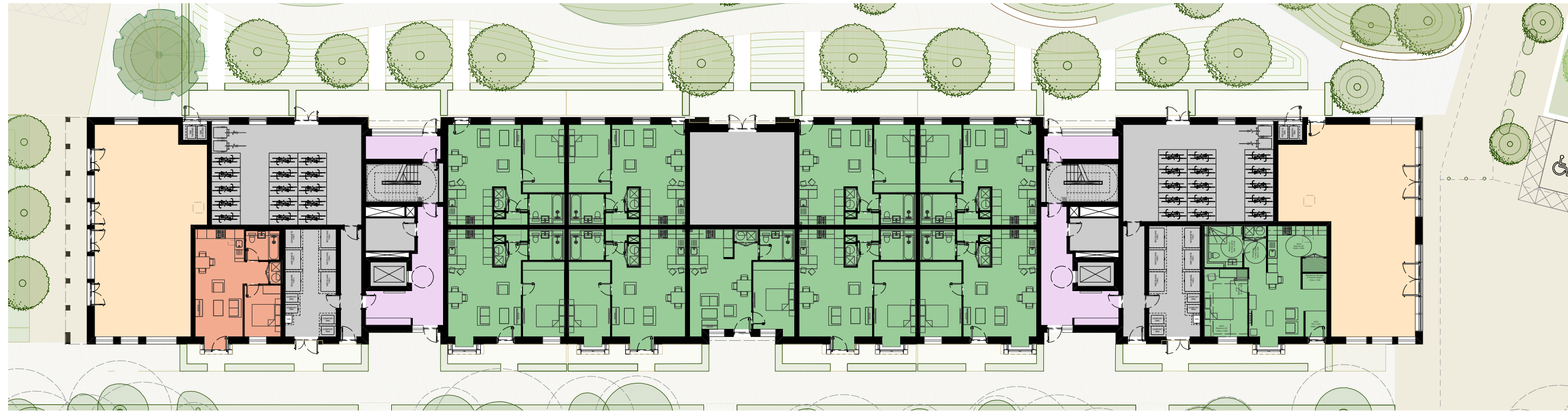
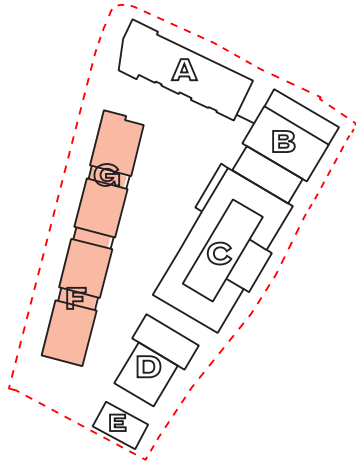
All of the apartments on the ground floor have their own private entrances, their own front door and amenity space - some with entrances from Devonshire Road, and some from the park.

The private amenity spaces facing Devonshire Road act as a privacy threshold, a defensible space, between the flats and the

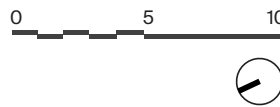
new footpath.  
There are two communal residential cores providing access to upper floors. Balconies are recessed into the plan to provide an undulating facade which also allows residences to have dual aspects from living spaces.

The refuse stores are conveniently placed and allow direct access from Devonshire Road and cores.

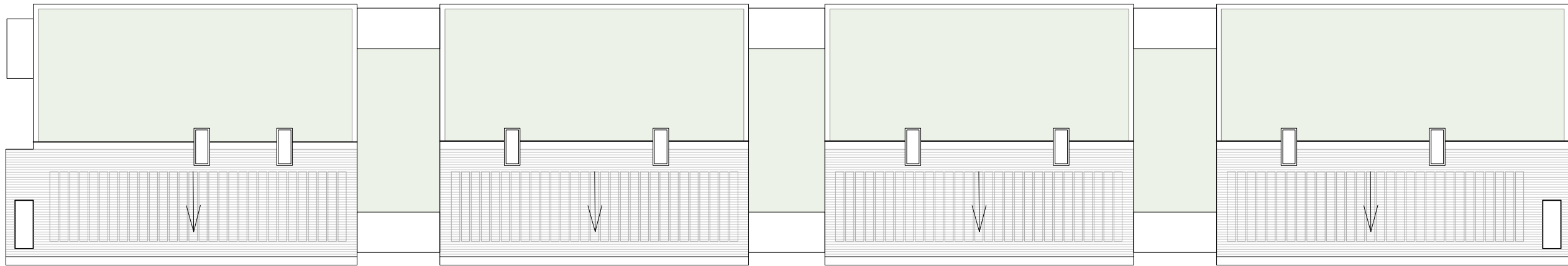
The cycle stores can also be accessed from the core, with the exit being provided on the park side.



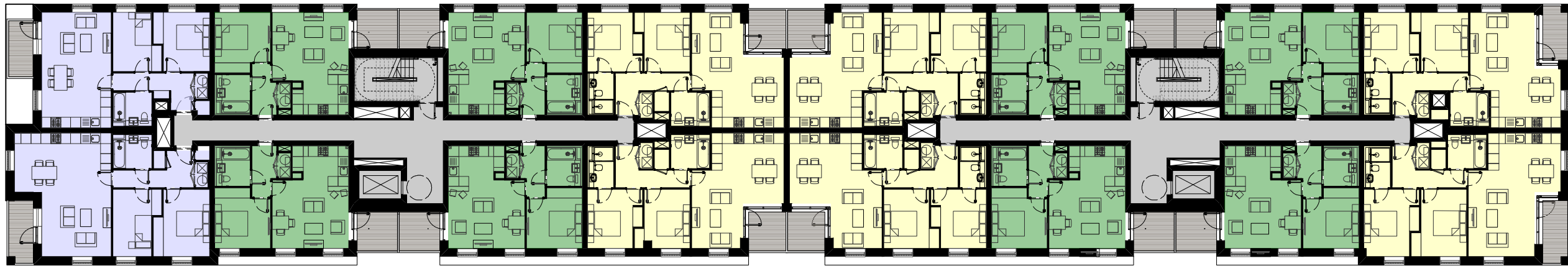
BLOCK FG - GROUND FLOOR



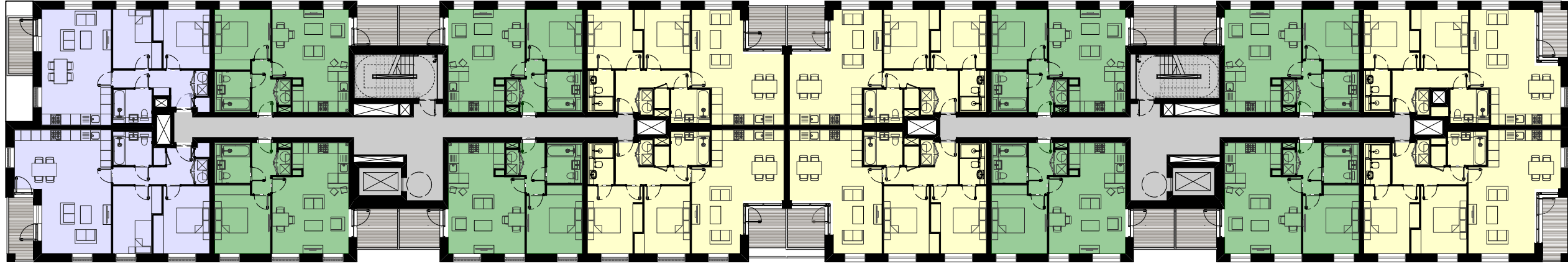
Proposed Blocks  
Block F & G



BLOCK FG - ROOF PLAN



BLOCK FG - SECOND FLOOR



BLOCK FG - FIRST FLOOR

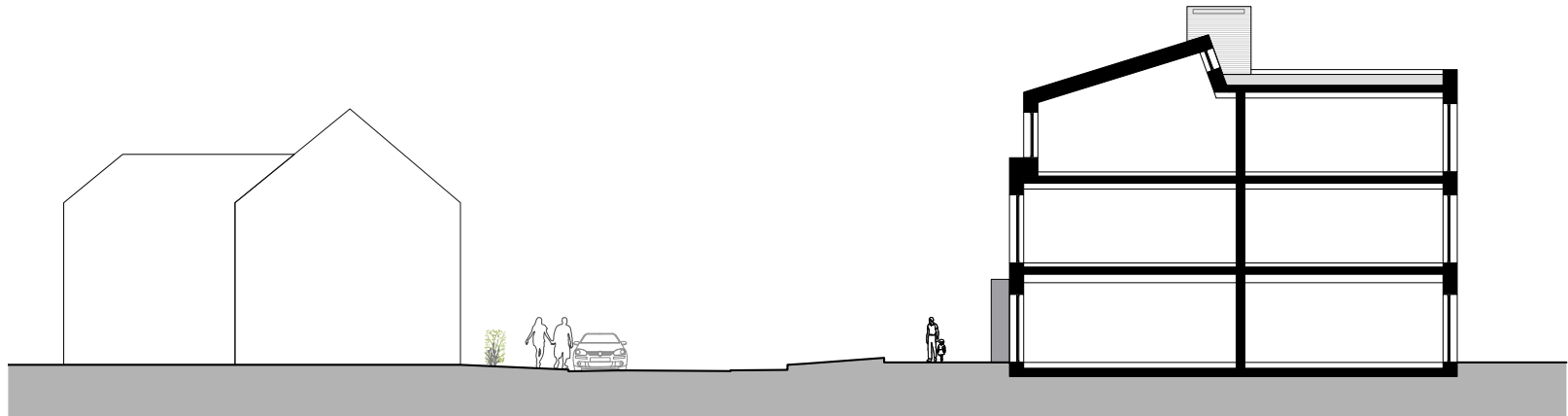


Proposed Blocks  
Block F & G

11.21      **Massing**

The scale and massing of the buildings facing Devonshire Road have been designed as 2.5 storey dwellings with a second floor “room in the roof living”, where set back mansard roofs help to reduce the scale of the building when viewed from the street.

On the east side of blocks F&G, where scale is less sensitive, flat green roof are proposed.



BLOCK FG - SECTION



BLOCK FG - EAST ELEVATION - DEVONSHIRE ROAD



Proposed Blocks  
Block F & G

11.22      **Appearance**

Horizontally, blocks F&G are broken down such that the perceived massing of the blocks is more akin to terraced houses with breaks articulated by rainwater pipes and shadow gaps.

The existing houses on Devonshire Road are referenced in the proposed blocks through the use of bay windows, dormers, and chimneys.

The set back mansard roof on the top floor reduces the massing of the block from the street.

**Block FG Summary**

- 1 x Studio apartment
- 26 x 1B2P apartment (inc. 1 x Accessible)
- 4 x 2B3P apartment
- 12 x 2B4P apartment

60 x Sheffield stand bike spaces  
4 x Cargo Bike Spaces (or 2 Cargo Bike + 1 mobility scooter)



BLOCK G - NORTH ELEVATION



BLOCK F - SOUTH ELEVATION



BLOCK FG - WEST ELEVATION - PARK SIDE





Proposed Blocks  
Block F

11.23 Elevation Treatment

Blocks F & G continue the site wide approach of a simple palette of materials used in a contemporary manner.

Textured brick is proposed at plinth level, and on the floors above the same brick is used in a standard brick bond. Soldier courses are used sparingly at the heads of openings to provide a subtle variation of texture.

On the North and South façades, carefully placed shadow gaps and setbacks help to break down the massing, so that the overall width of the block is reduced on key entry approaches to the site.

The blocks are defined by a series of contemporary architectural Details that reflect more traditional detailing already present on Devonshire Road; these include bay windows, vertically oriented windows and chimneys



BLOCK F - SOUTH FAÇADE



EXAMPLE OF SOLDIER COURSE BRICK DETAILING



BLOCK F - WEST FAÇADE



EXAMPLE OF DARKER SOLID BRICK PLINTH

Proposed Blocks  
Block G



BLOCK F - SOUTH FAÇADE



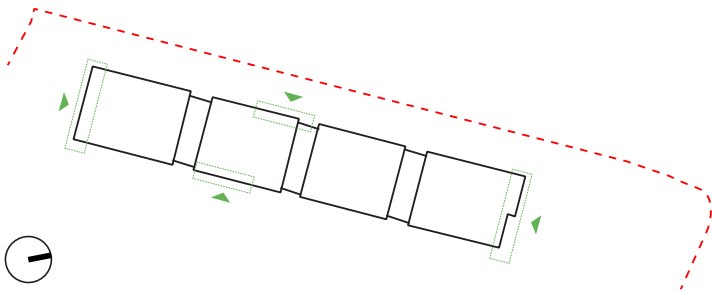
EXAMPLE OF TEXTURED BRICK DETAILING



BLOCK G - NORTH FAÇADE



EXAMPLE OF VISUAL LINKS / COMMUNITY INTERACTION AT GROUND





Proposed Blocks

CGI - VIEW OF SOUTH SITE ENTRANCE FROM DEVONSHIRE ROAD



Proposed Blocks

CGI - VIEW FROM DEVONSHIRE ROAD LOOKING SOUTH







BUCKLEY GRAY YEOMAN

Site & Public Realm

12.00

BUCKLEY GRAY YEOMAN



Proposed Blocks

CGI - VIEW OF PARK FROM THE NORTHERN SITE ENTRANCE



Proposed Blocks

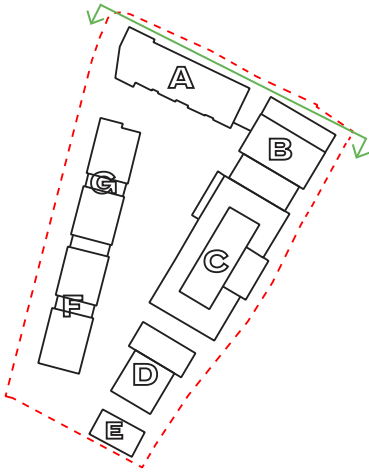
CGI - VIEW OF PARK FROM CHRECHE BUILDING (BLOCK E)



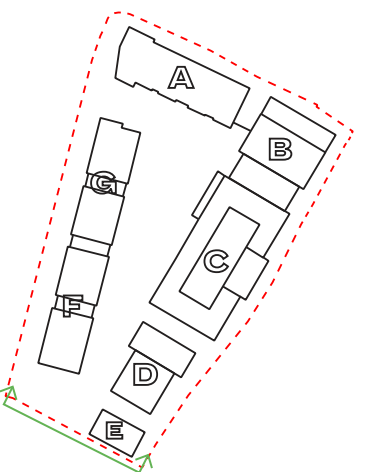




SITE ELEVATION - NORTH - AS VIEWED FROM RAILWAY COTTAGES



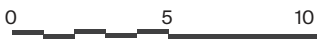
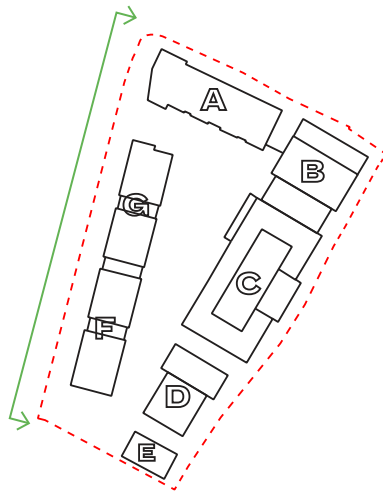
SITE ELEVATION - SOUTH - FROM ANGUS CLOSE







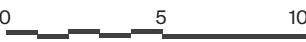
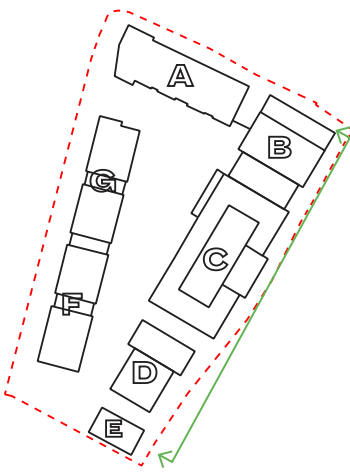
SITE ELEVATION - WEST - AS VIEWED FROM DEVONSHIRE ROAD







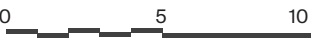
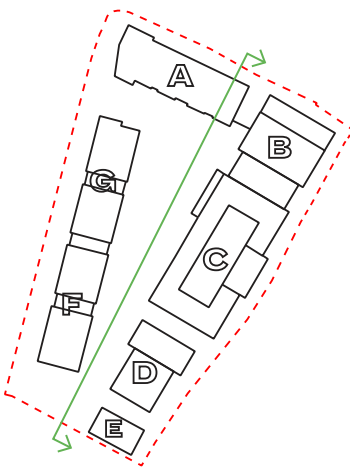
SITE ELEVATION - EAST - AS VIEWED FROM NATIONAL RAIL







SITE SECTION THROUGH THE PARK





12.03 Cycle Storage Provision

Cycle Parking across the site

Devonshire Gardens will deliver high quality facilities for cyclists that will reinforce cycling as a primary mode of travel for residents, employees and visitors. Cycle parking facilities that are dedicated for employees and visitors associated with the office use are to be separate to the provision for residents. All provision is at ground floor (both indoors and outdoors) for maximum convenience of access.

Direct access to the Chisholm Trail, a safe off-road route, minimises disruption of pedestrian and cycle routes from the road network and further encourages cycling as a means of transport.



CGI - CYCLE HUB ENTRANCE

With regard to cycle parking, provision will comply with the standards set by Cambridge City Council Local Plan (2018), Appendix L as referenced in Table 3.2. In accordance with the standards, the development should provide a minimum of 559 cycle parking spaces based on both the residential and office quantum of the development. Following consultation with the Cambridge Cycling Campaign, the City's Cycling Officer and others, we have significantly increased the amount of cycle parking over and above these standards.

Commercial cycle parking

For the office development, high-quality end of journey facilities are proposed within Block C. These facilities will comprise 16 showers (2 of which will be suitable for disabled users) and 160 lockers. The facilities will be split evenly, and dedicated for male and female users. A Cycle Hub is proposed between blocks B and C, the Hub can be accessed from within the internal courtyard, or from the eastern side where the Chisholm Trail is proposed.

A total of 427 commercial cycle parking spaces are proposed.

- Within the Cycle Hub provision will comprise:
- 292 double stacker spaces
  - 42 Sheffield stand spaces
  - 21 spaces for larger cycles, trailers, cargo bikes etc

- DOUBLE STACK
- SHEFFIELD STAND
- CARGO / PART M

External visitor cycle parking

A further 72 external Sheffield stand spaces will be Provided, which will be immediately accessible to visitors as well as employees. Some of these external spaces will be provided in lockable enclosures.

