

KEY

For Approval:

— Application site boundary

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

North West Cambridge

NWC/OPA/APP/01 - Plan for Approval: Application

Site Boundary

September 2011



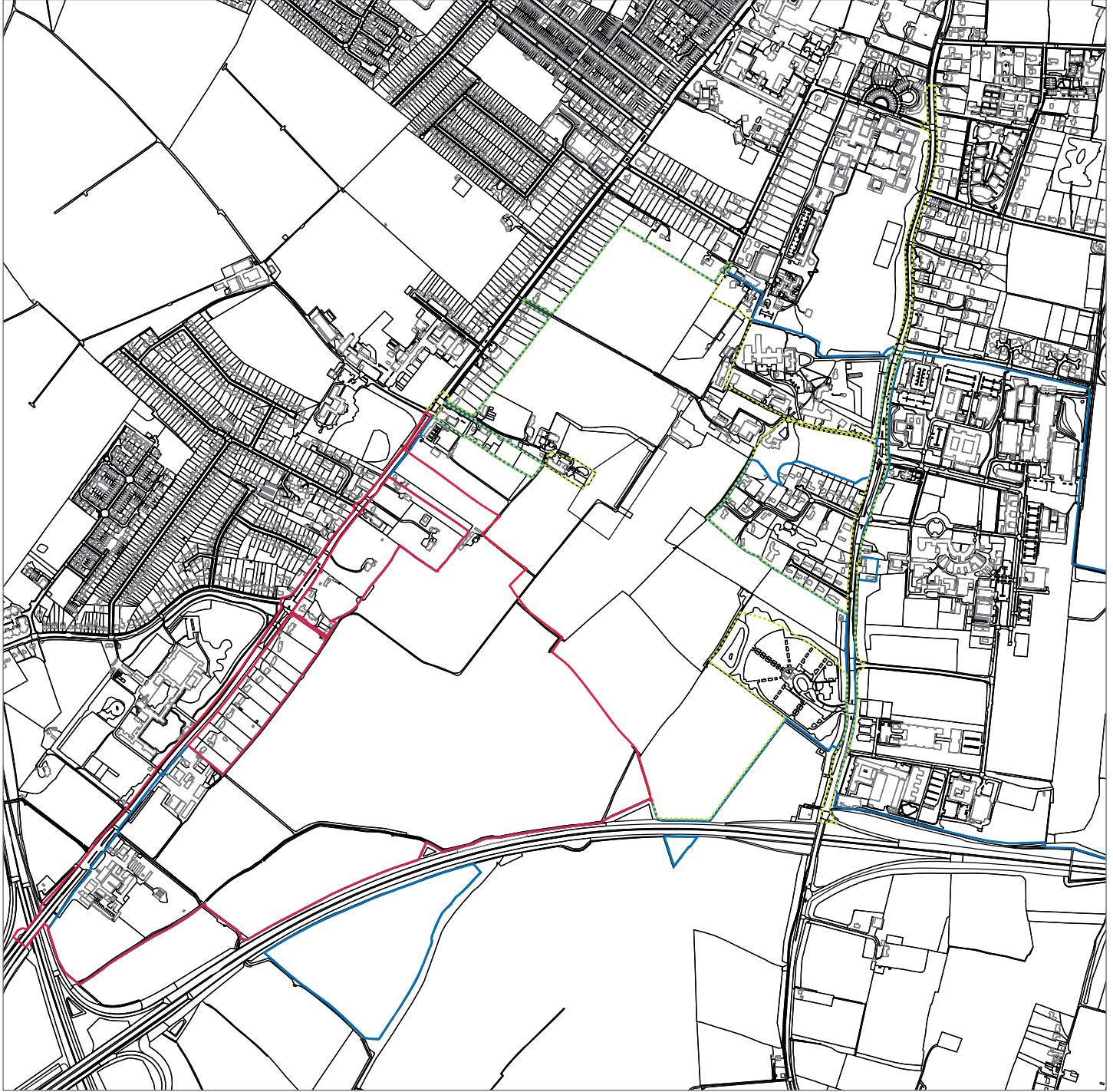
KEY

Contextual Information:

- Application site boundary Cambridge City Council
- University ownership boundary

For Approval:

- Application site boundary South Cambridgeshire District Council

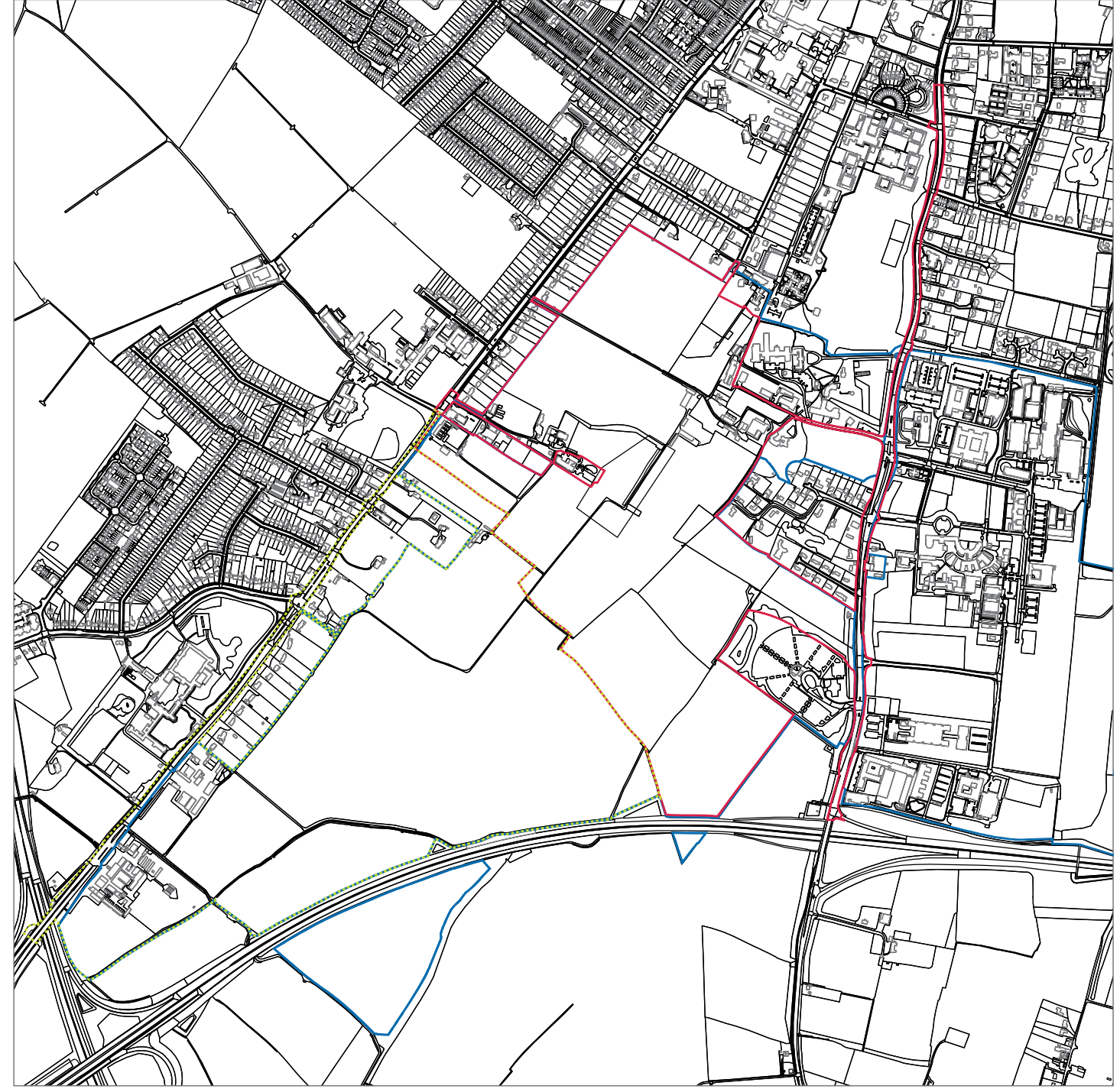


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North West Cambridge
NWC/OPA/APP/01A - Plan for Approval: Application
Site Boundary South Cambridgeshire District Council

September 2011





KEY

Contextual Information:

- Application site boundary South Cambridgeshire District Council
- University ownership boundary

For Approval:

- Application site boundary Cambridge City Council

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




North West Cambridge
NWC/OPA/APP/01B - Plan for Approval:
 Application Site Boundary Cambridge City Council