The total of 114 spaces, which are Sheffield stands, exceeds the 20% Local Plan policy requirement; in addition, 5% are provided for larger bikes.

In total, 604 cycle spaces are provided across the Site, consisting of 384 commercial spaces, 50 cargo bike spaces and 148 residential spaces internally and an external provision of 72 Sheffield stand spaces.



COMMERCIAL CYCLES - GROUND FLOOR





Site & Public Realm

Residential Cycle Internal Provision

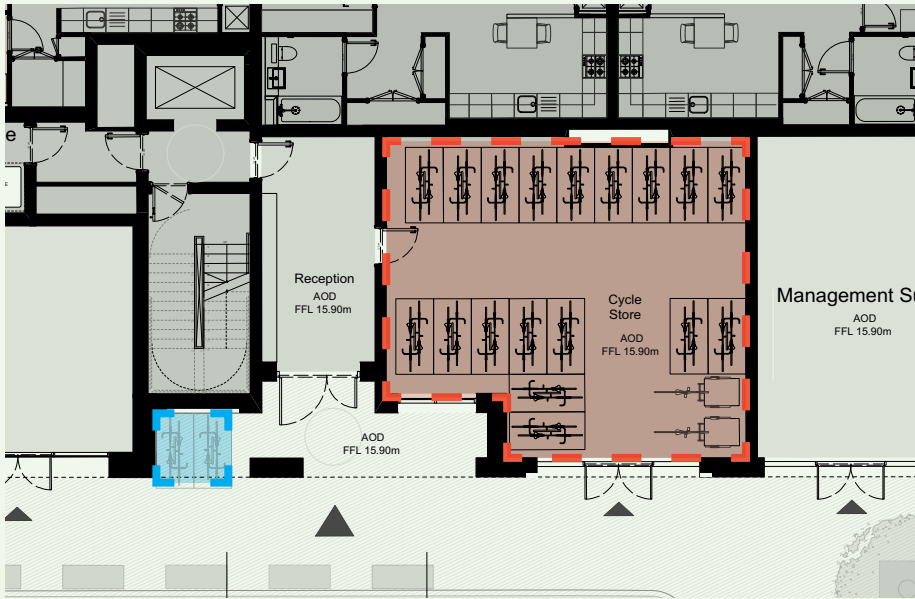
The proposed 100 new homes are provided across four individual blocks. Accordingly, cycle parking provision in proportion with the number and types of homes provided in each block is made.

Cycle parking for the new homes is proposed to be Sheffield Stands, at a ratio of 1 space per bedroom. These are located within the blocks in dedicated cycle parking facilities. A 5% provision for large cycles such as Cargo bikes is made within each block.

Visitor spaces for each block are generally provided at 10% of the blocks total allowance. All visitor spaces are to be located close to the communal entrances.



SITE PLAN - GROUND FLOOR



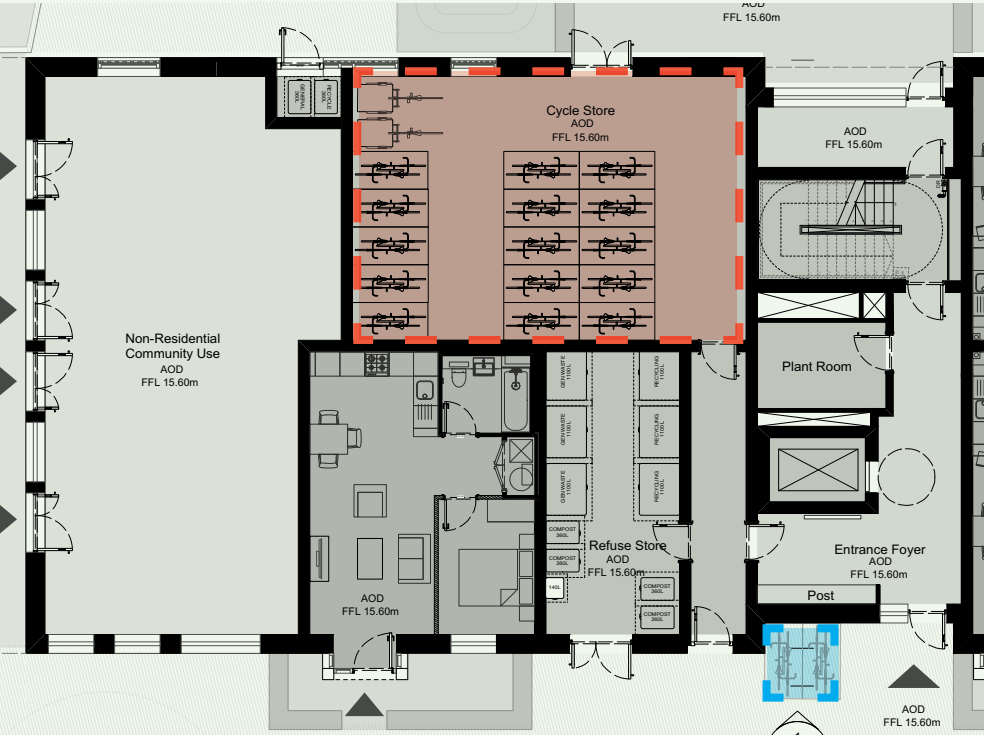
**Block A**  
Cycle spaces required: **36no.** [1 space per bedroom]

- Total provision:  
**Internal 38 spaces**
- 36 Sheffield stand spaces
  - 2 accessible spaces
- External 4 spaces [visitor]**
- 4 Sheffield stand spaces



**Block D**  
Cycle spaces required: **54no.** [1 space per bedroom]

- Total provision:  
**Internal 55 spaces**
- 52 Sheffield stand spaces
  - 3 accessible spaces
- External 8 spaces [visitor]**
- 8 Sheffield stand spaces



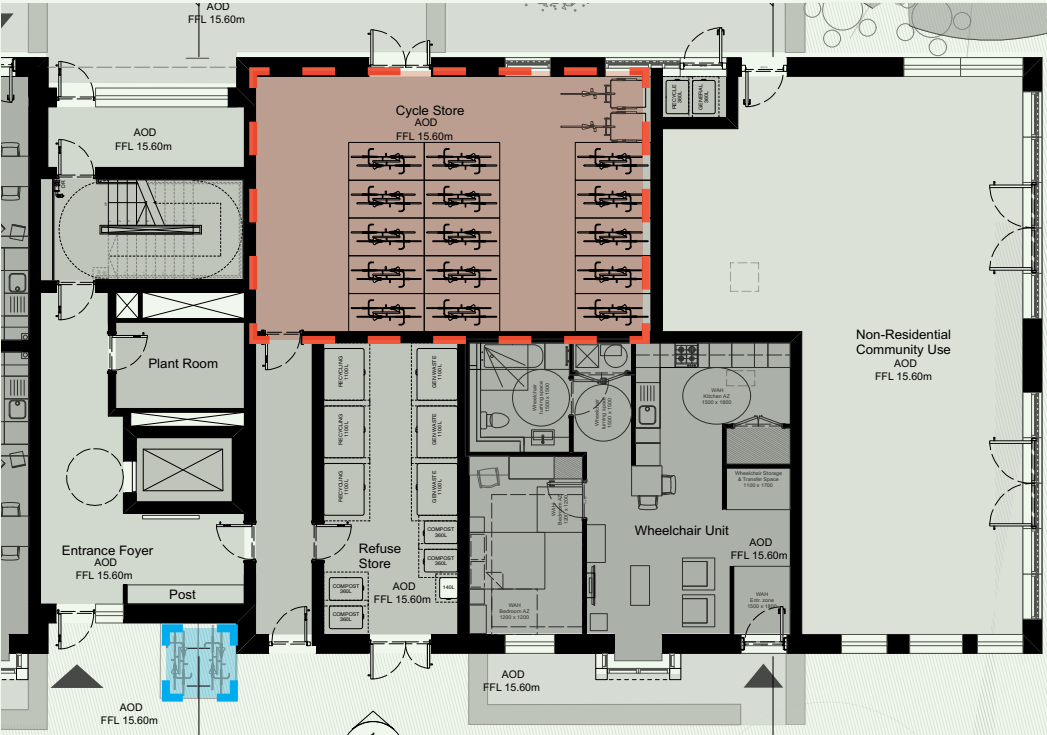
**Block G**  
Cycle spaces required: **30no.** [1 space per bedroom]

- Total provision:  
**Internal 32 spaces**
- 30 Sheffield stand spaces
  - 2 accessible spaces
- External 4 spaces [visitor]**
- 4 Sheffield stand spaces

Site & Public Realm

**Block F**  
Cycle spaces required: **31no.** [1 space per bedroom]

- Total provision:  
**Internal 32 spaces**
- 30 Sheffield stand spaces
  - 2 accessible spaces
- External 4 spaces [visitor]**
- 4 Sheffield stand spaces



SITE PLAN - GROUND FLOOR



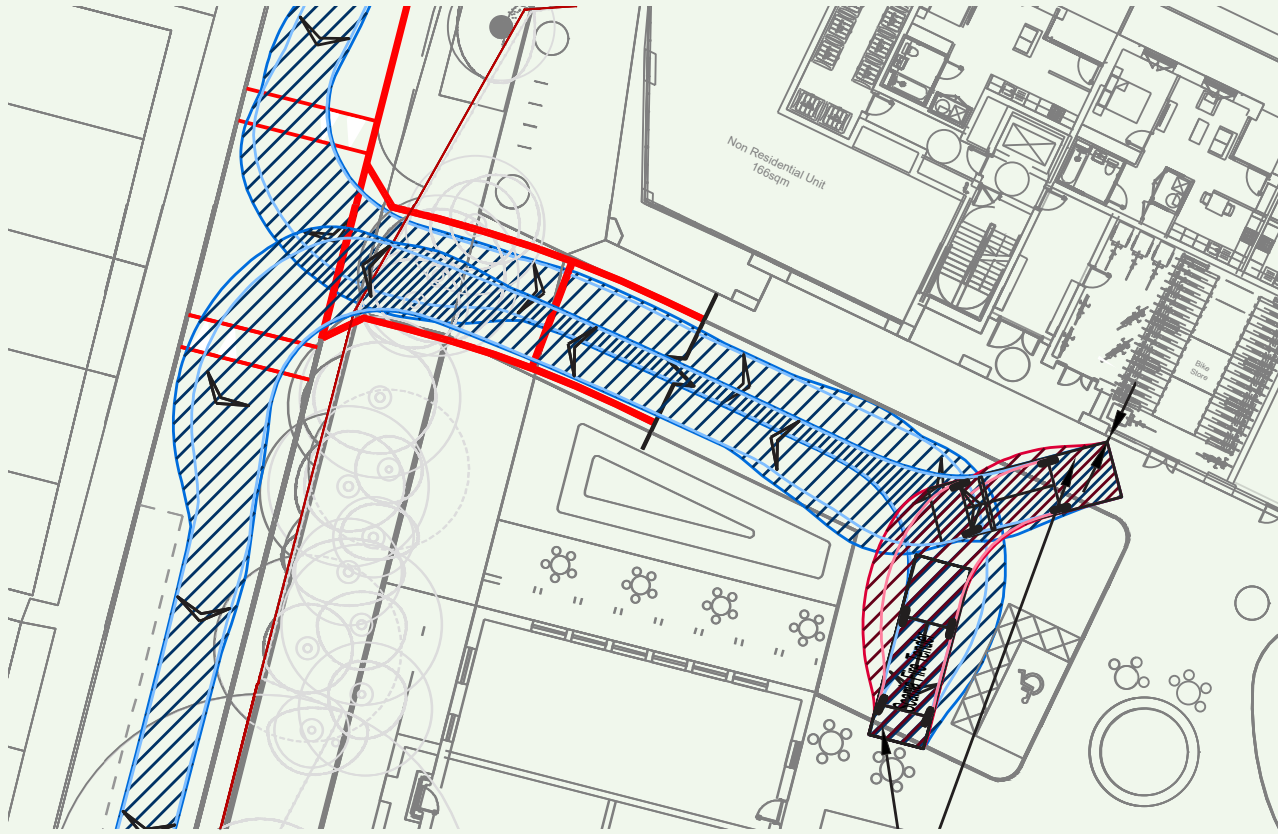
12.04 Vehicular Movement - Delivery

The residential and commercial nature of the proposals are such that delivery vehicles will visit the site across the day. For future residents, deliveries will generally be characterised by deliveries from online shopping including groceries and less regular furniture or white goods. Office deliveries with generally be associated with the general operation of office and operational requirements of businesses.

Regular deliveries by vans and smaller sized vehicles is expected throughout the day. However, deliveries by cycle through companies such as Deliveroo, or local logistics companies such as Zedify who utilise cargo bikes can be expected. The provision of visitor cycle parking will accommodate such deliveries.

The northern and southern access points both provide access to dedicated areas within the site that can be utilised by delivery vehicles. Space to enter and turn within the site and wait whilst making deliveries is proposed within the layout.

In addition to the on-site delivery areas, provision is also made on Devonshire Road. Located to the north of the northern access to the site, area will be integrated as part of the proposed extended shared footway. The footway will become a shared space which will firstly prioritise pedestrian movements, whilst also meeting the servicing needs of the development. This will also provide an area which may be utilised by delivery vehicles associated with existing residents along Devonshire Road.



NORTH ENTRANCE - DELIVERY VEHICLE TURNING

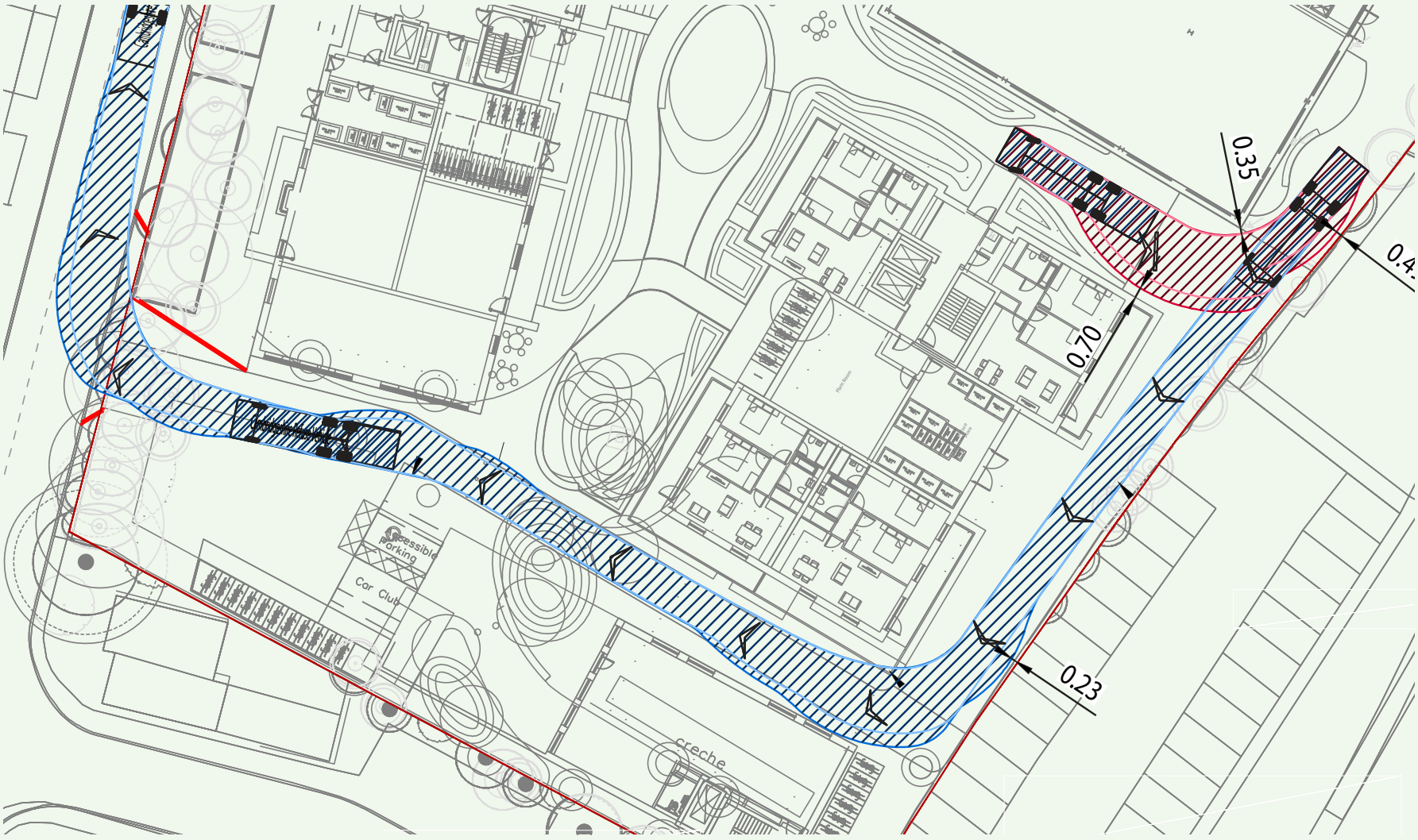


SOUTH ENTRANCE - DELIVERY VEHICLE TURNING

12.05 Vehicular Movement - Refuse

For the blocks that front Devonshire Road, refuse collection will be from Devonshire Road. Collections from Block A will also be from Devonshire Road. Appropriate routes through the landscaped area that fronts Devonshire Road are proposed in order for collectors to reach the bin store from the street.

For blocks along the eastern boundary of the site, refuse vehicles will need to enter the site to ensure bins may be collected within a suitable drag distance. A refuse vehicle will enter the site via the southern entrance point before travelling through the southern mews and turning between blocks D and E.



SOUTH ENTRANCE - REFUSE VEHICLE TRACKING



12.06 Refuse Strategy: Residential

Each apartment will have access to a communal waste store with bins of appropriate sizes to meet waste storage requirements. Apartments will be provided with 30 l to 40 l bins inside the residential unit to segregate waste into general and mixed recycling waste as well as 5 l bins for compostable waste.

The anticipated volume of waste generated in the apartment buildings each fortnight totals 13,250 l for general waste, 13,250 l for dry mixed recycling waste and 6,625 l for compostable waste.

Residents will be able to arrange for bulky waste items (e.g. fridges) to be collected by CCC as required; this service is charged for separately.