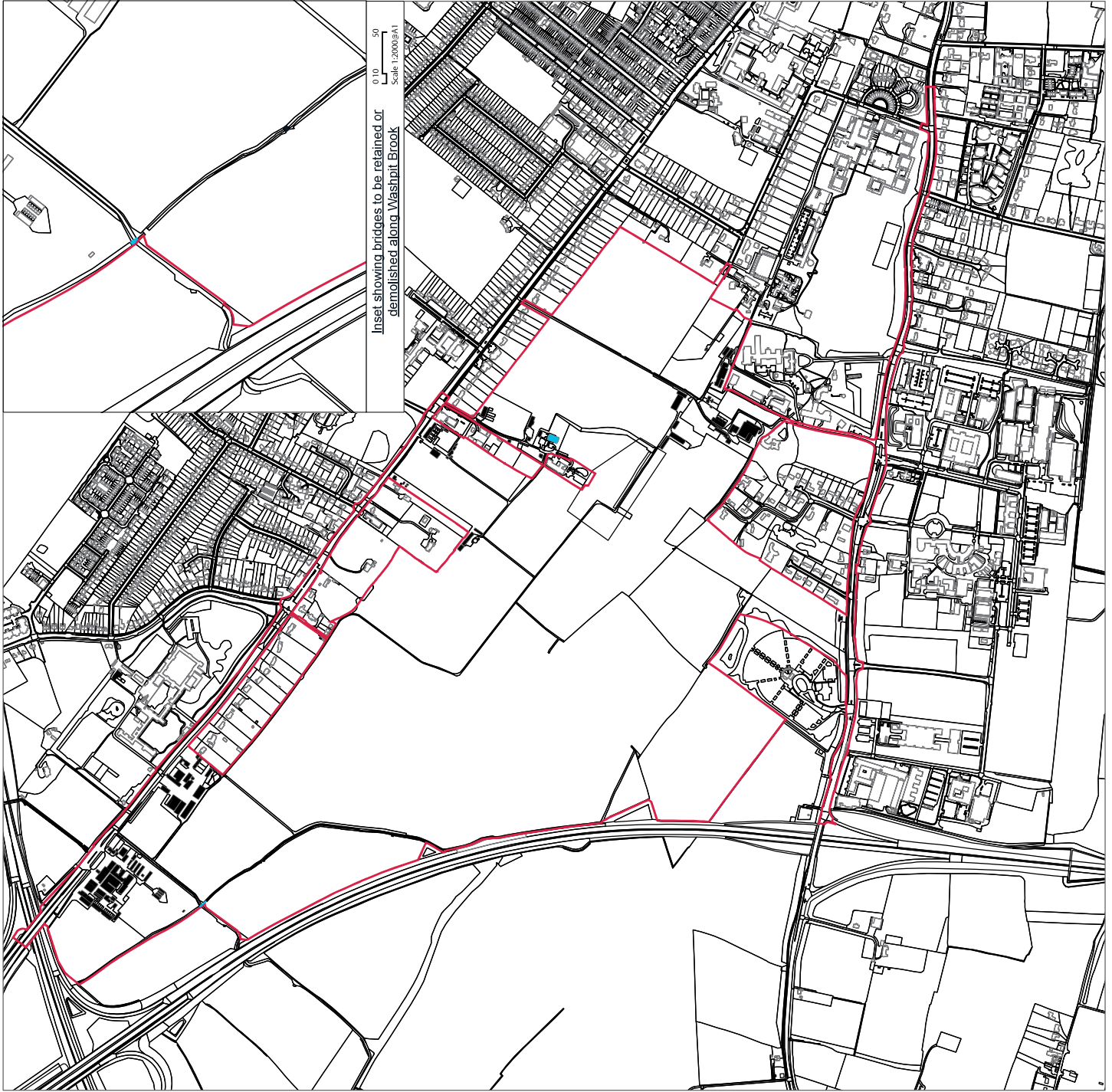
September 2011



KEY

For Approval:

-  Application site boundary
-  Buildings and bridges to be demolished
-  Buildings and bridges to be retained



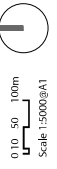
All information other than that identified as being for approval is shown for contextual purposes only.

North West Cambridge

NWC/OPA/APP/02/A - Plan for Approval:

Demolition Plan

February 2012



KEY

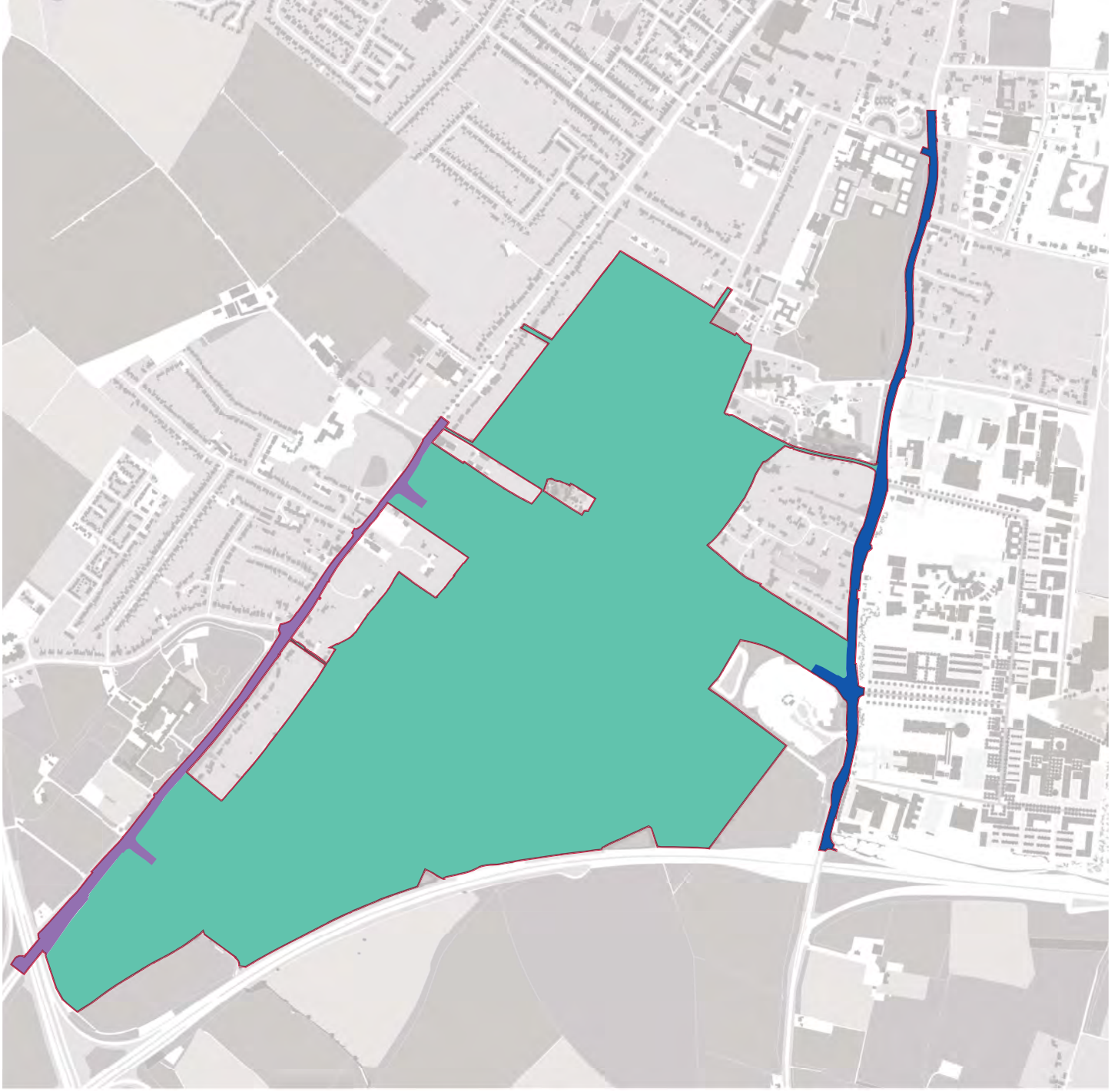
For Approval:

Application boundary

Zone A

Zone B

Zone C



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

North West Cambridge NWC/OPA/PAR/01/A - Zone Parameter Plan

February 2012



Parameter Plan 02: Access; Zone B

Movement Corridors

Parameter Plan 02 identifies movement corridors within which primary vehicular routes, secondary vehicular routes, primary pedestrian/cycle routes and secondary pedestrian/cycle routes are to be constructed.