REFUSE STORES & VEHICLE MOVEMENT

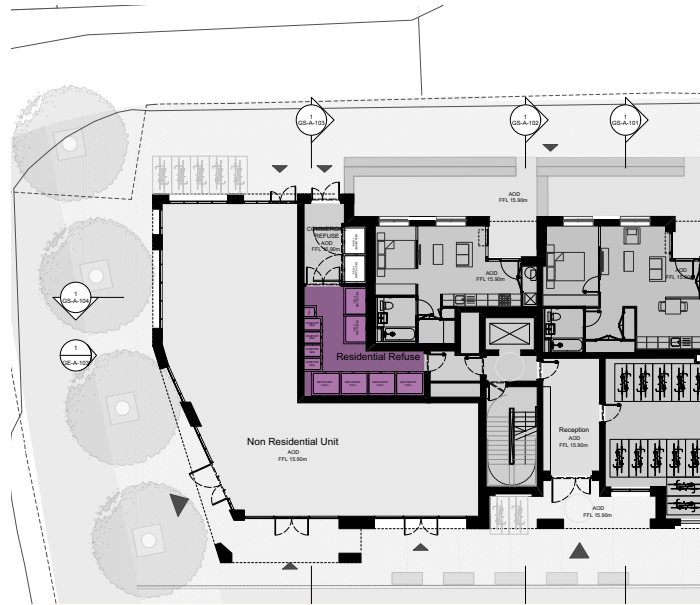
- RESIDENTIAL REFUSE STORES
- REFUSE VEHICLE MOVEMENT
- REFUSE CONTAINER DRAG DISTANCE

Block	Apartment Type	Number of Units	Number of Residents	Total Number of Residents	Volume Estimates (l)	General Waste			Dry Mixed Recycling			Compostable Waste		
						No. of 1,100 l Bins	No. of 660 l Bins	No. of 380 l Bins	Volume Estimates (l)	No. of 1,100 l Bins	No. of 660 l Bins	No. of 380 l Bins	Volume Estimates (l)	No. of 380 l Bins
Block A	Studio 1P	6	6	61	3050	3	0	0	3050	3	0	0	1925	4
	One-bed 2P	13	26											
	Two-bed 3P	9	18											
	Two-bed 4P	3	12											
	Three-bed 5P	1	3											
Block D	Studio 1P	0	0	88	4400	4	0	0	4400	4	0	0	2200	6
	One-bed 2P	10	20											
	Two-bed 3P	20	40											
	Two-bed 4P	2	8											
Block F	Studio 1P	0	0	62	3100	3	0	0	3100	3	0	0	1550	4
	One-bed 2P	15	30											
	Two-bed 3P	0	0											
	Two-bed 4P	8	16											
Block G	Studio 1P	2	2	54	2700	2	1	0	2700	2	1	0	1350	4
	One-bed 2P	12	24											
	Two-bed 3P	4	8											
	Two-bed 4P	4	8											

RESIDENTIAL BIN STORE CALCULATIONS



BLOCK A



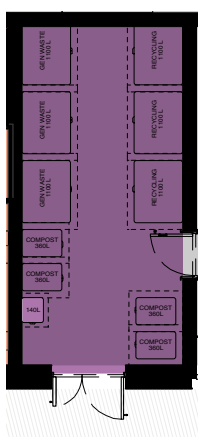
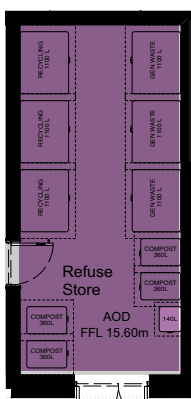
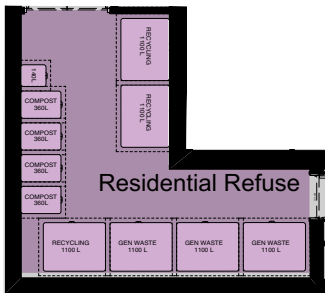
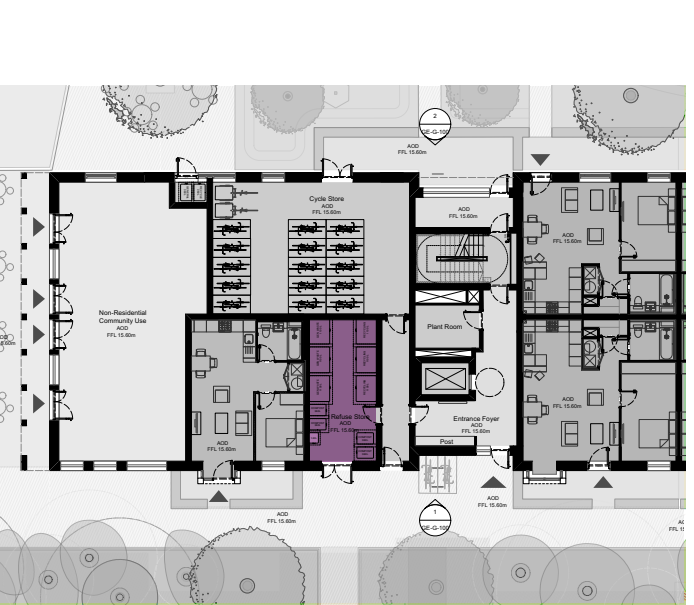
BLOCK D



BLOCK F



BLOCK G





12.07 Refuse & Waste: Commercial

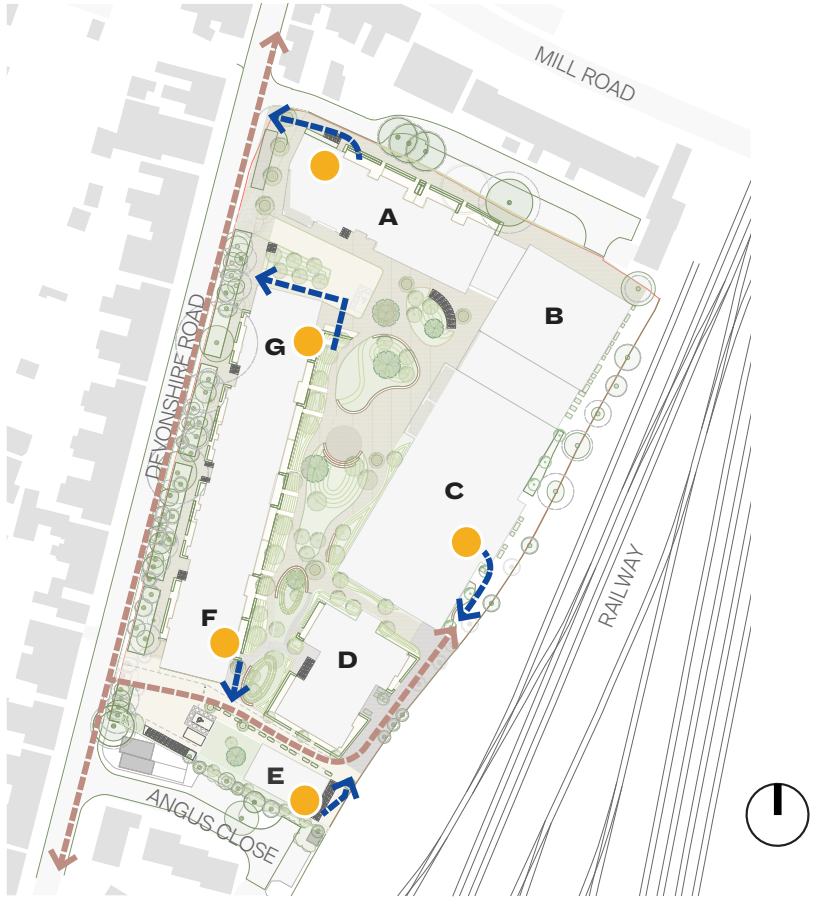
Non-residential units comprise office use and community space.

A 50% split between general waste and dry mixed recycling has been assumed for the purposes of bin estimation. The commercial offices waste volume calculations and anticipated number of bins include the on-site treatment through compaction. A Wheeled Bin Compactor for 1,100 L bins as referenced in RECAP guidance can achieve a compaction ratio of 3:1.

A ground floor waste store has been allocated in the layout of the commercial office building. Waste storage rooms for community areas in Blocks A, E, F and G have been allocated on the respective plans.

REFUSE STORES & VEHICLE MOVEMENT

- NON-RESIDENTIAL & COMMERCIAL REFUSE STORES
- ➔ REFUSE VEHICLE MOVEMENT
- ➔ REFUSE CONTAINER DRAG DISTANCE



Commercial Office Use Class E: Calculated on basis of 3:1 Within Bin Compaction using 1250L Bins

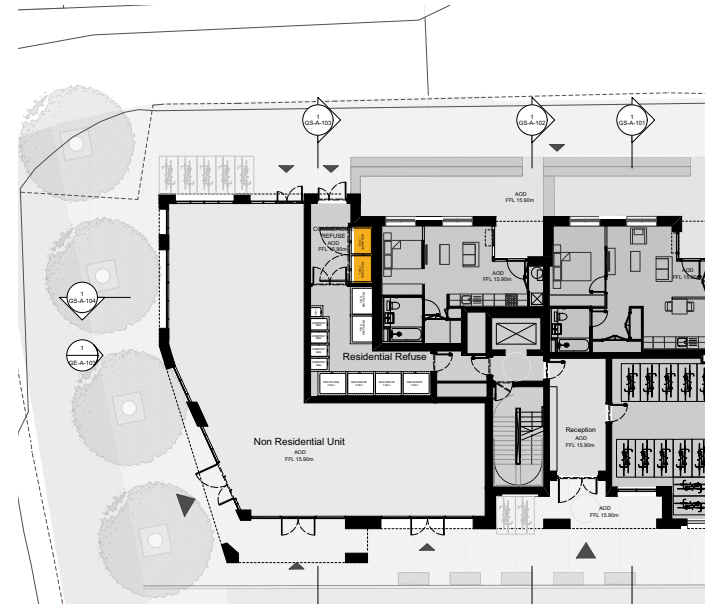
Building (Floor Space (Total GIA))	Volume of General Waste Generated (t) - No Compaction	Volume of General Waste Generated (t) (with 3:1 compaction)	Number of General Waste Bins			Volume of Recyclable Waste Generated (t) (with 3:1 compaction)	Volume of General Waste Generated (t) - No Compaction	Number of Dry Mixed Recycling Waste Bins		
			1,250 l	680 l	360 l			1,250 l	680 l	360 l
Block B Commercial (2,755 m²)	716.1	119.4	1	0	0	119.4	716.1	1	0	0
Block C Commercial (6,782 m²)	2,280.3	380.6	3	0	0	380.6	2,280.3	3	0	0
Total Commercial (11,537 m²)	29,996	4,999	4	0	0	4999	29,996	4	0	0

Community Use Class F.1 / F.2

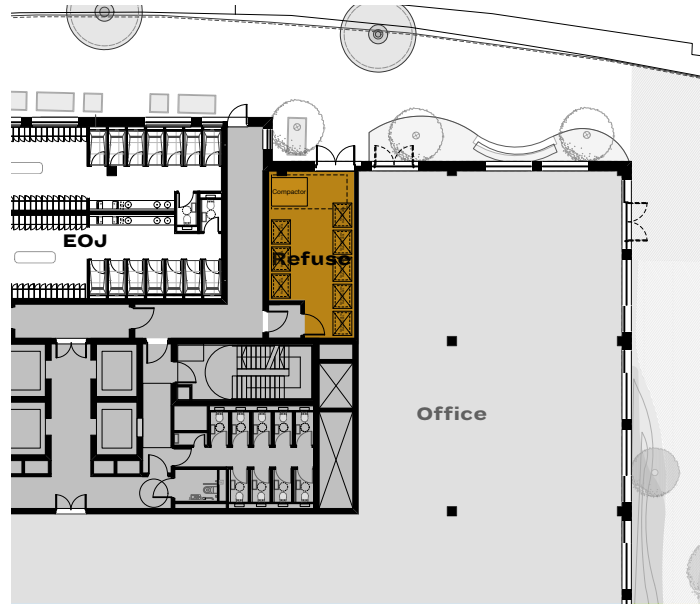
Building (Floor Space (Total GIA))	Use (realistic worst case)	Calculation	Volume of General Waste Generated (t)	Number of General Waste Bins			Volume of Recyclable Waste Generated (t)	Number of Dry Mixed Recycling Waste Bins		
				1,100 l	680 l	360 l		1,100 l	680 l	360 l
Block A Community (289 m²)	Retail	5t per m²	748	1	0	0	748	1	0	0
Block E Community (132 m²)	Office (no crèche specific category in guidance)	2.5t per m²	419	0	1	0	419	0	1	0
Block F Community (24 m²)	Retail	5t per m²	210	0	0	1	210	0	0	1
Block G Community (90 m²)	Retail	5t per m²	225	0	0	1	225	0	0	1
Total community (795 m²)			1403	1	1	2	1403	1	1	2

NON-RESIDENTIAL BIN STORE CALCULATIONS

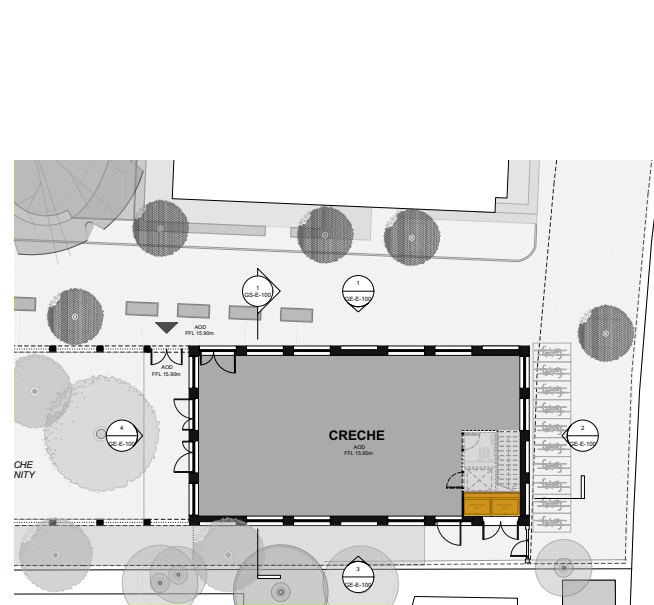
BLOCK A



BLOCK B/C



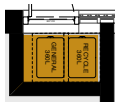
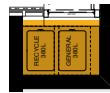
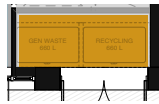
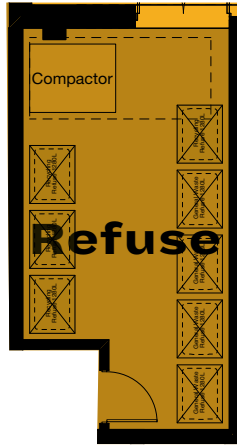
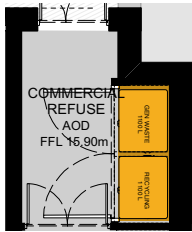
BLOCK E



BLOCK F



BLOCK G





12.08 Unit Type Mix

There is a varied mix of size of units on the development, all of which are evenly distributed across the site.

- 7 x 1B studio
- 49 x 1B2P apartment
- 26 x 2B3P apartment
- 17 x 2B4P apartment
- 1 x 3B5P apartment



TENURE MIX - GROUND FLOOR



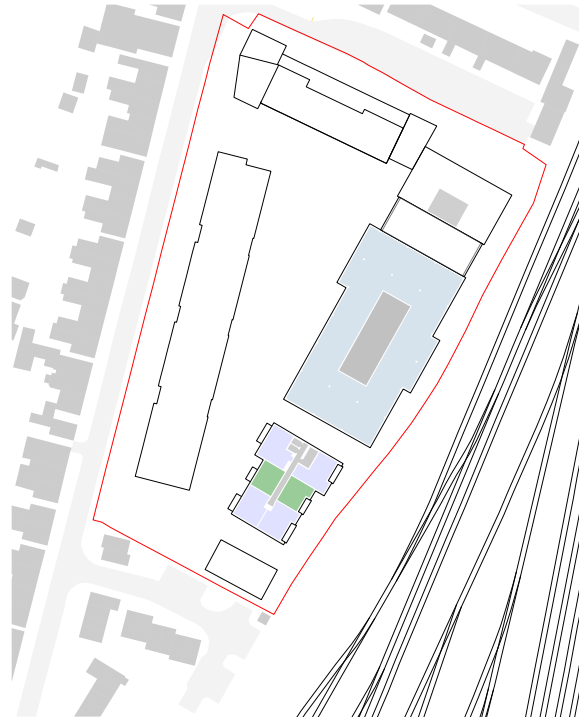
TENURE MIX - FIRST FLOOR



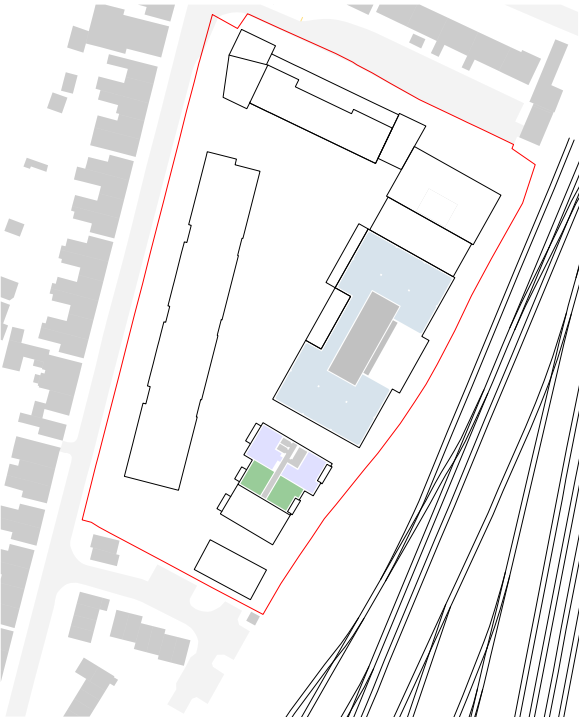
TENURE MIX - SECOND FLOOR



TENURE MIX - THIRD FLOOR



TENURE MIX - FOURTH FLOOR



TENURE MIX - FIFTH FLOOR

12.09 Tenure

There is a requirement to make available 20% affordable units.

As the scheme is being delivered as 100% Build To Rent all of the residential units are considered affordable, when considered against the alternative of purchasing properties.

For the purposes of allocation of the affordable units, it is expected that the majority of the flats in block F are “affordable”.

This are 20 units which represents 20% of the total and include 1 wheelchair accessible apartment at ground floor.

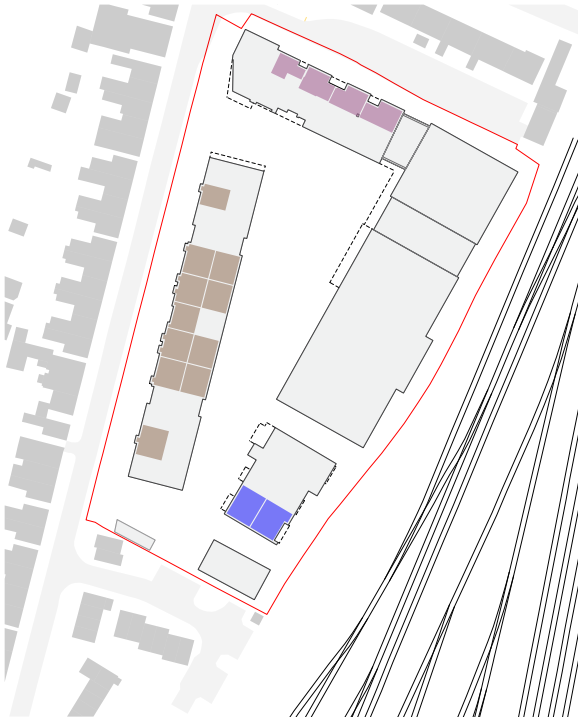


12.10 Dual Aspect Apartments

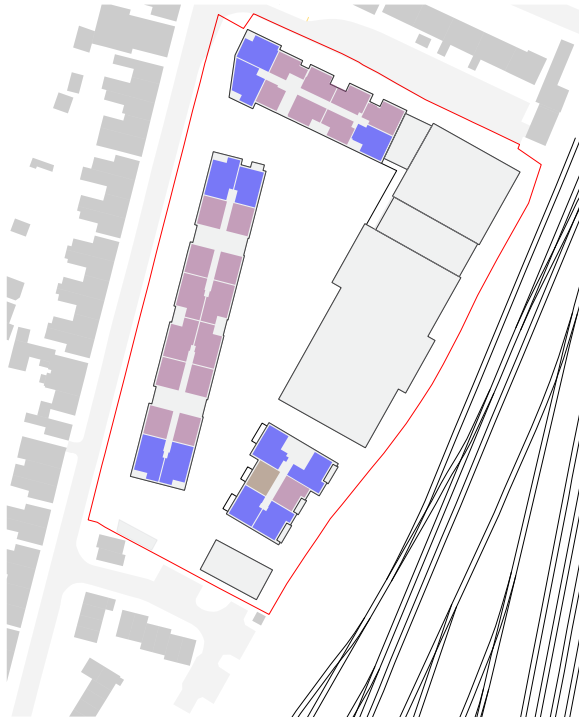
The site has two types of dual aspect apartment that add up to 81% of the total. The dual aspect flats are designed in accordance with the London Plan, which states...

- Single Aspect Flat Unit
- Dual Aspect Unit
- Dual Aspect Corner Units

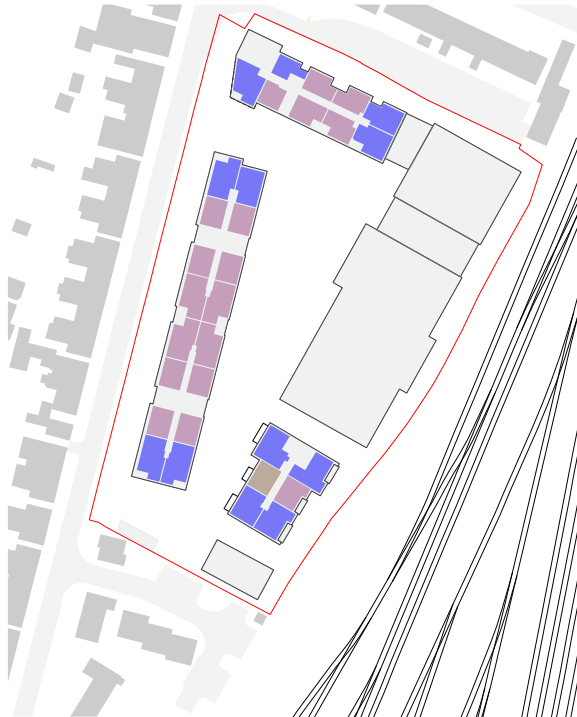
Buildings should be designed to maximise the number of dual-aspect dwellings. A dual-aspect dwelling is defined as one with openable windows on two external walls. These may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building. This gives the ability to stand in the dwelling and get outlook up to, or exceeding 90 degrees (the provision of a bay window does not constitute dual aspect). One aspect may face towards an external access deck or courtyard, although the layout of such a dwelling needs to be carefully considered in these cases to manage privacy.



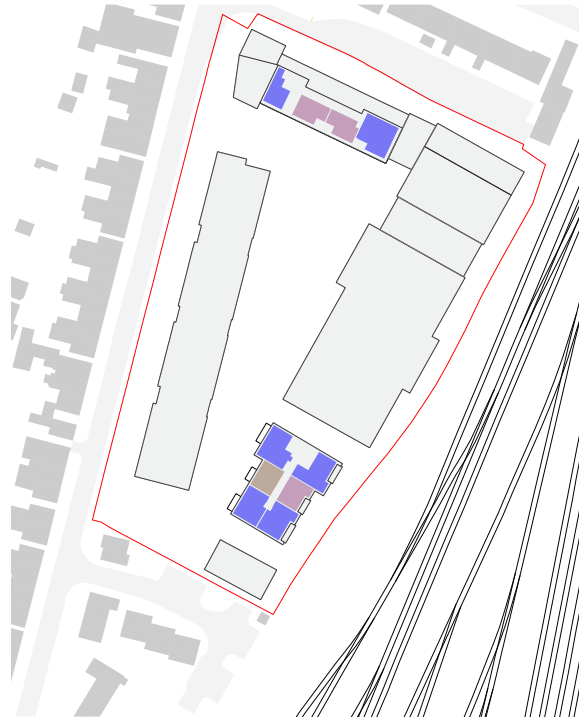
SINGLE/DUAL ASPECT - GROUND FLOOR



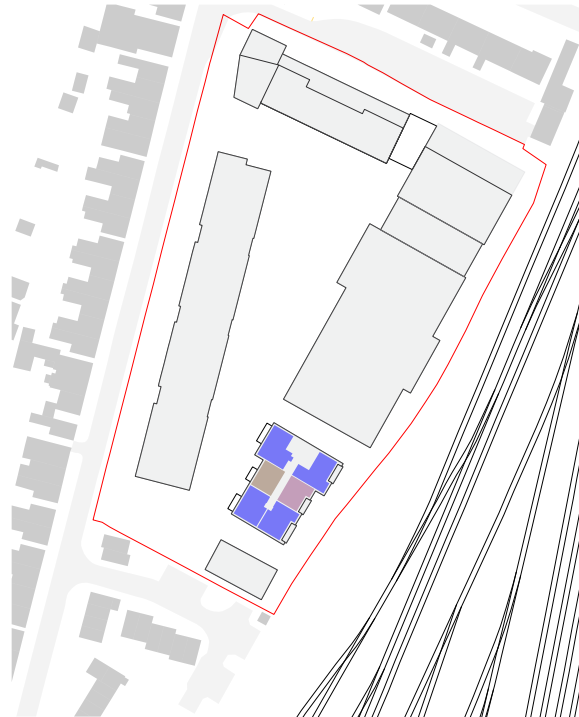
SINGLE/DUAL ASPECT - FIRST FLOOR



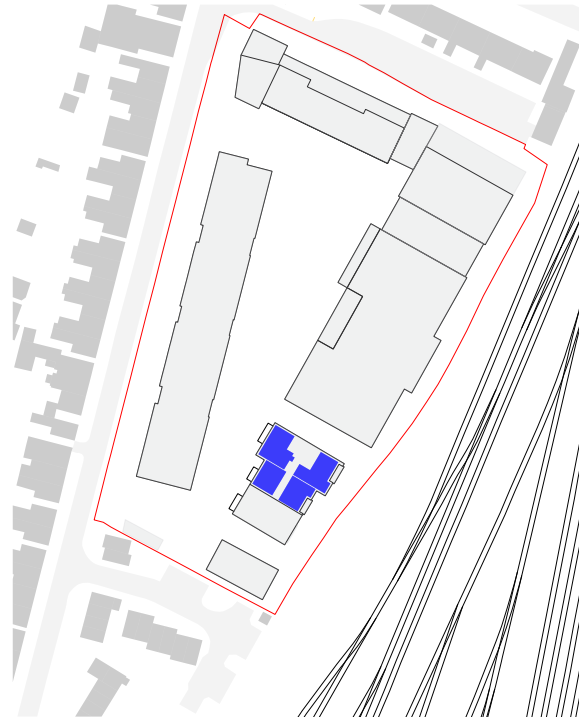
SINGLE/DUAL ASPECT - SECOND FLOOR



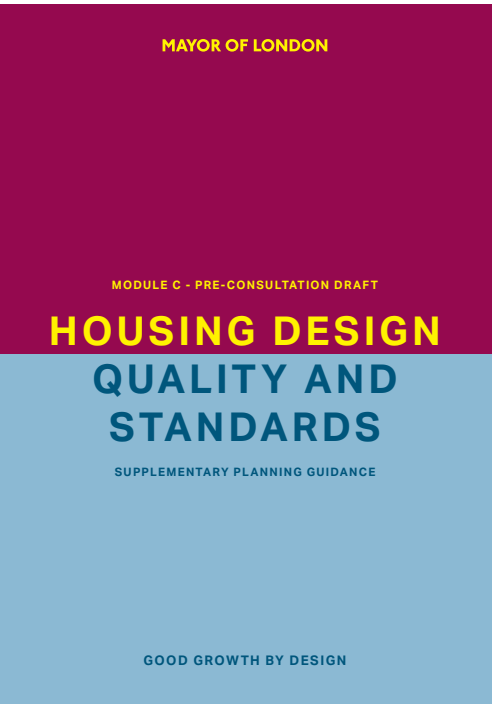
SINGLE/DUAL ASPECT - THIRD FLOOR



SINGLE/DUAL ASPECT - FOURTH FLOOR



SINGLE/DUAL ASPECT - FIFTH FLOOR



12.11 Residential Space Standards

All the residential units have been designed to comply with Cambridge Local Policy requirements in term of minimum space standards.

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) <sup>13</sup>			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

CAMBRIDGE LOCAL POLICY RESIDENTIAL SPACE STANDARDS





# Heritage & Townscape

13.00



13.01 Heritage & Conservation

The proposed scheme has been developed alongside a robust assessment and understanding of the built heritage assets in the local and wider context.

In advance of the scheme commencing, a Significance Assessment was prepared by Bidwells to provide a background analysis of the site in its relationship with built heritage assets, and to identify potential parameters guiding the design to avoid, minimise and/ or mitigate any effects arising.

The site does not contain any heritage assets. It does, however, sit alongside the Mill Road Conservation Area – although it is wholly outside the designation boundary. As such, whilst Section 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990 does not apply as the site is not within the Conservation Area, the appropriate policies of the NPPF will be relevant in assessing the impact of the proposed development on its setting.

The site is also adjacent or close to a number of other heritage assets, both ‘designated’ (statutory) and ‘non-designated’ (non-statutory). These include the Building of Local Interest at 126-134 Mill Road, and various other ‘Positive Unlisted Buildings’ within Mill Road, Devonshire Road and elsewhere.

The only listed buildings requiring assessment are the Cambridge City Branch Library, on the junction of Mill Road and Headly Street, and, at some distance, the Cambridge Railway Station.

In all instances, the effects to be considered are not direct impacts but indirect impacts on the assets’ settings. In making judgements on the levels and extents of impacts, reference is made to the provisions of the LBCA 1990 in relation to the desirable objective of ‘preserving’ the setting of listed buildings, and to the guidance contained within Historic England’s GPA 3 The Setting of Heritage Assets (2nd Edition).

In the case of this application, it is considered that the following assets may be affected by the current proposals. In the preparation of the Heritage Statement accompanying this application, effects on the settings of these assets have been assessed in the context of the proposed scheme.

- 1. Mill Road Conservation Area
- 2. Cambridge City Branch Library - Grade II Listed
- 3. Nos 126-134 (even) Mill Road – Buildings of Local Interest
- 4. Nos 118-122 (even) Mill Road – Positive Unlisted Buildings
- 5. Nos 114-116 (even) Mill Road – Positive Unlisted Buildings
- 6. Nos 111-113 (odd) Mill Road – Positive Unlisted Buildings
- 7. The White Swan – Positive Unlisted Buildings
- 8. No. 112 Mill Road – Positive Unlisted Building
- 9. No. 1a Devonshire Road – Positive Unlisted Building
- 10. The Devonshire Arms – Positive Unlisted Building
- 11. Devonshire Road Terrace (excluding no 4) – Positive Unlisted Buildings
- 12. Nos 9-15 (odd) Argyle Street – Positive Unlisted Buildings
- 13. New Town and Glisson Road Conservation Area
- 14. Cambridge Railway Station – Grade II Listed

The impacts identified to arise from the proposed development on the settings of these assets are set out in the Heritage Statement accompanying the application.

In most instances, there are considered to be degrees of beneficial and adverse impacts resulting from the proposed development. The aspects of beneficial impact result from the replacement of the existing site condition with a development which is more accessible, more appropriate in use and more attractive in proximity to the existing assets. These are tangible beneficial impacts. There are also degrees of adverse impact arising, with these primarily relating to the potential challenge presented by the height of the tallest blocks. Whilst variations in height in the locality are not atypical, there is nevertheless a significant increase in scale and height from the existing site conditions.

In summary, there are three assets where the impacts are either neutral or nil in effect. Beyond this, the other assets assessed would experience impacts to their settings ranging from minor adverse to minor or moderate beneficial.

An impact on setting is not equivalent to an impact on an asset’s significance, and change in setting can have no tangible effect on the significance of an asset where the context can accommodate such change. In this case, we find that the site and context does have capacity for a considerable degree of change without necessarily implying a harmful impact on the significance of the assets. The assets will, even after the development, be appreciable in largely the context and setting that they are now. However, there are some changes which we consider to be both adverse and beneficial in impact.

Both the adverse and beneficial effects should be taken together in the final analysis of impact. In doing so, we consider that the overall impact on the heritage assets arising from the proposed development is neutral, when balancing the minor adverse effects of increase in scale and mass with the positive re-development of this unattractive and underutilised site with a development of design quality and positive character.



13.02      **Verified Townscape Views**

A selection of the viewpoints included in the TVIA was agreed with the Local Authority for the production of Technical Visualisations, in accordance with the Landscape Institute TGN 06/19. These represent critical views associated with different visual receptors.

While detailed assessment is provided within TVIA, the following considerations are noted:

- The proposal appears generally recessive, resulting in limited effects during summer time.

- The character of the existing views is often preserved and, where visible, the proposed materiality is well integrated with the contextual palette of materials typical of the Mill Road Conservation Area.

- The view from Mill Road bridge affords the most comprehensive appreciation of the proposal. While it undoubtedly results in a considerable change to the view, it is noted that the proposal turns a negative space into positive architecture that raises the aesthetic quality of the railway corridor.

- The proposed development is well nested within the Cambridge skyline and does not conflict with the its distinctive features.

KEY

Site Boundary

10

Appendix F - Long distance views

9

Appendix F - Local views

1

Mill Road Conservation Area - Important positive views

3

Other TVIA viewpoints



PLAN OF TOWNSCAPE VIEW POINTS



VIEW 1 - MILLROAD AND DEVONSHIRE ROAD JUNCTION





VIEW 2 - VIEW FROM MILL ROAD BRIDGE OVER RAILWAY LINE



VIEW 4 - PEDESTRIAN BRIDGE LOOKING NORTH (CARTER BRIDGE)





VIEW 7 -MILL ROAD CEMETARY



VIEW 8 - HILL ROAD BRIDGE OVER RAILWAY LINE





VIEW 11 - REDMEADOW HILL, BARTON



VIEW 14 - VIEW FROM HEADY STREET, NEXT TO MILL ROA





# **Access & Inclusive Design**

14.00



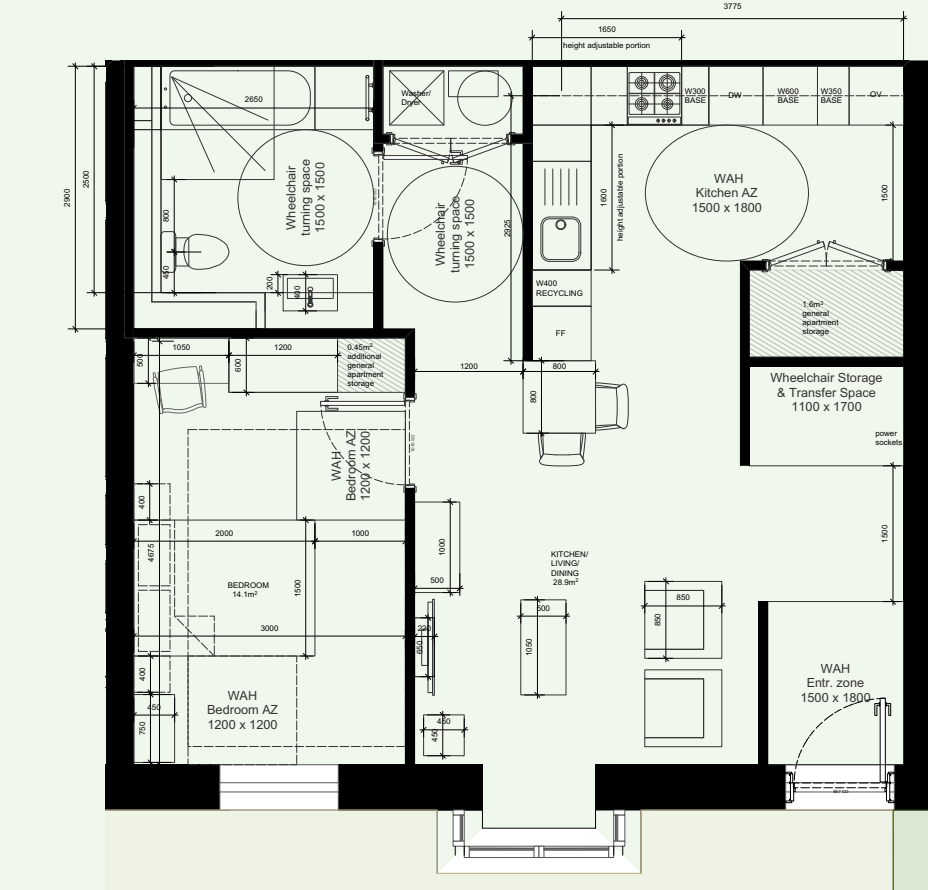
14.01 Summary of Access Provisions

A report was written by David Bonnett Associates on accessibility of the site. For more information refer to report

The proposals for the development at this stage demonstrate that a good level of inclusive design will be achieved by the finished scheme, given the constraints of the site. The key access provisions for the proposed development include:

- The incorporation of the principles for inclusive design wherever possible.
- Accessible routes to all current local pedestrian routes and public transport services.
- Safe spaces and routes for pedestrians and cyclists, that are safely segregated from vehicle traffic.
- 3 parking spaces are provided in the north and south ends of the site. Two of them will be designed to be suitable for wheelchair users...”
- There is the provision of an accessible car bay for each wheelchair user dwelling.
- Accessible cycle parking spaces for residents,staff and visitors.
- Inclusion of a mobility scooter space in block F as part of the cycle storage.
- Wheelchair-accessible sanitary facilities alongside cycling facilities (commercial buildings), and at all reception areas.