Land within any movement corridor not occupied by a primary and/or secondary vehicular and/or pedestrian or cycle route may be developed for any purpose for which any zone abutting or overlapping with that corridor may be developed. All vehicle routes will be speed limited to 20mph or less.

Primary Vehicular Routes

The Zones within which Primary Vehicular Routes may be constructed are shown on Parameter Plan 02. The lane width on any primary carriageway along any Primary Vehicular Route shall not exceed 3.65m.

Secondary Vehicular Routes

The Zones within which Secondary Vehicular Routes may be constructed are shown on Parameter Plan 02. The lane width on any secondary carriageway shall not exceed 3m.

Primary and Secondary Pedestrian/Cycle Routes

The carriageway width of any primary or secondary pedestrian or cycle route shall not be less than 2m or exceed 4m, except for the Ridgeway, which shall not be less than 2m or exceed 6m in width.

Pedestrian and cycle movement corridors within the Site and linking the Site to existing development in the surrounding area may be constructed within (but shall not be limited to) the areas shown on Parameter Plan 02, and may connect to areas outside the site at (but not shall be limited to) the pedestrian and cycle access points indicated in Parameter Plan 02.

Tertiary Routes

Tertiary vehicular and/or pedestrian/cycle routes may be constructed within any of the Building Zones indicated on Parameter Plan 05 for the purpose of connecting buildings and areas with Primary and/or Secondary Vehicular or Pedestrian/Cycle routes. Tertiary pedestrian/cycle routes may additionally be constructed for the purpose of connecting buildings and areas with areas of open land or with other buildings.

The total carriageway widths of any Tertiary vehicular route shall not be less than 3.5m or more than 7m excluding any turning head, verge, footways, central reservations, visibility splays, passing places and pull-ins for bus stops. The total carriageway widths of any tertiary pedestrian/cycle route shall not be less than 2m or exceed 4m.

Access Points

There shall be no more than four general use permanent vehicular accessways into the Application Site when the Proposed Development has been completed.

The principal points between which access may be gained into the Application Site shall be as indicated marked A-B; C-D; E-F and G-H on Parameter Plan 02 and set out in Application Plans 03-06.

Restricted Access Zone

A restricted access zone will be created in the vicinity of the local centre within the zone indicated on Parameter Plan 02. Access to this zone will (at times of the day to be specified) be limited to pedestrians, cyclists, and public transport, service and emergency vehicles.








Market Square Pedestrianised Zone

Within the Market Square Pedestrianised Zone, access will be limited to pedestrians, cyclists, service and emergency vehicles, except for access to designated car parking areas, where vehicle access will be permitted.










KEY

Contextual Information:

-  Existing and retained buildings
-  Open land (reference NWC/OPA/PAR/03)
-  Open land within school site (reference NWC/OPA/PAR/03)
-  Primary street
-  Secondary street
-  Primary pedestrian/cycle route
-  Secondary pedestrian/cycle route

For Approval:

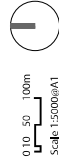
-  Application site boundary
-  Primary street zone*
-  Secondary street zone*
-  Primary pedestrian/cycle route zone*
-  Secondary pedestrian/cycle route zone*
-  Restricted Access Zone
-  Market Square pedestrianised Zone

* Zones may overlap

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

**North West Cambridge
NWC/OPA/PAR/02/A - Access Parameter Plan: Zone B**

February 2012



Parameter Plan 03: Open Land and Landscape Areas; Zone B

The zones within which open land may be provided are identified on Parameter Plan 03. The exact location and configuration of each space, including recreation provision and size, will be defined at the reserved matters stage.

Primary Open Land

Development of any buildings or structures within Primary Open Land shall be restricted to buildings and structures consistent with the use of the land as open land, including plant and equipment storage, bridges, pavilions, cafes, changing rooms, public toilets, car parking, hardstanding, information centres and buildings for housing utility undertakers' apparatus.

Development and/or use within Primary Open Land for the following purposes is (unless otherwise indicated) acceptable: open land; formal and informal recreation and outdoor entertainment; landscaping; surface water balancing and other water features; sustainable drainage systems; nature conservation; allotments; woodland; vehicular, pedestrian and cycle routes within the movement corridors defined on Parameter Plan 02; informal pedestrian and/or cycle routes; and utility and maintenance corridors for predominantly underground utility undertakers' apparatus and private utilities.

The Primary Open Land is divided into the 5 areas shown on Parameter Plan 03.

- Primary Open Land 1 (excluding SSSI): Primary Open Land 1 land for formal and informal recreation and floodlighting will not be included in this area.
- Primary Open Land 1 (SSSI): Use and development within the SSSI will accord with the Geological Site Management Plan, and floodlighting will not be included in this area.
- Primary Open Land 2: Primary Open Land 2 will not include floodlighting.
- Primary Open Land 3: Primary Open Land 3 Formal playing pitches and floodlighting will not be included in this area.
- Primary Open Land 4: Primary Open Land 4 Floodlighting may be provided in connection with sports pitches.
- Primary Open Land 5: Primary Open Land 5 land for formal and informal recreation and will not include floodlighting.

Primary Open Land 5 includes installation of a new flow control structure that will be capable of reducing the peak flows downstream of the Application Site for a range of return periods, up to and including a 1 in 100 year event, including an allowance for climate change. Excavation of a new two stage channel that will be capable of storing attenuated floodwater and provision of additional channels to enable floodwater to be effectively distributed within the two stage channel. These channels will be designed to create ecological

opportunities through the provision of steep slopes, planting shelves and on line ponds. Construction of earthworks on the western edge of the Proposed Development to assist in the storage of floodwater.

- The minimum percentage reduction in peak flow downstream of the Application Site shall be 25% and 10% for events with a return period of 1 in 20 and 1 in 100 years (including an allowance for climate change) respectively.
 - The flow control structure shall be designed ensuring that the peak flood level at the M11 culverts does not exceed 12.54mAOD and 12.76mAOD for events with a return period of 1 in 20 and 1 in 100 years (including an allowance for climate change) respectively.
 - Floodwater shall be stored within landscaped areas of the area designated as Primarily Open Land 5 on Parameter Plan 03 and shall not encroach upon structures within the Proposed Development.
- Within Primary Open Land 5, slopes on earthworks visible from the west of the Application Site will not exceed a 1:3 gradient.

Development within Primary Open Land 2-5 will be consistent with use the Green Belt planning status of the land. Within Primary Open Land 1, development within the land designated as Green Belt will be consistent with the Green Belt planning status of that land.

Secondary Open Land

The zones within which Secondary Open Land is to be located are identified on Parameter Plan 03 shaded in light blue. The minimum width of any area of Secondary Open Land (measured between its two longest boundaries) shall not be less than 20m, except where there is a drainage channel running longitudinally along the Secondary Open Land, where the minimum width shall not be less than 25m.

Development and/or use within Secondary Open Land for the following purposes is (unless otherwise indicated) acceptable: open land; formal and informal recreation and outdoor entertainment; landscaping; surface water balancing and other water features; water retention berms and structures; sustainable drainage systems; nature conservation; allotments; woodland; car parking and hardstanding; vehicular pedestrian and cycle routes within the movement corridors defined on Parameter Plan 02; informal pedestrian and/or cycle routes; and utility and maintenance corridors for predominantly underground utility undertakers' apparatus and private utilities.

Development of buildings within Secondary Open Land shall be restricted to buildings consistent with the use of the land as open land, including plant and equipment storage, bridges, pavilions, public toilets and information centres and buildings for housing utility undertakers' apparatus.

Tertiary Open Land

Tertiary Open Land may be located within any of the Building Zones shown on Parameter Plan 05 on areas not occupied by buildings for the uses indicated on Parameter Plan 04.

Development of buildings within Tertiary Open Land shall be restricted to buildings consistent with the use of such land as open land including plant and equipment storage, bridges, pavilions and buildings for housing utility undertakers' apparatus. Development and/or use within Tertiary Open Land for the following purposes is (unless otherwise indicated) acceptable: open land; informal recreation and outdoor entertainment; landscaping; surface water balancing and other water features; sustainable drainage systems; nature conservation; allotments; woodland; vehicular pedestrian and cycle routes within the movement corridors defined on Parameter Plan 02; informal pedestrian and/or cycle routes; and utility and maintenance corridors for predominantly underground utility undertakers' apparatus and private utilities.

KEY

Contextual Information:

---	AAP Development Footprint / Green Belt Boundary
□	Existing and retained buildings
▨	Indicative primary and secondary routes (reference NWC/OPAPAR/02)
■	SSSI boundary
■	SSSI 10m buffer
■	Washpit Brook
■	Areas of existing open land, woodland & treecover to be retained
■	Secondary open land

For Approval:

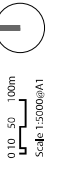
—	Application site boundary
■	Primary open land (1-5)
□	Primary open land boundary
■	Open land within school site
■	Secondary open land zone
□	Zone for works to Washpit Brook
○	Zone for location of flow control structure



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

North West Cambridge
NWC/OPAPAR/03/A - Open Land and Landscape Areas
 Parameter Plan: Zone B

February 2012



Parameter Plan 04: Land Use (Built Development and Ancillary Space); Zone B

The disposition of land uses within the development shall conform to Parameter Plan 04.

Built development shall be divided between the 3 development areas shown on Parameter Plan 04. The disposition of floorspace (or dwellings) between the development areas and of floorspace within particular areas shall be as per the floorspace schedule below. The figures for each development area are subject to the overriding maxima in terms of total floorspace (or dwellings) for the Development and total floorspace (or dwellings) within particular categories as specified within the Description of Development.

The black hatched area on Parameter Plan 04 indicates zones in which land use flexibility may be achieved through extension of adjacent land uses into these zones.

The blue hatched area on Parameter Plan 04 indicates zones in which land use flexibility may be achieved on the Western Edge through extension of either C2 or D1, B1(b) Sui Generis use.






Within area 3 and within the SSSI in area 1 on Parameter Plan 03, no buildings shall be constructed. Within the remainder of area 1, and in areas 2, 4 and 5 on Parameter 03, buildings will be restricted as set out in Parameter Statement 03.

Where land use zones shown on Parameter Plan 04 overlap with zones for movement corridors or Secondary Open Land, as set out in Parameter Plans 02 or 03, respectively, the width of Secondary Open Land shall not be less than as described in Parameter Statement 03, the boundaries between buildings and their curtilage movement routes and open land shall be determined by approval of reserved matters and the land uses shown on Parameter Plan 04 shall apply within the curtilage of any building constructed within any Building Zone indicated on Parameter Plan 05.











Use Class	C3, C4 (Market and Key Worker Residential)	D1, B1(b), sui generis (Research Uses)	C2 (Student Accommodation)	A1, A2, A3, A4, A5	C1 (Hotel)	C2 (Senior Care)	sui generis (B2) (Energy Centre)	C3 (Community Residential)	B1 (Police)	D1, D2 (Other Community Uses)
	Dwellings	GFA (sq.m.)	GFA (sq.m.)	GFA (sq.m.)	GFA (sq.m.)	GFA (sq.m.)	GFA (sq.m.)	GFA (sq.m.)	GFA (sq.m.)	GFA (sq.m.)
Development Area 1	800	68,800	73,400	200	-	-	-	300	-	1,100
Development Area 2	1,600	20,100	41,300	5,000	7,000	6,500	1,250	300	200	6,500
Development Area 3	1,000	48,600	-	200	-	-	-	300	-	1,300
Total Maximum	3,000	100,000	98,000	5,300	7,000	6,500	1,250	500	200	7,600

KEY

Contextual Information:

-  Existing and retained buildings
-  Indicative primary and secondary routes (reference NWC/OPAPAR/02)
-  Open land (reference NWC/OPAPAR/03)
-  Open land within school site (reference NWC/OPAPAR/03)
-  Potential reserved Energy Centre site: sui generis (B2)

For Approval:

-  Application site boundary
-  Development areas
-  Residential: C3, C4
-  Collegiate Housing: C2
-  Academic/Research: D1, B1(b), sui generis
-  Residential and complementary mixed uses: A1, A2, A3, A4, A5, C1, C2, C3, C4, D1, D2, sui generis (B2, Energy Centre)
-  Residential and complementary mixed uses: C3, C4, D1, A1, A2, A3, A4, A5
-  School
-  Land use flexibility zone
-  Western Edge land use flexibility zone

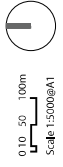


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North West Cambridge

NWC/OPA/PAR/04/A - Land Use (Built Development and Ancillary Space) Parameter Plan: Zone B

February 2012



Parameter Plan 05: Building Zones; Zone B

The maximum and minimum dimensions of the buildings (excluding temporary structures or outbuildings) within each building zone of the development identified in Parameter Plan 05 are set out in the table below.

For the purpose of this table, length is represented as frontage, and width is represented as depth.

Within any given zone, the maximum height of street lighting columns will not exceed 8m. Floodlighting for formal sports pitches will not exceed 15m.

In the event of conflict between Parameter Plan 05 and/or Parameter Statement 05 and Parameter Plan 06, the maximum building heights stipulated in Parameter Plan 06 prevail subject to the following exception. Within Building Zones C, H, M, N, O, S and T, the maximum building heights stipulated in Parameter Statement 05 will prevail if (and only to the extent that) the resultant building height AOD would be lower.

For any building the footprint of which would fall within more than one Building Zone, the building frontage, depth and height will not exceed the height permitted within the Building Zone within which the majority of the building footprint is located.




Where Building Zones shown on Parameter Plan 05 overlap with zones for movement corridors or open land, as set out in Parameter Plans 02 or 03, respectively, the width of Secondary Open Land shall not be less than as described in Parameter Statement 03, the boundaries between buildings and their curtilage, movement routes and Secondary Open Land shall be determined by approval of reserved matters and the land uses shown on Parameter Plan 04 shall apply within the curtilage of any building constructed within any Building Zone as indicated on Parameter Plan 05.

Building Zone	Minimum Building Frontage (m)	Maximum Building Frontage (m)	Minimum Building Depth (m)	Maximum Building Depth (m)	Minimum Building Height* (m)	Maximum Building Height* (m)
A	4	200	4	65	3	20
B	4	200	4	25	3	15
C	4	150	4	25	3	10
D	4	200	4	40	3	15
E	4	150	4	25	3	18
F	4	200	4	40	3	15
G	4	150	4	25	3	18
H	4	150	4	25	3	10
I	4	200	4	25	3	15
J	4	180	4	25	3	15
K	4	180	4	60	3	18
L	4	180	4	65	3	10
M	4	18	4	18	3**	8**
N	4	18	4	18	3	8
O	4	18	4	18	3	8
P	4	180	4	25	3	15
Q	4	115	4	25	3	15
R	4	200	4	40	3	15
S	4	20	4	25	3	10
T	4	200	4	40	3	10

*Measured from top of ground floor slab (at the principal entrance) to the apex of the roof (excluding any lightning conductors, weather vanes, rooftop plant (or parapet used to screen rooftop plant), equipment telecommunications equipment, floodlighting and aerials).
 ** Excluding floodlighting

KEY

Contextual Information:

-  Indicative primary and secondary routes (reference NWC/OPA/PAR/02)
-  Open land (reference NWC/OPA/PAR/03)
-  Open land within school site (reference NWC/OPA/PAR/03)

For Approval:

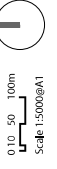
-  Application site boundary
-  Building zones



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

North West Cambridge
NWC/OPA/PAR/05/A - Development Building Zones
 Parameter Plan: Zone B

February 2012



Parameter Plan 06: Building Heights; Zone B

Parameter Plan 06 defines the maximum heights of buildings as measured to the apex of the roof (excluding any lightning conductors, weather vanes, rooftop plant (or parapet used to screen rooftop plant), equipment telecommunications equipment, floodlighting and aerials).

In the event of conflict between Parameter Plan 05 and/or Parameter Statement 05 and Parameter Plan 06, the maximum building heights stipulated in Parameter Plan 06 prevail subject to the following exception. Within Building Zones C, H, M, N, O, S and T, the maximum building heights stipulated in Parameter Statement 05 will prevail if (and only to the extent that) the resultant building height AOD would be lower.

For any building the footprint of which would fall within more than one Building Zone as shown on Parameter Plan 05, the building height will not exceed the height AOD permitted within the Building Zone within which the majority of the building footprint is located.

In areas of overlap between any Building Zone as shown on Parameter Plan 06 and any movement corridor, area of Secondary Open Land as indicated on Parameter Plans 02, 03 or 04, respectively the boundaries between buildings and their curtilage, the width of Secondary Open Land shall not be less than as described in Parameter Statement 03, movement routes and open land shall be determined by approval of reserved matters and where areas are occupied by buildings, within any of the uses shown on Parameter Plan 04 the maximum building height shall be as set out above.