- Step Free access to all parts of the buildings, including balconies and roof terraces.
- All dwellings meeting with Building Regulation M4(2) as a minimum standard.
- 5% of affordable housing units will meet Building Regulation M4(3). The site proposed that 20% of the residential units are affordable.
- Whilst there is no provision of fire protected lifts in residential blocks (below 18m AFFL). Block C will have a Fire Fighting lift.



WHEELCHAIR ACCESSIBLE FLAT - GROUND FLOOR BLOCK F

14.02 Wheelchair Accessible Flat

The wheelchair accessible flat has been designed in accordance with Part M4(3) and reviewed by accessibility consultants, David Bonnett Associates.

The flat is located to the southern part of block F, where it benefits from being in close proximity to the wheelchair accessible parking space that will be allocated to this flat.

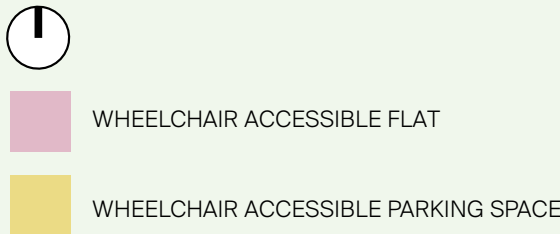
The flat is at ground floor and conveniently located adjacent to the communal facilities in the residential core, including cycle store and refuse store. All shared site wide amenity is wheelchair accessible.

The flat has its own private entrance with level access directly from the new footpath on Devonshire Road. Levels across the site range from 15.6m to 15.9m AOD and in instances where ramps are required these have a gradient of 1:21 or shallower.

All other dwellings on the site are designed to M4(2) adaptable standards. Please refer to DBA reports for further information.



WHEELCHAIR ACCESSIBLE FLAT AND ACCESSIBLE PARKING SPACE LOCATION- GROUND FLOOR BLOCK F







# Sustainability & Technical Summaries

15.00



15.01 One Planet Living  
BIO REGIONAL

This development scheme is using the One Planet Living framework in the design and planning process to strengthen its sustainability ambitions. A report has been prepared by Bio-Regional outlining the proposal (See separate report for further information). One Planet Living is a set of 10 principles which helps to plan, deliver and manage development that is sustainable according to the environmental limits of the planet and offers a good quality of life. The scheme has not been assessed via the One Planet Living 'leadership recognition' process, but intends to pursue this at a later date.

Our process for integrating holistic sustainability into Devonshire Gardens has been as follows:

- A 'needs analysis' of social and environmental issues at local, regional and global levels, using publicly available data. (The data includes local plan policies).
- From the needs analysis, Bioregional worked with the design team to develop objectives for the development under each of the ten principles of One Planet Living.
- To fulfil these objectives, specific actions and features were devised in collaboration with the design team and other appointed specialists such as ecologists. Each action is filed under the most relevant of the ten principles (many of the actions support more than one principle).
- The full set of sustainability objectives and actions is provided in the separate Sustainability Statement, which also cross-references these with the relevant local policies. A summary of the development's key credentials is as follows:
- A 58.3% reduction in homes' carbon emissions compared to the national standard in Building Regulations, achieved by excellent levels of

insulation and airtightness, entirely electric heating, solar PV panels, and largely natural ventilation supported by MVHR.

- Non-residential buildings' energy performance in line with BREEAM Excellent or better, achieved through high insulation and airtightness, all-electric heating including of heat pumps to heat interior spaces and pre-heat domestic hot water, and further solar PV panels.
- Homes are designed to use no more than 110 litres of mains water per person per day.
- A 392% increase in biodiversity – achieved by retaining most existing trees on site and converting a site that is currently mostly hardstanding into one that includes extensive new green space including a 55% increase in trees (especially native/deciduous), over 1000m2 of green roof, species-rich amenity grassland and other biodiverse ground-level planting.
- Providing nearly 85m2 of community food growing space as raised beds and fruiting trees
- Using planting and semi-natural drainage to manage future climate pressures, such as managing 40% heavier rainfall and providing shading to outdoor spaces and buildings.
- A highly walkable location just 3 minutes' walk to Mill Road, 8 minutes' walk to the rail station, 15 minutes' walk to schools, and 16 minutes' walk to Drummer Street coach station.
- Making space for the proposed Chisholm Trail cycle route that will run throughout the city.
- Providing over 600 new cycle parking spaces, including 355 secure indoor lockups for workers at the new offices (plus showers and lockers), 179 secure indoor lockups for residents, and 78 outdoor cycle parking stands for visitors or passers-by. Most of these cycle parking spaces are Sheffield stands

which are easy for all to use, and some will be sized for larger bikes such as cargo bikes, trailers or disability-adapted cycles.

- Improving air quality by removing the HGV movements of the current delivery yard and replacing this with a nearly car-free development that provides only 3 parking spaces – 2 of which for disabled residents and 1 for a car club space, with all 3 provided with electric vehicle charging. The development also eliminates gas and other fossil fuel use in buildings.
- Supporting social sustainability with 20% of homes at affordable rent rates, all homes wheelchair adaptable and some wheelchair-ready, and providing 284sqm of community space indoors in addition to the public green garden and pavilion at the heart of the scheme.

	Health and happiness	Encouraging active, social, meaningful lives to promote good health and wellbeing
	Equity and local economy	Creating safe, equitable places to live and work which support local prosperity and international fair trade
	Culture and community	Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living
	Land and nature	Protecting and restoring land for the benefit of people and wildlife
	Sustainable water	Using water efficiently, protecting local water resources and reducing flooding and drought
	Local and sustainable food	Promoting sustainable humane farming and healthy diets high in local, seasonal organic food and vegetable protein
	Travel and transport	Reducing the need to travel, encouraging walking, cycling and low carbon transport
	Materials and products	Using materials from sustainable sources and promoting products which help people reduce consumption.
	Zero waste	Reducing consumption, re-using and recycling to achieve zero waste and zero pollution
	Zero carbon energy	Making buildings and manufacturing energy efficient and supplying all energy with renewables

ONE PLANET LIVING PRINCIPLES

15.02 BREEAM

The development falls under the BREEAM New Construction Offices category and a Shell and Core assessment has been conducted. The proposed development is targeting a BREEAM 'Excellent' rating as a minimum.

BREEAM has been applied for the biggest portion of the Commercial areas of the proposed development such as offices.

The current anticipated baseline score is 75.03%, equivalent to a BREEAM 'Excellent' rating, with a buffer of 5.03% between the baseline and the minimum required score for a BREEAM 'Excellent' rating of 70%. A number of potential credits have also been identified that if included within the assessment strategy could result in the building achieving a potential score of 86.72%, equivalent to a BREEAM 'Outstanding' rating with a difference of 1.72% above the minimum required score.

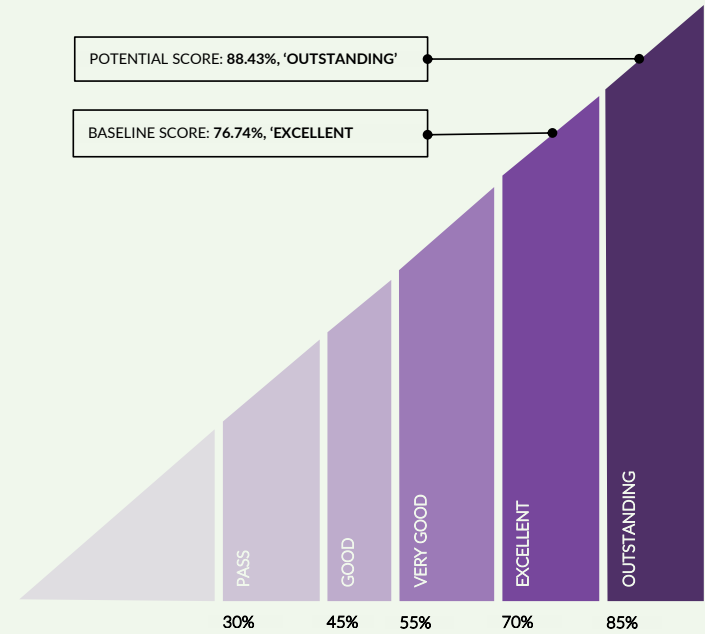
Pre-assessment outcome	Predicted Score	Minimum required Score	Rating
Four & a Half Star	280 / 500	Four-Star: 240 / 500	★★★★
Potential: Four & a Half Star	362/ 500	Four & A Half Star: 300 / 500	★★★★☆

HQM ANTICIPATED RATING

15.03 HQM

The proposed development is aiming to achieve a score of at least 280 out of a possible 500 points. This is equivalent to a Four-Star rating, providing at least a 5% margin over and above the Four-Star target of 240, which is recommended during early stages of the project.

The HQM assessments are undertaken on a dwelling by dwelling basis and therefore an assessment for each dwelling will be undertaken to confirm compliance, and there may be variances in credits targeted (i.e. for daylight, access to outdoor space and waste facilities).



BREEAM SCALE AND ANTICIPATED RATING



15.04      **Overheating Analysis**

In line with Policy 28 from greater Cambridge Sustainable design and construction Supplementary Planning Document, a preliminary assessment, of the development has been undertaken for a total of 27 sample dwellings, which represent those apartments which will be at higher risk of overheating (typically South / West facing apartments) and apartments with noise constraints.

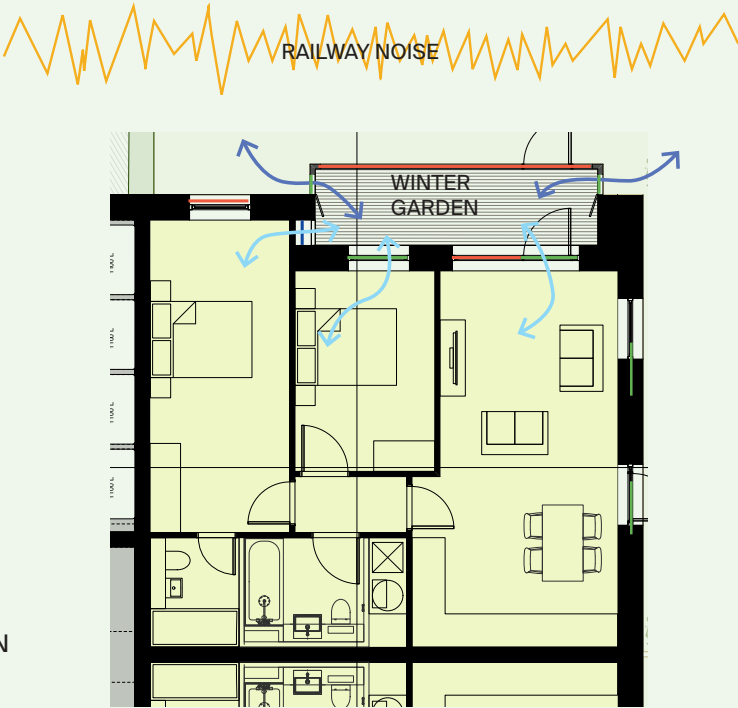
The overheating risk assessment has been carried out by Hoare Lee on the basis that dwellings will be predominantly naturally ventilated via opening windows aided by MVHR, i.e. dwelling will have ‘good opportunities’ for natural ventilation in summer months, with no air quality constraints. Local noise has been identified as an issue on the apartments facing the rail line (Block D). Therefore, additional studies have been carried out, which came up with a winter garden solution.

OPENABLE WINDOWS TO THE NORTH AND SOUTH OF THE WINTER GARDENS

OPENABLE WINDOWS TO THE SOUTH ELEVATION

EAST FACING WINDOWS AND WINTER GARDEN GLAZING TO REMAIN CLOSED

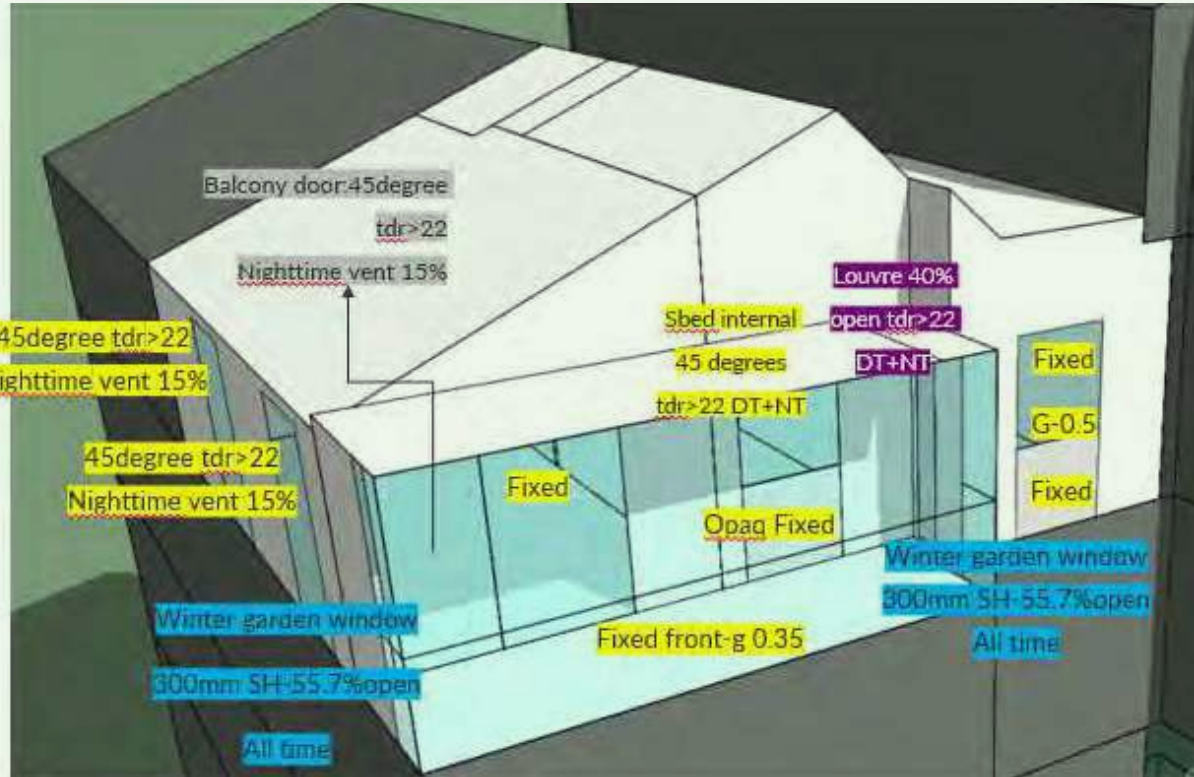
LOUVRED OPENING BETWEEN BEDROOM AND WINTER GARDEN



WINTER GARDEN NATURAL VENTILATION STRATEGY

The assessment has been undertaken following industry guidance, specifically CIBSE TM59 2017 – Design methodology for the assessment of overheating risk in new homes, which shows compliance throughout. All bedrooms within the sample assessment currently comply with the second criterion of TM59, which assesses night time temperatures against maximum thresholds recommended for sleep comfort.

The results of this overheating risk assessment for a sample of dwellings at the Devonshire Gardens development show that the current architectural design and certain operational assumptions outlined in the Energy Strategy and Overheating report are expected to reduce the risk of overheating in the dwellings assessed in line with industry guidance, if windows are openable and able to be used as the predominate means of



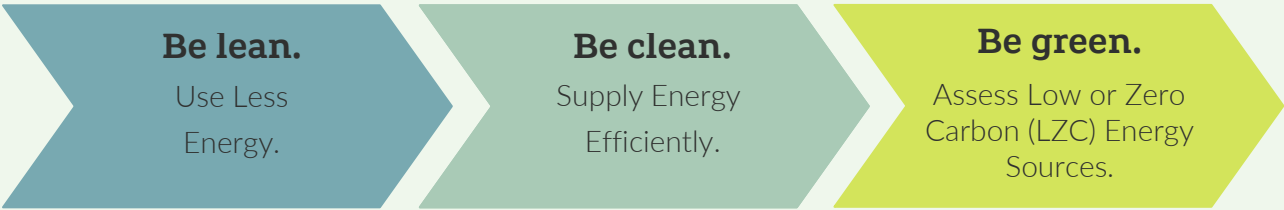
WINTER GARDEN ARRANGEMENT FOR BLOCK D ONLY

15.05      **Energy Strategy**

The energy strategy that Hoare Lee propose follows the Relevant national and local policies such as: National Planning Policy Framework; Greater Cambridge Sustainable Design and Construction SDP 2020 and Cambridge Local Plan 2018.

The whole site (Residential portion) is expected to achieve a saving of approximately 58.3% against building regulations 2013. This exceeds the planning policy 28 requirement of 19% and the initial targeted savings in the planning stage energy statement for residential developments.

A minimum of 4 Ene 01 credits have been achieved on each of the commercial areas under BREEAM New Construction 2018 based on the proposed energy strategy. A minimum of 4 credits are required for BREEAM ‘Excellent’ under the 2018 revision of the certification.