Energy Centre Chimney Flue Locations and Heights
Local Centre: the chimney flue associated with the Energy Centre shall be located within the zone within the area tinted red delineated by a black dotted line on Parameter Plan 06. The height of this flue will not (excluding any lightning conductor or aerial) exceed 42.5m AOD.

Contextual Information:
Northwest Corner: the chimney flue associated with the reserved site for an alternative Energy Centre shall be located within the area tinted yellow on delineated by a purple dotted line. The height of this flue will not (excluding any lightning conductor or aerial) exceed 53.5m AOD.

KEY

Contextual Information:

- Existing and retained buildings
- Indicative primary and secondary routes (reference Access Parameter Plan NWC/OPA/PAR/02)
- Open land (reference NWC/OPA/PAR/03)
- Open land within school site (reference NWC/OPA/PAR/03)
- Indicative location of Energy Centre flue
- Indicative potential reserved location of Energy Centre flue (x-x)
- Existing ground level metres AOD
- Reserved Zone for Potential Energy Centre flue of 1.5m diameter and 53.5m AOD

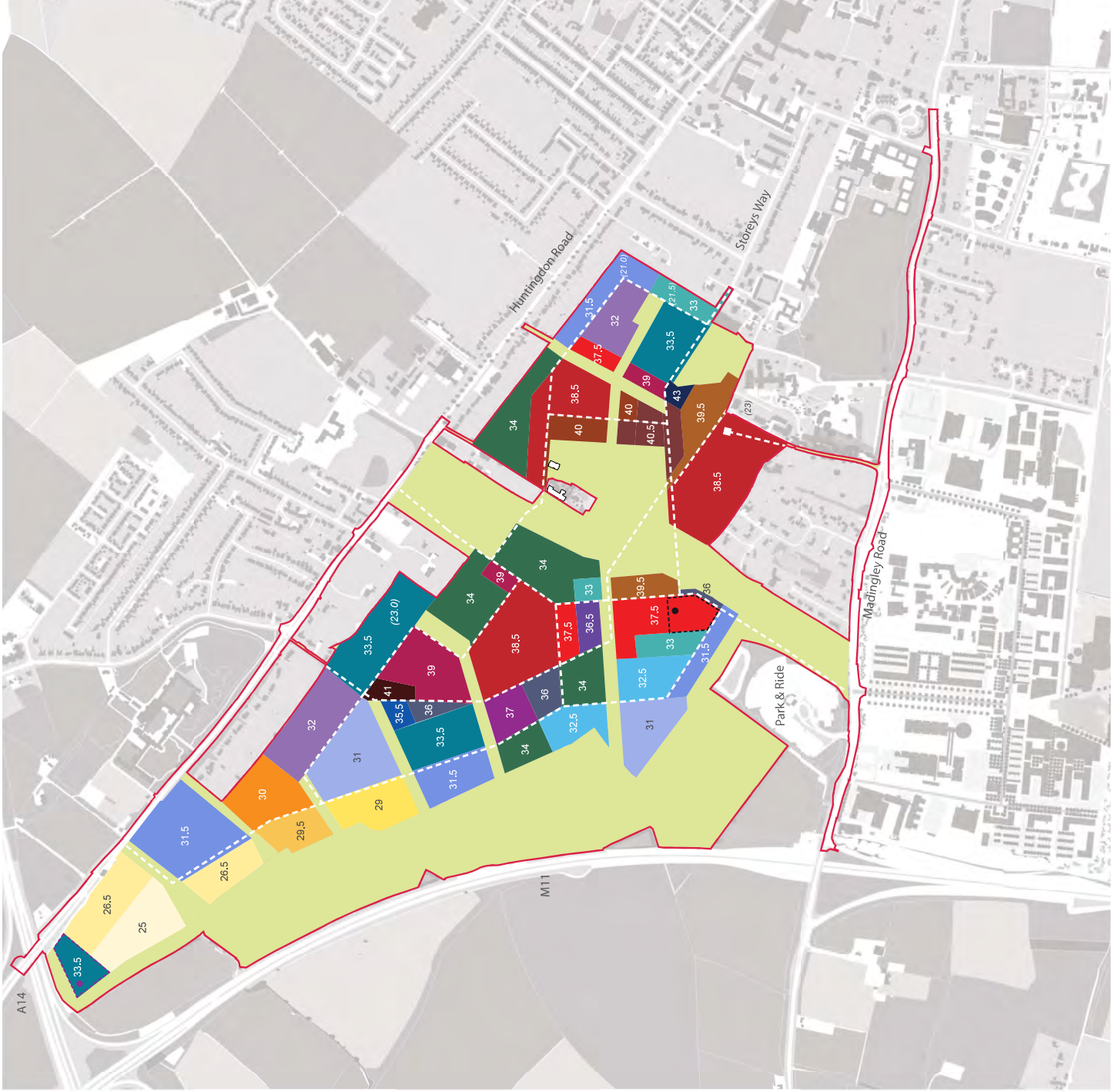
For Approval:

Application dite boundary

Maximum building heights

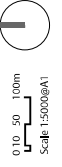
- 25.0 metres AOD
- 26.5 metres AOD
- 29.5 metres AOD
- 30.0 metres AOD
- 31.0 metres AOD
- 31.5 metres AOD
- 32.0 metres AOD
- 32.5 metres AOD
- 33.0 metres AOD
- 33.5 metres AOD
- 34.0 metres AOD
- 35.5 metres AOD
- 36.0 metres AOD
- 36.5 metres AOD
- 37.0 metres AOD
- 37.5 metres AOD
- 38.5 metres AOD
- 39.0 metres AOD
- 39.5 metres AOD
- 40.0 metres AOD
- 40.5 metres AOD
- 41.0 metres AOD
- 43.0 metres AOD

Zone for Energy Centre flue of 0.6m diameter and 42.5m AOD



North West Cambridge
NWC/OPA/PAR/06/A - Building Heights Parameter Plan:
Zone B

February 2012






Parameter Plan 07: Topography; Zone B









Parameter Plan 07 defines the finished ground contours for Primary Open Land across Zone B. These contours are +/- 2.5m, except within the designated SSSI area. Within the designated SSSI area, ground levels will not be modified.

KEY

Contextual Information:

-  Indicative primary and secondary routes (reference NWC/OPA/PAR/02)
-  Open land (reference NWC/OPA/PAR/03)
-  Open land within school site (reference NWC/OPA/PAR/03)

For Approval:

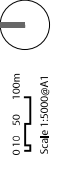
-  Application site boundary
-  12.5 metres AOD
-  15 metres AOD
-  17.5 metres AOD
-  20 metres AOD
-  22.5 metres AOD
-  25 metres AOD
-  Development area



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

North West Cambridge
NWC/OPA/PAR/07/A - Topography Parameter
 Plan: Zone B

February 2012



Parameter Plan 08: Huntingdon Road Highway & Utilities Works; Zone A

Huntingdon Road - East Junction
Construction of a new three arm signal controlled at grade junction, including pedestrian and cycle crossings, to provide access to the Proposed Development to be located on Huntingdon Road between points C and D on Parameter Plan 02 (referred to in this description of development as “the Huntingdon East Road Junction”) together with ancillary works required for or associated with the construction of the new junction as shown on Application Plan 04 to include:

- breaking out of existing carriageway, kerbs, street furniture and underground service media
- tying into existing footways and carriageways, including: provision and installation of new carriageway and footway sub-base, base, binder course and surface course
- provision and installation of new kerb foundation and backing, kerbing, and edging
- provision of traffic islands
- construction of controller, kiosks and vehicle hardstanding
- the construction of a trench and the laying of vehicle detector loops and associated cables, ducts and access chambers within that trench on the approaches to the new junction to provide MOVA and SCOOT. This trench will be located within the highway boundary and it will have a maximum width of 1m and a minimum width of 0.45m; and a maximum depth of 1.5m and a minimum depth of 0.6m (save for connections to surface apparatus)
- taking down and re-erecting of street furniture and traffic signs and provision and erection of new street furniture including traffic signal lights, and associated poles and kiosks, traffic signs, pedestrian guardrailling and street lighting
- removal of part of existing vegetation to enable visibility splays to be created and provision of new landscaping

Huntingdon Road - West Junction
Construction of a new four arm signal controlled at grade junction, including pedestrian and cycle crossings, to provide access to the Proposed Development to be located on Huntingdon Road between points A and B on Parameter Plan 02 and as shown on Application Plan 03 (referred to in this Description of Development as “the Huntingdon Road West Junction”) together with ancillary works required for or associated with the construction of the new junction including:

- breaking out of existing carriageway, kerbs, street furniture and underground service media
- tying into existing footways and carriageways, including: provision and installation of new carriageway and footway sub-base, base, binder and surface course
- provision and installation of new kerb foundation and backing, kerbing, and edging
- provision of traffic islands
- construction of controller, kiosks and vehicle hardstanding
- the construction of a trench and the laying of vehicle detector loops and associated cables, ducts and access chambers within that trench on the approaches to the new junction to provide MOVA and SCOOT. This trench will be located within the highway boundary and it will have a maximum width of 1m and a minimum width of 0.45m; and a maximum depth of 1.5m and a minimum depth of 0.6m (save for connections to surface apparatus)
- taking down and re-erecting of street furniture and traffic signs and provision and erection of new street furniture including traffic signal lights and associated poles and kiosks, traffic signs, pedestrian guardrailling and street lighting
- removal of part of existing vegetation to enable visibility splays to be created and provision of new landscaping

Huntingdon Road - Toucan Crossing
Installation of a toucan crossing across Huntingdon Road located between the proposed Huntingdon Road East Junction and the Whitehouse Lane/Huntingdon Road junction as shown on Application Plan 04 to include:

- erection of new street furniture including traffic signal lights and poles and associated equipment kiosks, pedestrian guardrailling, traffic signs and installation of utilities

Huntingdon Road - Footway/cycleway
• Construction of a combination of unsegregated footway/cycleway and on-carriageway cycleway on the southern side of Huntingdon Road and associated works including:

- taking down and re-erecting of street furniture and traffic signs and provision and erection of new street furniture including traffic signal lights and associated poles and kiosks, traffic signs, pedestrian guardrailling and street lighting and installation of utilities
- breaking out of existing footway, carriageway, kerbs, street furniture and underground service media
- tying into existing footways and carriageways, including: provision and installation of new carriageway and footway sub-base, base, binder and surface course
- provision and installation of new kerb foundation and backing, kerbing, and edging

Huntingdon Road - Telecommunications Infrastructure
Installation of new telecommunication infrastructure in the form of ducts and fibre optic and copper cables to be laid within trenches a maximum width of 2m and a minimum width of 0.5m; and a maximum depth of 2m and a minimum depth of 0.5m (save for connections to surface apparatus). The telecommunications infrastructure is to be situated below the proposed roads, footpaths and cycleways within the Proposed Development shown on Parameter Plan 02 and connected to the existing apparatus situated below Huntingdon Road within the zone for new utility chambers shown on Parameter Plan 08 together with associated access chambers and above ground kiosks.

Huntingdon Road - Utility diversion and protection works
Diversion and/or replacement and/or protection of existing utilities affected by the proposed highway works on Huntingdon Road, including drainage, electricity cables, low pressure gas mains, telecommunications apparatus, potable water mains and street lighting equipment within the zone of the highway works shown on Parameter Plan 08.

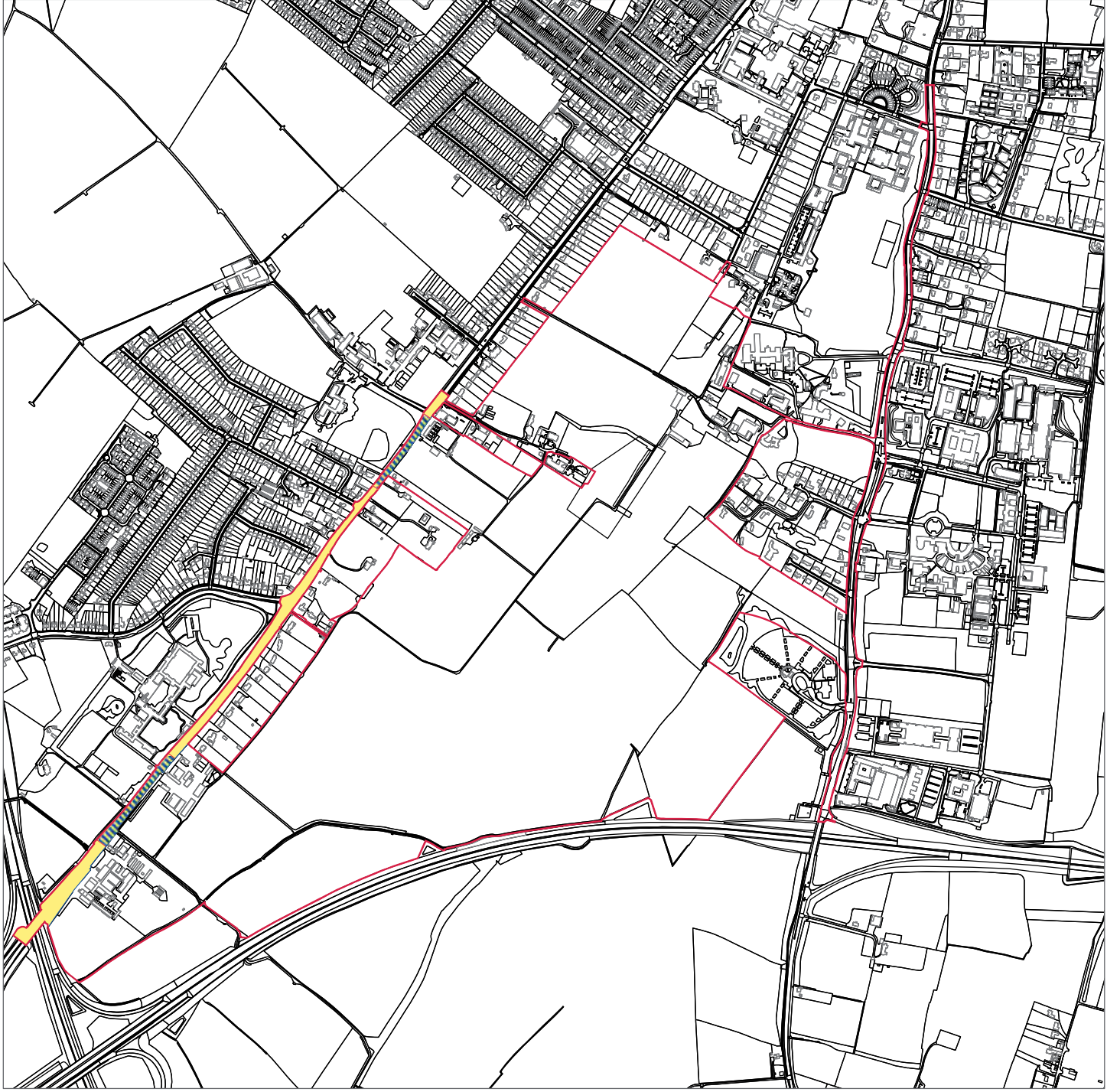
KEY

For Approval:

Application site boundary

Zone of highway works required to facilitate access to the Proposed Development and associated utility diversions

Zone for installation of utility apparatus to link existing apparatus and/or to supply telecommunication services to the Proposed Development; related landscaping, accommodation works, street furniture, drainage, telemetry and utilities



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

North West Cambridge NWC/OPA/PAR/08 - Parameter Plan: Huntingdon Road Highway & Utility Works

September 2011



0 10 50 100m
Scale 1:5000@A1

Parameter Plan 09: Madingley Road Highway & Utilities Works; Zone C

Madingley Road - High Cross/Madingley Road Junction

Junction improvement works at the High Cross/Madingley Road junction to alter it from a three arm priority junction to a four arm signal controlled at grade junction, including pedestrian and cycle crossings, to provide access to the Proposed Development with ancillary works as shown on Application Plan 05 to include:

- breaking out of existing carriageway, kerbs, street furniture and underground service media;
- tying into existing footways and carriageways, including; provision and installation of new carriageway and footway sub-base, base, binder course and surface course;
- provision and installation of new kerb foundation and backing, kerbing, and edging;
- provision of traffic islands;
- construction of controller, kiosks and vehicle hardstanding;
- the construction of a trench and the laying of vehicle detector loops and associated cables, ducts and access chambers within that trench on the approaches to the new junction to provide MOVA and SCOOT. This trench will be located within the highway boundary and it will have a maximum width of 1m and a minimum width of 0.45m; and a maximum depth of 1.5m and a minimum depth of 0.6m (save for connections to surface apparatus);
- Taking down and re-erecting of street furniture and traffic signs and provision and erection of new street furniture including traffic signal lights and associated poles and kiosks, traffic signs, pedestrian guardrailling and street lighting;
- Construction of retaining walls and associated parapets; and
- Removal of part of existing vegetation to enable visibility splays to be created and provision of new landscaping.