ENERGY HIERARCHY



SOLAR RADIATION STUDY ILLUSTRATES FAVOURABLE PV LOCATIONS



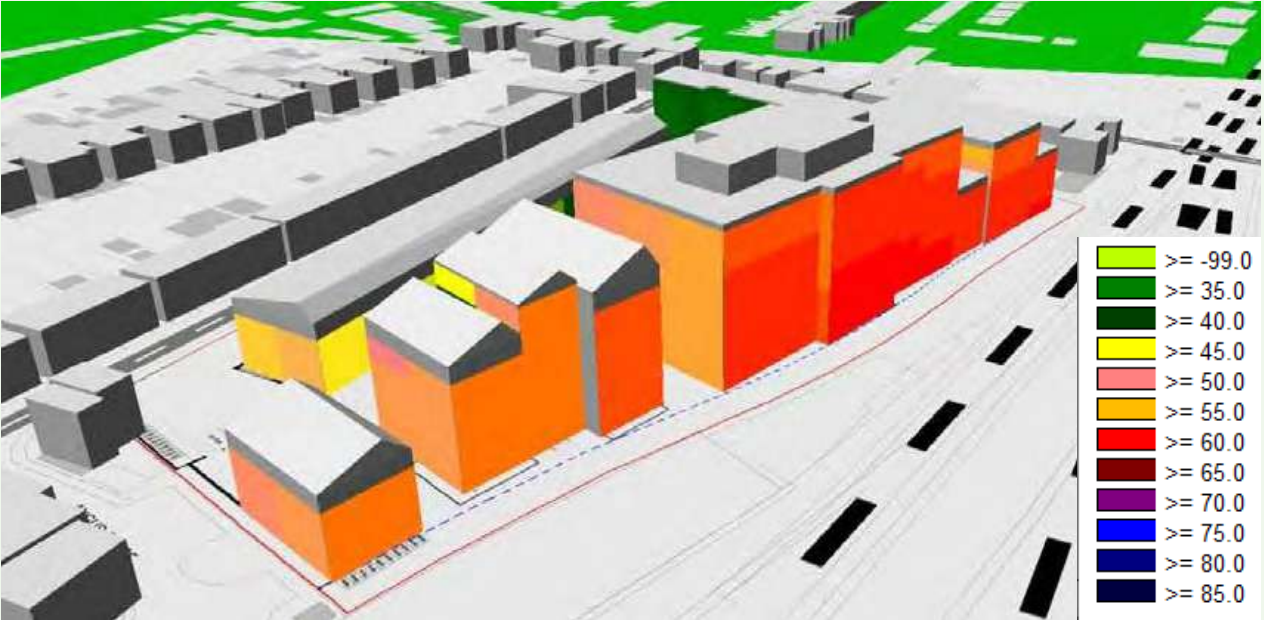
15.06 Acoustics

An environmental sound and vibration survey by Hoare Lee Acoustics has been undertaken at the existing site to establish the prevailing acoustic conditions affecting the site, and nearby noise sensitive receivers. The results of the survey have been used as the basis of the noise and vibration impact assessment to address planning requirements of Greater Cambridge Shared Planning (GCSP).

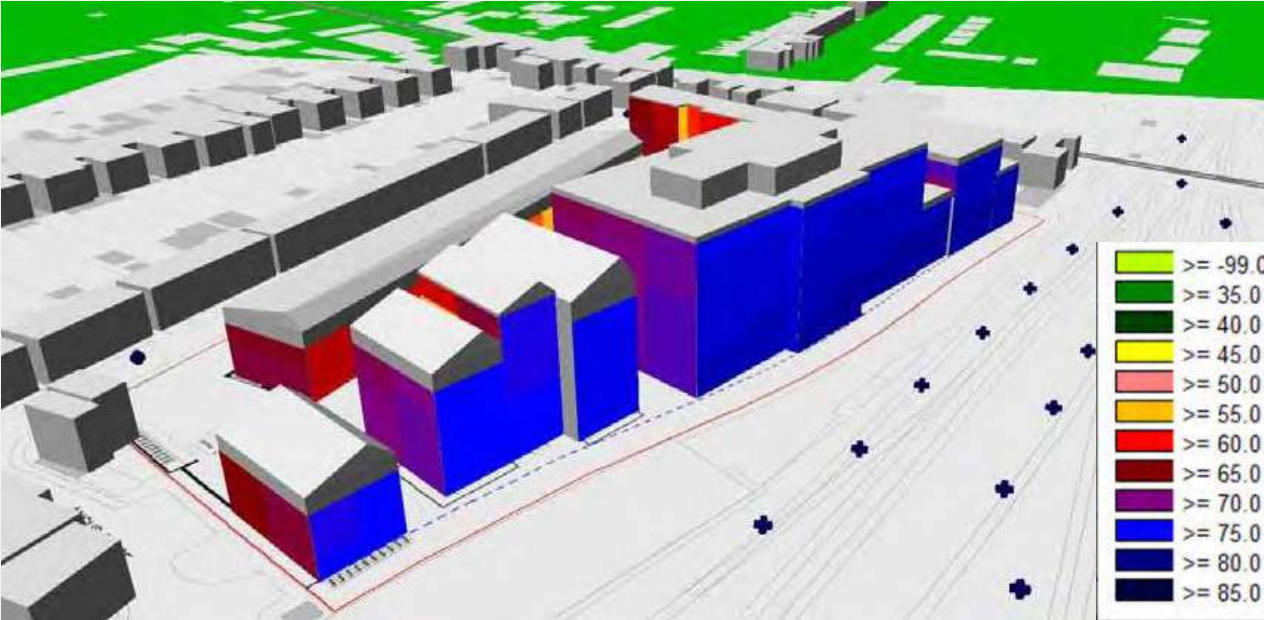
Suitable internal sound levels for the various spaces within the scheme are proposed based on the requirements from GCSP, supplemented by additional established guidance within relevant British Standards and British Council for Offices. The assessment concludes that the required internal sound levels can generally be achieved with fairly conventional standard double-glazed window systems for the majority of the site.

Façades overlooking the railway lines to the east will require a higher level of sound reduction. However, the recommended level of reduction is still achievable with high-performance acoustically rated double-glazed window systems.

Based on the results from the vibration survey, tactile vibration is estimated to fall well below the criteria set out by GCSP for the residential parts of the scheme, and below BCO guidance levels for the office buildings.



PREDICTED  $L_{Aeq,8hr}$  ACROSS THE EAST SIDE OF THE PROPOSED SITE

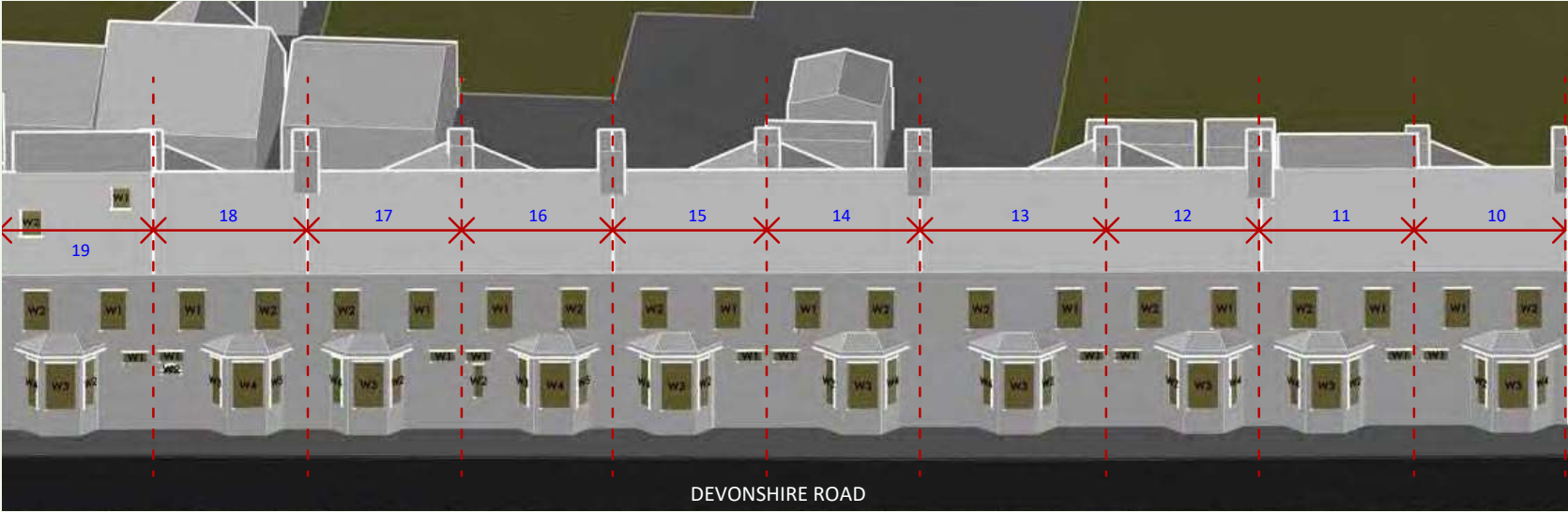


PREDICTED NIGHT-TIME  $L_{AFmax}$  ACROSS THE EAST SIDE OF THE PROPOSED SITE

15.07 Daylight & Sunlight Analysis

The analysis by Waldrams has been carried out in accordance with the methodologies contained in the Building Research Establishment's Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2011) (the "BRE Guidelines"), which is used by the local authority to determine the acceptability of a proposal in terms of its effect on neighbouring daylight and sunlight amenity.

The impact of the proposed development on the daylight and sunlight to surrounding properties should be considered acceptable. The majority of the surrounding properties will continue to meet the target values as set out in the BRE Guidelines for daylight and sunlight.



WINDOW MAP - DEVONSHIRE ROAD



WINDOW MAP - RAILWAY COTTAGES



15.08 Internal Daylight & Sunlight Analysis

A full internal daylight and sunlight analysis has been carried out across the development by Waldrams. The BRE Guidelines make it clear that ADF is a primary measure for daylight for new build accommodation such as this, and APSH is the measure for sunlight. It is important to note that the BRE Guidelines recommend that a kitchen should enjoy daylight levels of 2% ADF, a living room levels of 1.5%, and bedrooms 1% ADF. Where a room is designated as a living room/kitchen/dining room (LKD), the threshold of 1.5% has been used as an alternative target value.

In daylight terms, in Block A, all 62 rooms meet both the ADF target value for their room use and have 80% of their room area able to see the sky (i.e. meeting the target value for daylight distribution).

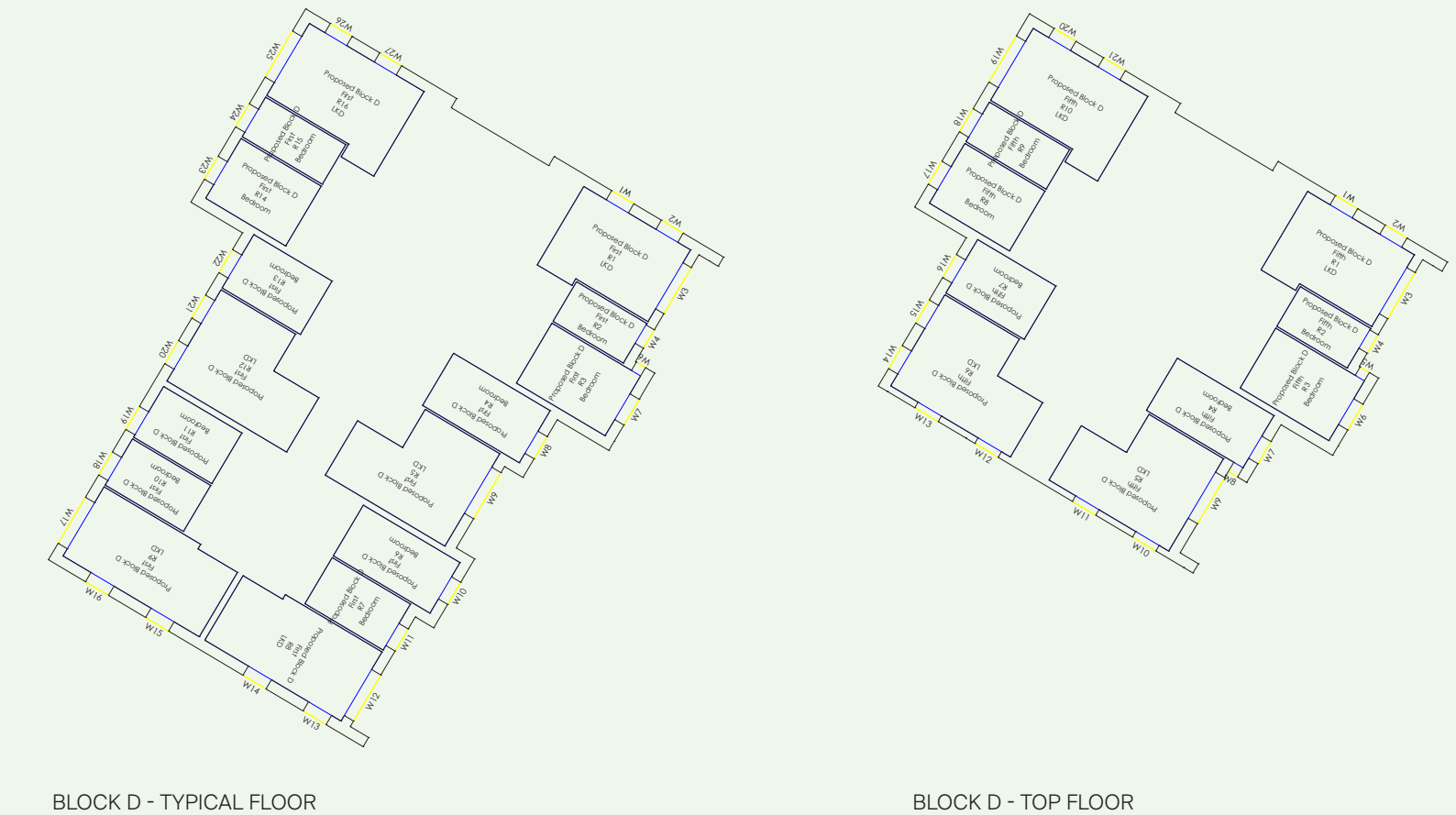
In Block D, 85 out of 86 (99%) rooms meet the ADF target value for their room use, while 83 (97%) meet for daylight distribution. The one room which doesn't meet for ADF in this block is room R12 on the first floor which is an LKD. This room achieves 1.45% ADF, just below the 1.5% target value.

In Blocks F-G, 96 out of 106 (91%) rooms meet the ADF target value for their room use, while 62 (58%) meet for daylight distribution. Of the ten rooms which do not meet for ADF, six come within 80% of their ADF target value for their room use. Across the whole scheme therefore, 243 out of 254 (96%) rooms meet their ADF target value for their room use, while 207 (81%) meet for daylight distribution.

In sunlight terms, in Block A, we have analysed 27 living rooms of which 14 meet the APSH target values. In Block D, we have analysed 32 living rooms of which 22 meet the APSH target values. In Blocks F-G, 11 out of 38 living rooms meet the APSH target values.

Overall, across the whole scheme, 47 out of 97 (48%) living rooms across the scheme meet the APSH target values for sunlight. The majority of living rooms which do not meet have predominantly north facing aspects. Furthermore, all units will have access to a balcony which provides an alternative source of amenity.

In our opinion, the scheme will be well daylit overall with 96% of rooms meeting their ADF target values for their room uses. In sunlight terms, where living rooms are not meeting this is typically due to having north facing aspects. It should also be noted that all units will have access to a balcony which provides a good source of alternative amenity. (for more information see full report)



15.09 Sunlight Amenity Analysis

A sunlight amenity analysis has been completed by Waldrams, The BRE Guidelines recommend that an outdoor amenity space receives at least 2 hours of sunlight on March 21st to at least 50% of its area in the proposed situation.

The analysis demonstrates that three of the four amenity areas will meet the sunlight amenity target. Areas A2, A3, and A4 all have between 92% and 95% of their areas which will receive at least two hours of sunlight on March 21st. Area A1 will receive two hours of sunlight on March 21st to 42% of its area.

Cumulatively across the whole site, 89% of the internal amenity areas will receive two hours of sunlight on March 21st.