Madingley Road - Toucan Crossing

Installation of a toucan crossing across Madingley Road on the eastern side of the Madingley Road/JJ Thomson Avenue Junction as shown on Application Plan 06 to include:

- Erection of new street furniture including traffic signal lights and poles and associated equipment kiosks, pedestrian guardrails and traffic signs.

Madingley Road - Unsegregated footway/cycleway

Construction of a new 2.5m wide unsegregated footway/cycleway on the northern side of Madingley Road from the Madingley Road West Junction to the Madingley Road East Junction as shown on Application Plans 05 and 06 and associated works including:

- breaking out of existing footway, street furniture and underground service media;
- Construction of retaining walls and associated parapets;
- tying into existing footways and carriageways, including; provision and installation of new carriageway and footway sub-base, base, binder course and surface course; and
- taking down and re-erecting of street furniture and traffic signs, provision and erection of new street furniture, traffic signs and installation of utilities.

Madingley Road - New Pumped Foul Water Rising Main

Provision of a new pumped foul water rising main within a trench with a maximum width of 1.5m and a minimum width of 0.5m; and a maximum depth of 2m and a minimum depth of 0.9m to be situated within the zone for installation of new utility apparatus shown on Parameter Plan 09 and to extend in an easterly direction from the High Cross/Madingley Road junction to the existing trunk sewer which is situated near to the Madingley Road/Wilberforce Road junction.

Madingley Road - Utility diversion and protection works

Diversion and/or replacement and/or protection of existing utilities affected by the proposed highway works on Madingley Road, including drainage, electricity cables, low pressure gas mains, telecommunications apparatus, potable water mains and street lighting equipment within the zone of the highway works shown on Parameter Plan 09.

Madingley Road - Electric Supply

Installation of high voltage electrical connections to electricity substations within the Proposed Development comprising cables installed within trenches with a maximum width of 1.5m and a minimum width of 0.5m; and a maximum depth of 1.5m and a minimum depth of 0.75m (save for connections to surface apparatus). This electrical apparatus is to be situated within the zone for installation of new utility apparatus shown on Parameter Plan 09 from the existing Primary Substation also shown on Parameter Plan 09 to the High Cross/Madingley Road junction together with transformer upgrades to the Primary Substation.

Madingley Road - Gas Supply

Installation of a new gas supply for the Proposed Development in the form of a pressurised main to be laid within trenches a maximum width of 1m and a minimum width of 0.3m; and a maximum depth of 1.5m and a minimum depth of 0.75m (save for connections to surface apparatus). The main is to extend below the proposed roads, footpaths and cycleways within the Proposed Development shown on Parameter Plan 02 from a new Pressure Reducing Station to the existing medium pressure gas main situated beneath Madingley Road within the zone for new utility apparatus shown on Parameter Plan 09.

Madingley Road - Telecommunications Infrastructure

Installation of new telecommunication infrastructure in the form of ducts and fibre optic or copper cables to be laid within trenches a maximum width of 2m and a minimum width of 0.5m; and a maximum depth of 2m and a minimum depth of 0.5m (save for connections to surface apparatus). The new telecommunications infrastructure is to be situated below the proposed roads, footpaths and cycleways within the Proposed Development shown on Parameter Plan 02 and connected to the existing apparatus situated below Madingley Road within the zone for new utility apparatus shown on Parameter Plan 09 together with associated access chambers and above ground kiosks.

Madingley Road - District Heating Infrastructure

Installation of new district heating infrastructure in the form of flow and return pipes to be laid within trenches a maximum width of 2m and a minimum width of 0.5m; and a maximum depth of 2m and a minimum depth of 1m (save for connections to surface apparatus). The district heating pipework is to extend from the Energy Centre, below the proposed roads, footpaths and cycleways within the Proposed Development shown on Parameter Plan 02.

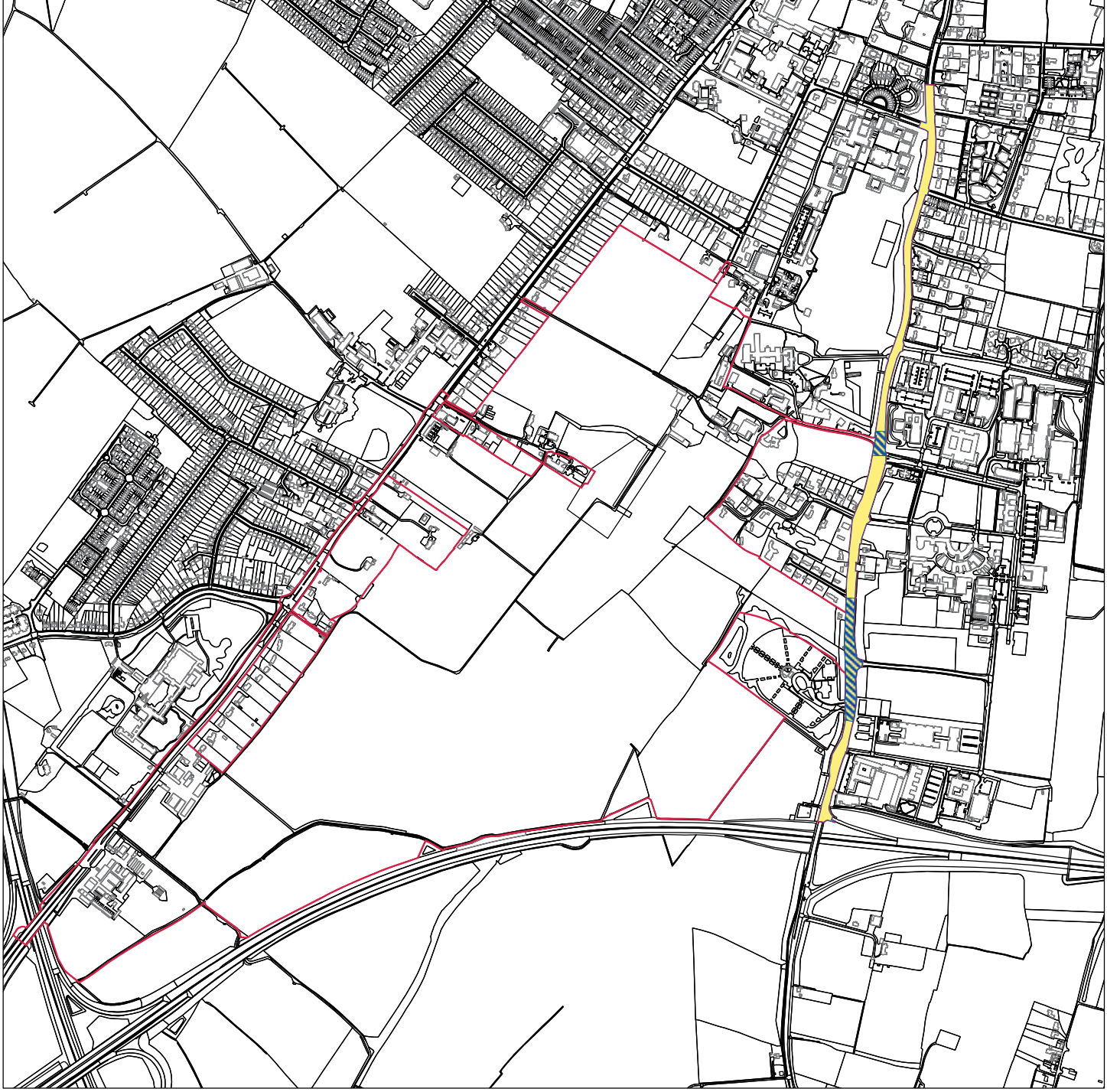
KEY

For Approval:

Application site boundary

Zone of highway works required to facilitate access to the Proposed Development and associated utility diversions

Zone for installation of utility apparatus to link to existing apparatus and/or to supply electricity, gas, potable water and telecommunications services to the Proposed Development, construction of pumped foul rising main and ancillary highway works; related landscaping, accommodation works, street furniture, drainage, telemetry and utilities



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North West Cambridge NWC/OPA/PAR/09 - Parameter Plan: Maddingley Road Highway & Utility Works