Furthermore, 44% of the total amenity space will receive at least four hours of sunlight on March 21st. (for more information see full report)



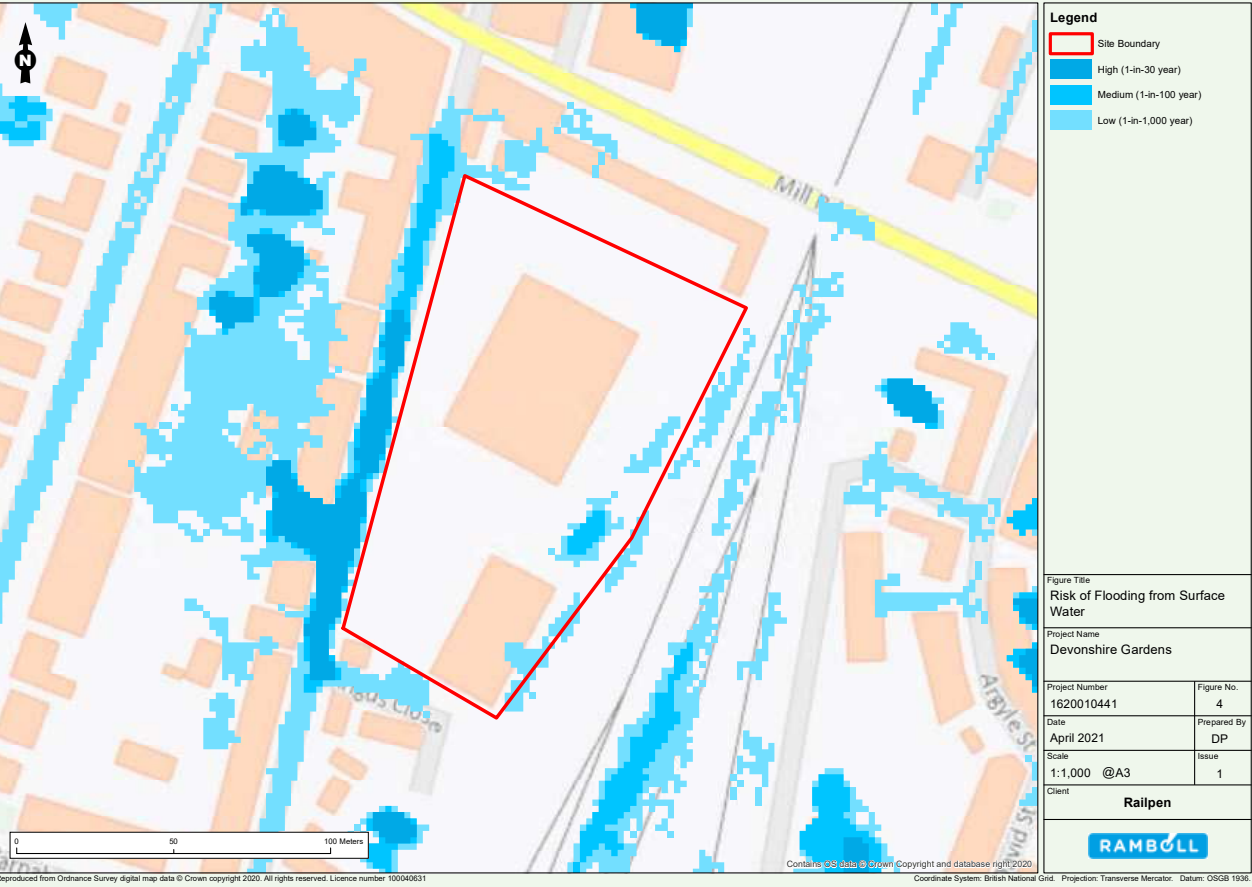
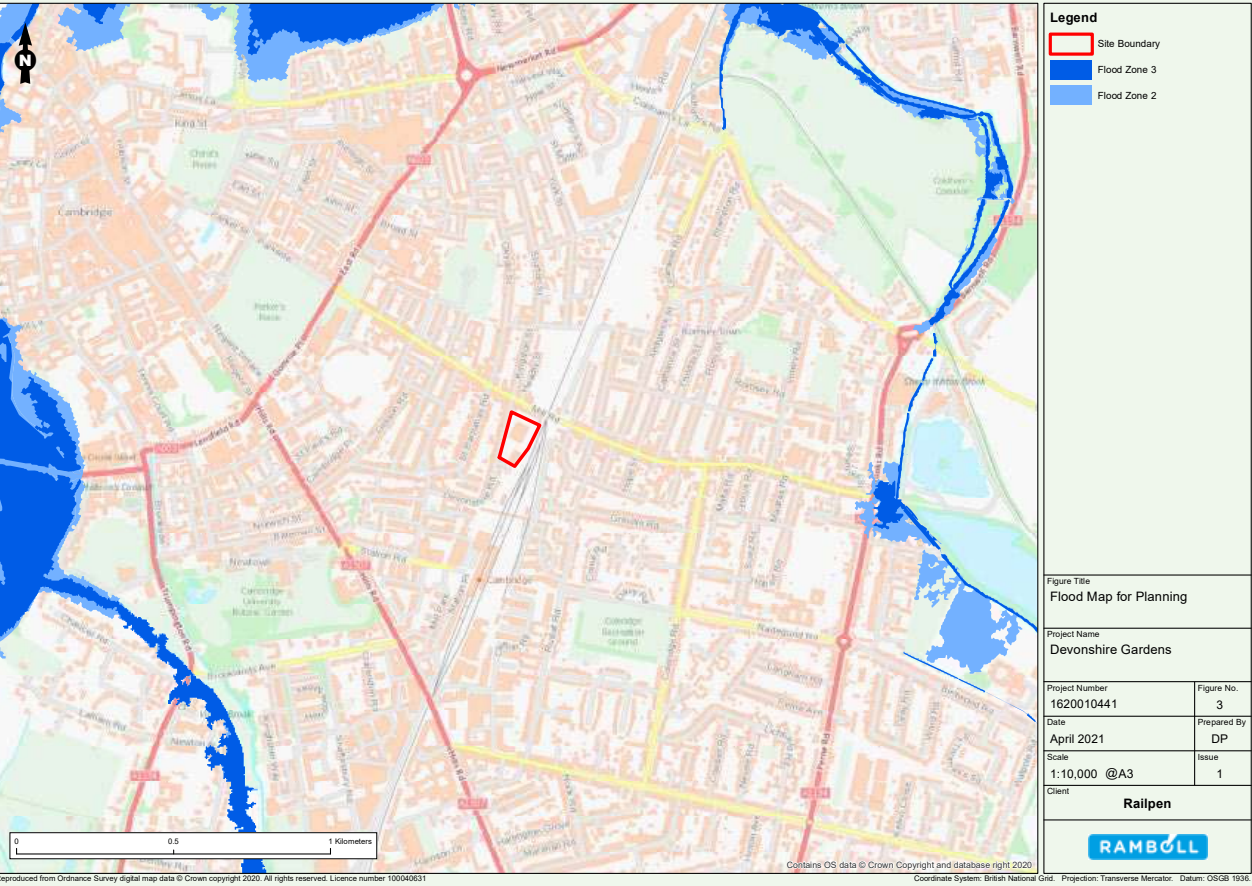
SUNLIGHT AMENITY DIAGRAM



15.10 Flood Risk Assessments

Ramboll have prepared Flood Risk Assessments for the site, reviewing baseline data of Geology, Hydrology, Hydrogeology, Fluvial and Tidal Flood Risks, Surface Water & Sewer Drainage Flood Risk , Groundwater Flood Risk, as well as Risk from Man-Made Sources and Historic Flooding.

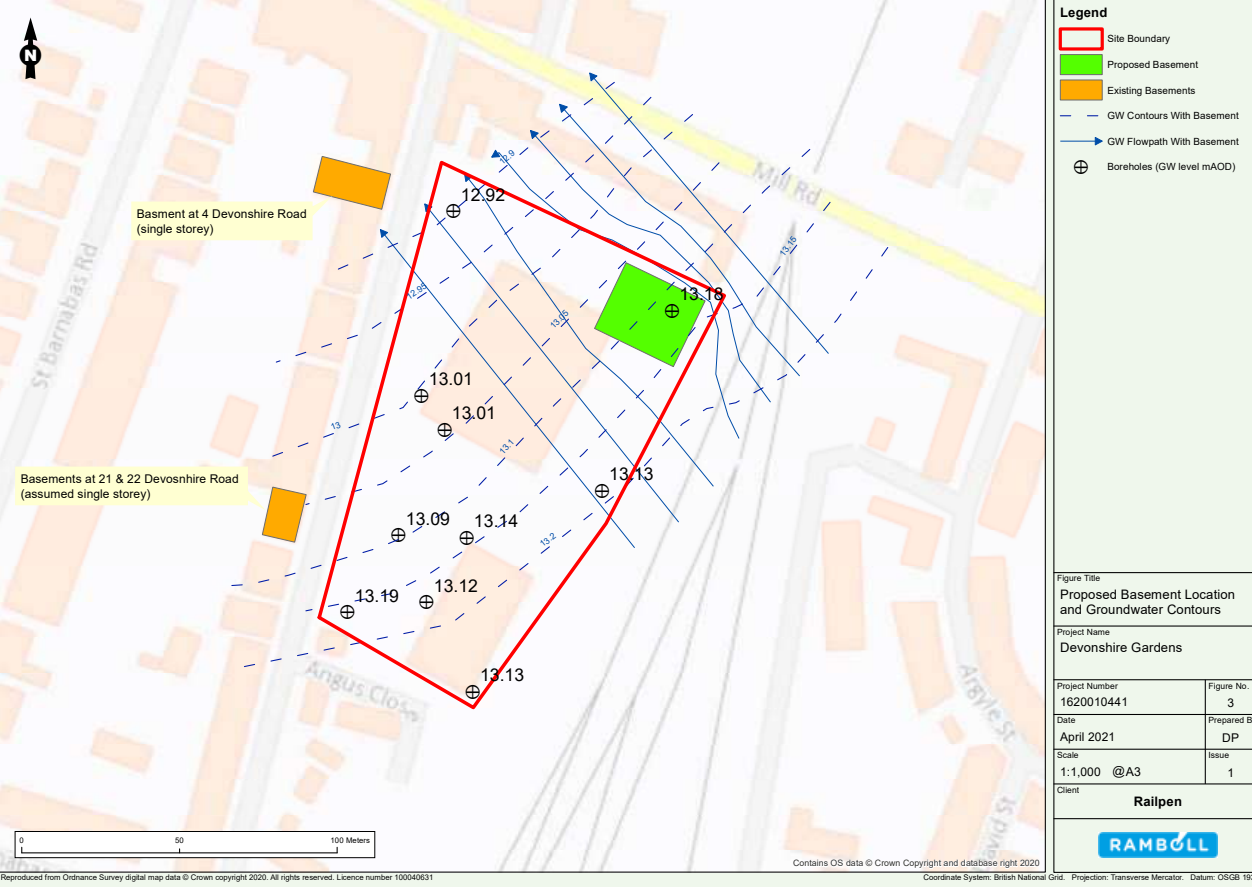
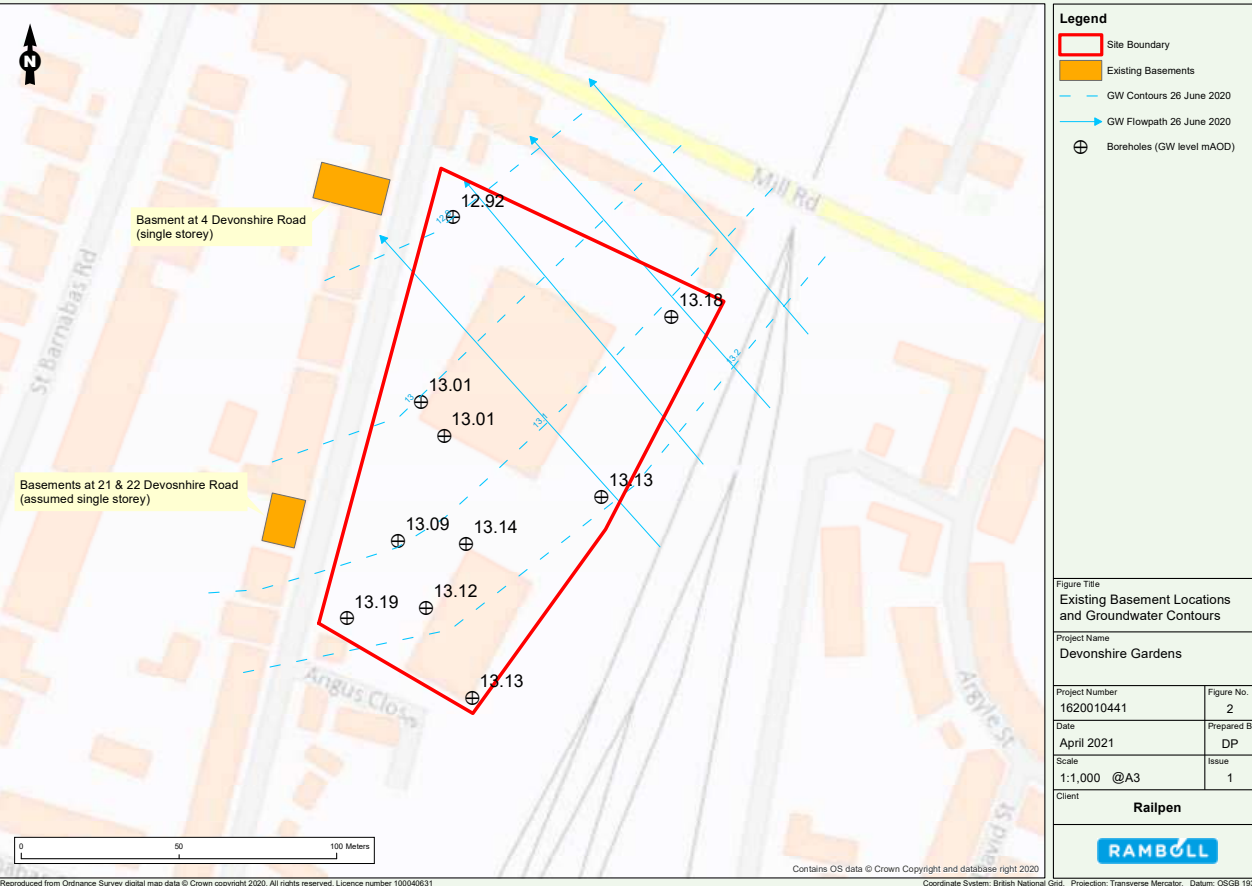
Based on the findings of this Flood Risk Assessment and in consideration of the recommendations made, it is concluded that flood risk is appropriately managed by the development proposals and associated mitigation measures over the lifetime of the development, taking into account vulnerability of proposed users. Flooding from fluvial, tidal, groundwater and artificial sources are considered at present an overall low risk to the proposed land use which is, therefore, considered to be acceptable in flood risk terms in accordance with the requirements of the NPPF. No further flood risk assessment is deemed necessary.



15.11 Groundwater Basement Impact Assessments

Ramboll have prepared a Basement Impact Assessment for the site, evaluating underlying Geology, Hydrogeology & Groundwater Levels and Existing Groundwater Flood Risks.

Based upon the information reviewed, it has been determined that the basement of the Proposed Development should not have a significant adverse impact on the subsurface hydrology of the site or the surrounding area such that it would cause flooding of existing basements or cause groundwater flooding to occur at surface at the site. Neighbouring properties along Mill Road and Devonshire Road are not anticipated to be affected by groundwater mounding, and groundwater flood risk should not increase above the baseline.





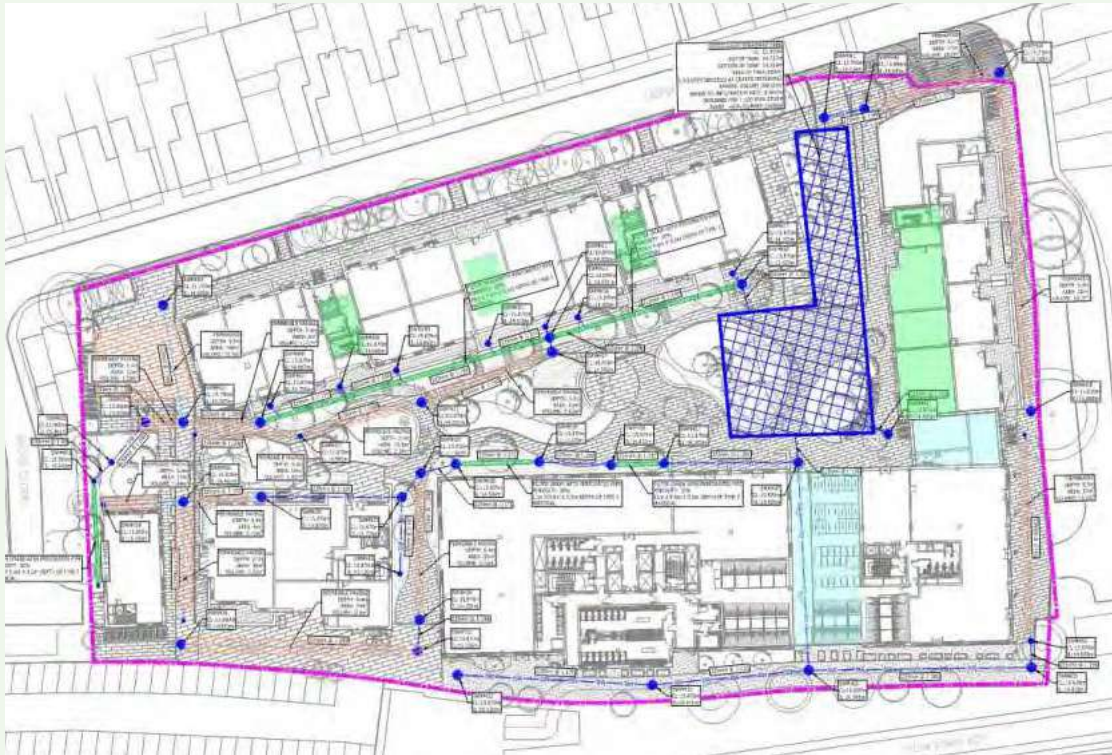
15.12 Foul Drainage

Foul flows from the proposed development will comprise domestic foul water drainage. The foul water drainage from the proposed development will be collected via a gravity pipe network and outfall to the existing Anglian Water public foul sewer in Devonshire Road via a new manhole connection.



15.13 Surface Water

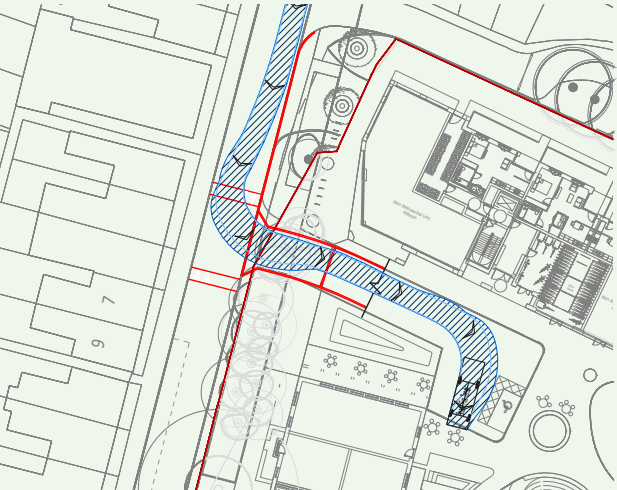
The proposed surface water drainage strategy prepared by Ramboll, comprises visible sustainable drainage features (SuDS) such as rain gardens and porous paving, to provide treatment and attenuate surface water run-off, complemented by below a ground geocellular tank where surface water run-off is collected for infiltration to ground. Surface water run-off collected in the southern, contaminated, section of the development site will be attenuated in the SuDS features and conveyed via a gravity pipe network to the below ground geocellular infiltration tank. Surface water collected in SuDS features located in the non-contaminated section of the development will allow infiltration as well as conveyance via a gravity pipe network to the below ground geocellular infiltration tank. The below ground geocellular infiltration tank, located in the non-contaminated section on the development, will be suitably sized to accommodate the surface water run-off from the development site for infiltration to ground.



15.14 Fire Tender Access

Emergency vehicles may access the site via the vehicular access points on Devonshire Road. Fire tenders can turn within the central landscaped area and delivery vehicle turning area. To the south of the site, fire tenders may access the site and reach the eastern boundary of site.

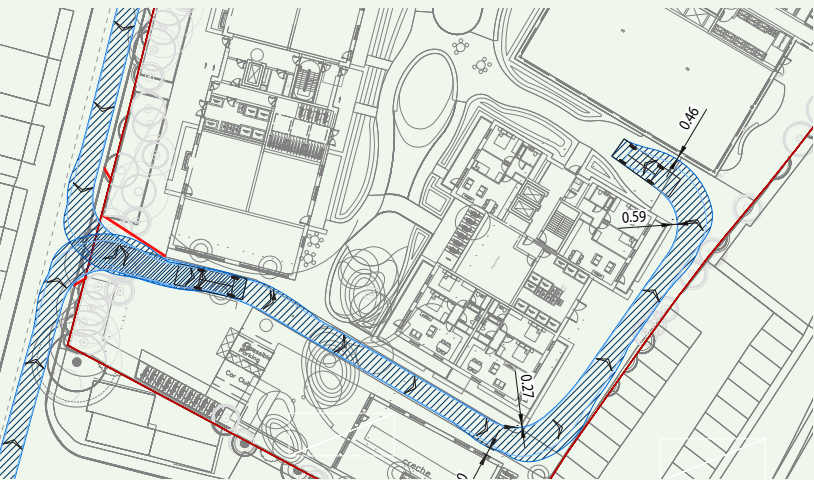
Refer to Vectos Report for further detail



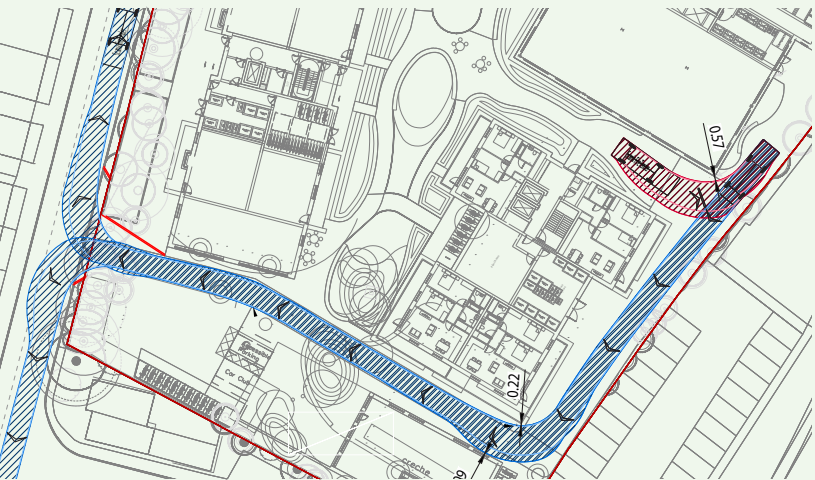
FIRE TENDER - NORTH ENTRANCE ACCESS



FIRE TENDER -NORTH ENTRANCE EGRESS



FIRE TENDER -SOUTH ENTRANCE ACCESS



FIRE TENDER -SOUTH ENTRANCE EGRESS





BUCKLEY GRAY YEOMAN

# Summary

16.00

BUCKLEY GRAY YEOMAN



16.01 Conclusion

In summary the proposals will reinvigorate a brownfield site through sensitive development that takes into account the neighbouring context.

The proposals have developed through engagement with several different stakeholders to bring about an exemplar mixed use scheme, motivated by sustainability.

The local community will benefit from the provision of a publicly accessible central green space and other community amenities.



EXISTING

Site Area: 1.23ha  
Site Usage: Builders Yard

PROPOSED

Commercial Total (GIA): 12,313 sqm  
Creche (GIA): 284 sqm  
Residential Total (GIA): 9,133 sqm  
INCLUDING COMMUNITY SPACE

RESIDENTIAL UNITS

Studio: 7 Units (7%)  
1bB2P: 48 Units (48%)  
1B2P (M4(3)) 1 Unit (1%)  
2B3P 26 units (26%)  
2B4P 17 Units (17%)  
3B5P 1 Unit (1%)

TOTAL 100  
AFFORDABLE 20 (20%)

CAR PARKING: 2 Spaces (Blue Badge)  
1 Car Club Space

CYCLE SPACES 604 Spaces  
  
260 Sheffield Stand Spaces  
52 Cargo Spaces  
292 Two Tier Rack Spaces  
1 Mobility Scooter Space





BUCKLEY GRAY YEOMAN

Appendices

17.00

BUCKLEY GRAY YEOMAN



Appendices

APPENDIX A Architectural document submission list

1160_LP-100	Site Location Plan	1:1250	A1	1160_GA-D-100	GA Plans - Block D Ground Floor	1:100	A1
1160_SP-000	Site Plan - Existing	1:500	A1	1160_GA-D-101	GA Plans - Block D First Floor	1:100	A1
1160_SP-001	Site Plan - Demolition	1:500	A1	1160_GA-D-102	GA Plans - Block D Second Floor	1:100	A1
1160_SP-099	Site Plan - Proposed - Basement	1:500	A1	1160_GA-D-103	GA Plans - Block D Third Floor	1:100	A1
1160_SP-100	Site Plan - Proposed - Ground Floor Plan	1:500	A1	1160_GA-D-104	GA Plans - Block D Fourth Floor	1:100	A1
1160_SP-101	Site Plan - Proposed - First Floor Plan	1:500	A1	1160_GA-D-105	GA Plans - Block D Fifth Floor	1:100	A1
1160_SP-102	Site Plan - Proposed - Second Floor Plan	1:500	A1	1160_GA-D-106	GA Plans - Block D Roof	1:100	A1
1160_SP-103	Site Plan - Proposed - Third Floor Plan	1:500	A1				
1160_SP-104	Site Plan - Proposed - Fourth Floor Plan	1:500	A1	1160_GA-E-100	GA Plans - Block E Ground Floor	1:100	A1
1160_SP-105	Site Plan - Proposed - Fifth Floor Plan	1:500	A1	1160_GA-E-101	GA Plans - Block E First and Second Floor	1:100	A1
1160_SP-106	Site Plan - Proposed - Roof Plan	1:500	A1				
				1160_GA-F-100	GA Plans - Block F Ground-First Floor	1:100	A1
1160_ES-100	Site Sections - Existing - AA, BB	1:200	A1	1160_GA-F-101	GA Plans - Block F Second Floor-Roof Plan	1:100	A1
1160_ES-101	Site Sections - Existing - CC, DD	1:200	A1	1160_GA-FG-100	GA Plans - Block F&G Stackler Plan	1:100	A1
1160_ES-102	Site Sections - Existing - EE, FF	1:200	A1	1160_GA-G-100	GA Plans - Block G Ground-First Floor	1:100	A1
				1160_GA-G-101	GA Plans - Block G Second Floor-Roof Plan	1:100	A1
1160_SS-100	Site Section - Proposed - AA, BB	1:200	A1				
1160_SS-101	Site Section - Proposed - CC, DD	1:200	A1	1160_GS-A-100	Sections - Block A- AA	1:100	A1
				1160_GS-A-101	Sections - Block A - BB	1:100	A1
1160_SE-101	Site Elevations 1, 2 - Proposed	1:200	A1	1160_GS-A-102	Sections - Block A - CC	1:100	A1
1160_SE-102	Site Elevations 3, 4, 5 - Proposed	1:200	A1	1160_GS-A-103	Sections - Block A - DD	1:100	A1
				1160_GS-A-104	Sections - Block A - EE	1:100	A1
1160_GA-A-100	GA Plans - Block A Ground Floor	1:100	A1				
1160_GA-A-101	GA Plans - Block A First Floor	1:100	A1	1160_GS-BC-100	Sections - Block B/C - AA	1:200	A1
1160_GA-A-102	GA Plans - Block A Second Floor	1:100	A1	1160_GS-BC-101	Sections - Block B/C - BB	1:200	A1
1160_GA-A-103	GA Plans - Block A Third Floor	1:100	A1	1160_GS-BC-102	Sections - Block B/C - CC	1:200	A1
1160_GA-A-104	GA Plans - Block A Roof	1:100	A1				
				1160_GS-D-100	Sections - Block D - AA	1:100	A1
1160_GA-BC-050	GA Plans - Block B/C Ground Floor PROVISION	1:100	A1	1160_GS-D-101	Sections - Block D - BB	1:100	A1
1160_GA-BC-099	GA Plans - Block B/C Basement	1:200	A1	1160_GS-D-102	Sections - Block D - CC	1:100	A1
1160_GA-BC-100	GA Plans - Block B/C Ground Floor	1:200	A1				
1160_GA-BC-101	GA Plans - Block B/C First Floor	1:200	A1	1160_GS-E-100	Sections - Block E	1:100	A1
1160_GA-BC-102	GA Plans - Block B/C Second Floor	1:200	A1	1160_GS-F-100	Sections - Block F G	1:100	A1
1160_GA-BC-103	GA Plans - Block B/C Third Floor	1:200	A1				
1160_GA-BC-104	GA Plans - Block B/C Fourth Floor	1:200	A1				
1160_GA-BC-105	GA Plans - Block B/C Fifth Floor	1:200	A1				
1160_GA-BC-106	GA Plans - Block B/C Roof	1:200	A1				

Appendices

1160_GE-A-100	Elevations - Block A - South Elevation	1:100	A1	1160_BS-A-101	Bay Studies - Block A - 01	1:50	A1
1160_GE-A-101	Elevations - Block A - North Elevation	1:100	A1	1160_BS-A-102	Bay Studies - Block A - 02	1:50	A1
1160_GE-A-102	Elevations - Block A - East & West Elevation	1:100	A1	1160_BS-BC-101	Bay Studies - Block B & C - 01	1:50	A1
				1160_BS-BC-102	Bay Studies - Block B & C - 02	1:50	A1
1160_GE-B-100	Elevations - Block B - East Elevation	1:100	A1	1160_BS-BC-103	Bay Studies - Block B & C - 03	1:50	A1
1160_GE-B-101	Elevations - Block B - West Elevation	1:100	A1	1160_BS-BC-104	Bay Studies - Block B & C - 04	1:50	A1
1160_GE-B-102	Elevations - Block B - North Elevation	1:100	A1	1160_BS-BC-105	Bay Studies - Block B & C - 05	1:50	A1
1160_GE-B-103	Elevations - Block B - South Elevation	1:100	A1	1160_BS-BC-106	Bay Studies - Block B & C - 06	1:50	A1
				1160_BS-D-101	Bay Studies - Block D - 01	1:50	A1
1160_GE-C-100	Elevations - Block C - East Elevation	1:100	A1	1160_BS-D-102	Bay Studies - Block D - 02	1:50	A1
1160_GE-C-101	Elevations - Block C - West Elevation	1:100	A1	1160_BS-E-101	Bay Studies - Block E - 01	1:50	A1
1160_GE-C-102	Elevations - Block C - North Elevation	1:100	A1	1160_BS-F-101	Bay Studies - Block F - 01	1:50	A1
1160_GE-C-103	Elevations - Block C - South Elevation	1:100	A1	1160_BS-F-102	Bay Studies - Block F - 02	1:50	A1
				1160_BS-F-103	Bay Studies - Block F - 03	1:50	A1
1160_GE-BC-100	Elevations - Block B/C - West Elevation	1:200	A1				
1160_GE-BC-101	Elevations - Block B/C - East Elevation	1:200	A1				
1160_GE-D-100	Elevations - Block D - West Elevation	1:100	A1				
1160_GE-D-101	Elevations - Block D - East Elevation	1:100	A1				
1160_GE-D-102	Elevations - Block D - North & South Elevation	1:100	A1				
1160_GE-E-100	Elevations - Block E - North & South Elevations	1:100	A1				
1160_GE-F-100	Elevations - Block F	1:100	A1				
1160_GE-G-100	Elevations - Block G	1:100	A1				
1160_GE-FG-100	Elevations - Block F/G	1:200	A1				
1160_UT-F-100	Unit Type Plans - Block F - Wheelchair Accessible Flat	1:50	A1				



Accommodation Schedule

1160_sA-02_Area Schedule - Schedule of accommodation														
Job Name	Devonshire Gardens													
Date	Revision	Reason for Issue	Job No. 1160											
19/07/2021	P1	For Planning	Notes To be read in conjunction with drawings issued 19th of July											
			All areas are approximate, for comparative purposes only, and to be verified by surveyor.											

Floor	Use			Units										
				Affordable					Private					
		Type		Studio	1B2P	1B2P (W)	2B3P	2B4P	Studio	1B2P	1B2P (W)	2B3P	2B4P	3B5P
Block A														
Ground Floor	Residential	Apartments		0	0	0	0	0	1	3	0	0	0	0
First Floor	Residential	Apartments		0	0	0	0	0	2	4	0	2	2	0
Second Floor	Residential	Apartments		0	0	0	0	0	2	4	0	2	1	0
Third Floor	Residential	Apartments		0	0	0	0	0	1	2	0	0	0	1
	Subtotal	All		0	0	0	0	0	6	13	0	4	3	1
Block D														
Ground Floor	Residential	Apartments		0	0	0	0	0	0	0	0	0	2	0
First Floor	Residential	Apartments		0	0	0	0	0	0	2	0	4	0	0
Second Floor	Residential	Apartments		0	0	0	0	0	0	2	0	4	0	0
Third Floor	Residential	Apartments		0	0	0	0	0	0	2	0	4	0	0
Fourth Floor	Residential	Apartments		0	0	0	0	0	0	2	0	4	0	0
Fifth Floor	Residential	Apartments		0	0	0	0	0	0	2	0	2	0	0
	Subtotal	All		0	0	0	0	0	0	10	0	18	2	0
Block F														
Ground Floor	Residential	Apartments		0	3	1	0	0	0	2	0	0	0	0
First Floor	Residential	Apartments		0	4	0	0	4	0	0	0	0	0	0
Second Floor	Residential	Apartments		0	4	0	0	4	0	0	0	0	0	0
	Subtotal	All		0	11	1	0	8	0	2	0	0	0	0
Block G														
Ground Floor	Residential	Apartments		0	0	0	0	0	1	4	0	0	0	0
First Floor	Residential	Apartments		0	0	0	0	0	0	4	0	2	2	0
Second Floor	Residential	Apartments		0	0	0	0	0	0	4	0	2	2	0
	Subtotal	All		0	0	0	0	0	1	12	0	4	4	0
Residential Sub-total				0	11	1	0	8	7	37	0	26	9	1

Development Total				100										
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Development Summary														
				Studio	1B2P	1B2P (W)	2B3P	2B4P	3B5P	Total				
Private	Units			7	37	0	26	9	1	80				
	Mix			9%	46%	0%	33%	11%	1%					
Affordable	Units			0	11	1	0	8	0	20				
	Mix			0%	55%	5%	0%	40%	0%					
	Rate									20%				
Development	Total			7	48	1	26	17	1	100				
	Actual Mix			7%	48%	1%	26%	17%	1%					

Density	Site area			1.23	ha									
	Habitable rooms			238										
	Density			193	hab room/ ha									

1) For all final confirmed areas refer to Gardiner & Theobald (G&T) Area Schedule.

2) This Schedule and contents are not to be used for commercial purposes.

3) Refer to Design & Access Statement for all Cycle and Refuse Storage Provision

Area Schedule - GIA

	Block A (including Link)	Block B (Studio North)	Block C (Studio South)	Block D	Block E	Block FG
Level	m <sup>2</sup>					
Basement	-	200	-	-	-	-
Ground Floor	824	911	1,495	480	139	1,347
Level 1	826	900	1,538	483	145	1,227
Level 2	622	896	1,569	483	-	1,223
Level 3	319	414	1,569	483	-	-
Level 4	-	-	1,569	483	-	-
Level 5	-	-	1,252	332	-	-
Sub Total (Excl Terraces)	2,591	3,321	8,992	2,744	284	3,798
Level 1 Terrace	-	-	22	-	-	-
Level 2 Terrace	-	-	-	-	-	-
Level 3 Terrace	-	188	-	-	-	-
Level 4 Terrace	-	-	-	-	-	-
Level 5 Terrace	-	-	75	145	-	-
Sub Total (Excl Balconies)	2,591	3,509	9,089	2,889	284	3,798
Level 1 Balconies	52	-	-	46	-	88
Level 2 Balconies	47	-	-	46	-	88
Level 3 Balconies	21	-	-	46	-	-
Level 4 Balconies	-	-	-	46	-	-
Level 5 Balconies	-	-	-	29	-	-
Total	2,711	3,509	9,089	3,103	284	3,974
Grand Total						22,670



APPENDIX C      **Area Schedule - NIA**

	Block A (including Link)	Block B (Studio North)	Block C(Studio South)	Block D	Block E	Block FG
Level	m <sup>2</sup>					
Basement	-	-	-	-	-	-
Ground Floor	528	359	799	152	131	866
Level 1	607	800	1,295	401	136	1,008
Level 2	506	796	1,326	401	-	1,008
Level 3	237	332	1,326	401	-	-
Level 4	-	-	1,326	401	-	-
Level 5	-	-	983	263	-	-
Sub Total (Excl Terraces)	1,878	2,288	7,055	2,016	267	2,882
Level 1 Terrace	-	-	22	-	-	-
Level 2 Terrace	-	-	-	-	-	-
Level 3 Terrace	-	188	-	-	-	-
Level 4 Terrace	-	-	-	-	-	-
Level 5 Terrace	-	-	75	145	-	-
Sub Total (Excl Balconies)	1,878	2,476	7,152	2,161	267	2,882
Level 1 Balconies	52	-	-	46	-	88
Level 2 Balconies	47	-	-	46	-	88
Level 3 Balconies	21	-	-	46	-	-
Level 4 Balconies	-	-	-	46	-	-
Level 5 Balconies	-	-	-	29	-	-
Total	1,998	2,476	7,152	2,375	267	3,058
Grand Total						17,326

APPENDIX C      **Area Schedule - GEA**

	Block A (including Link)	Block B (Studio North)	Block C(Studio South)	Block D	Block E	Block FG
Level	m <sup>2</sup>					
Basement	-	229	-	-	-	-
Ground Floor	841	946	1,533	455	166	1,397
Level 1	889	944	1,609	524	171	1,369
Level 2	700	944	1,636	524	-	1,369
Level 3	367	449	1,636	524	-	-
Level 4	-	-	1,636	524	-	-
Level 5	-	-	1,325	365	-	-
Sub Total (Excl Terraces)	2,797	3,512	9,376	2,916	337	4,136
Level 1 Terrace	-	-	28	-	-	-
Level 2 Terrace	-	-	-	-	-	-
Level 3 Terrace	-	209	-	-	-	-
Level 4 Terrace	-	-	-	-	-	-
Level 5 Terrace	-	-	85	166	-	-
Sub Total (Excl Balconies)	2,797	3,722	9,489	3,082	337	4,136
Level 1 Balconies	60	-	-	48	-	97
Level 2 Balconies	57	-	-	48	-	97
Level 3 Balconies	24	-	-	48	-	-
Level 4 Balconies	-	-	-	48	-	-
Level 5 Balconies	-	-	-	31	-	-
Total	2,939	3,722	9,489	3,306	337	4,330
Grand Total						24,122



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