September 2011



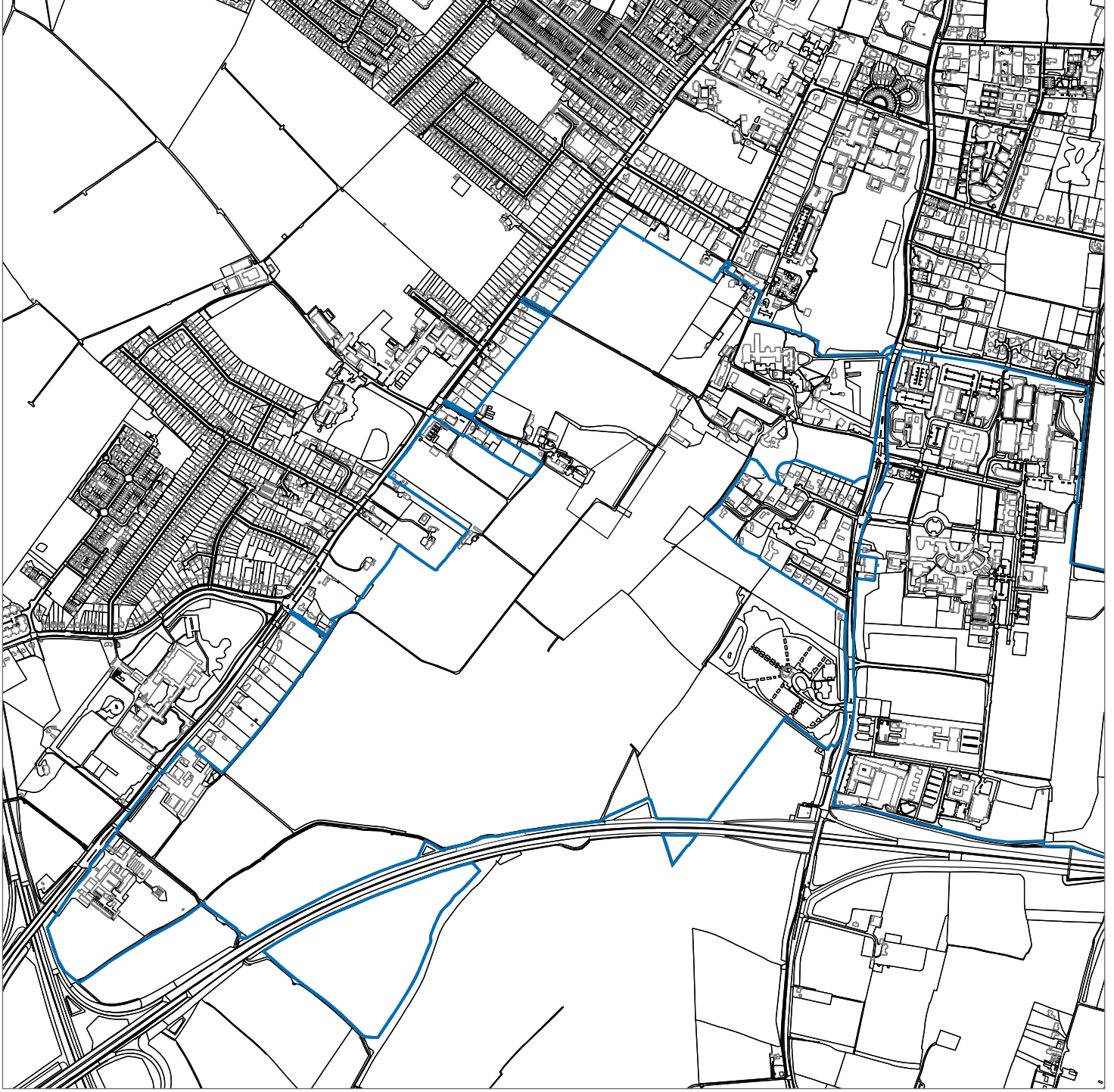
0 10 50 100m
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KEY

Contextual Information:

— University ownership boundary*

Note: *Boundaries drawn to back of footpath, this does not compromise the presumption of ownership to the midpoint of highways.

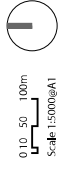


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North West Cambridge NWC/OPA/CON/01 - Contextual Plan:

University Ownership Plan

September 2011

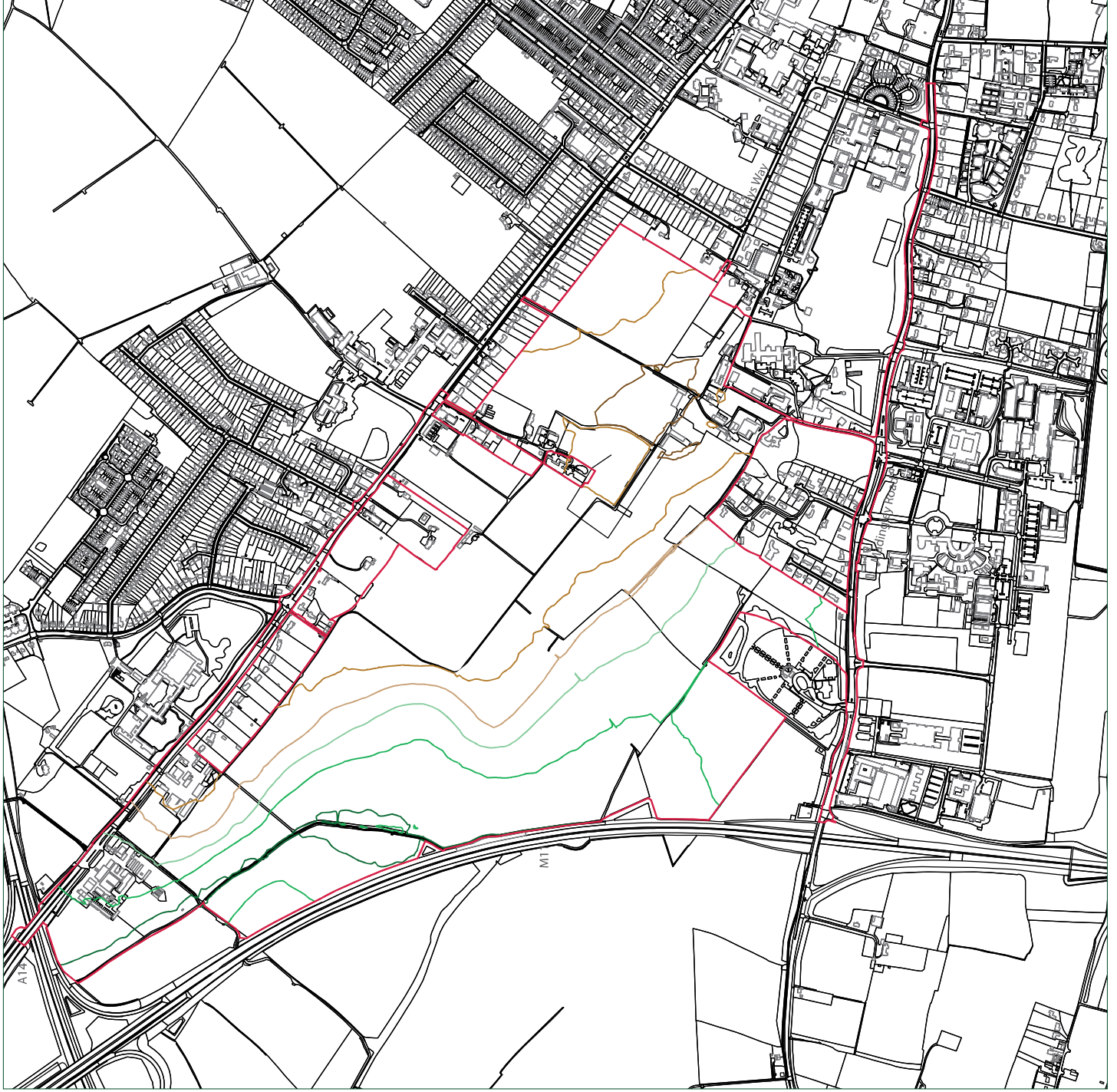


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KEY

Contextual Information:

- Application site boundary
- 12.5 metres AOD
- 15 metres AOD
- 17.5 metres AOD
- 20 metres AOD
- 22.5 metres AOD
- 25 metres AOD



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North West Cambridge

NWC/OPA/CON/02 - Contextual Drawing:

Existing Topography

September 2011



0, 10, 50, 100m
Scale 1:5000@A1



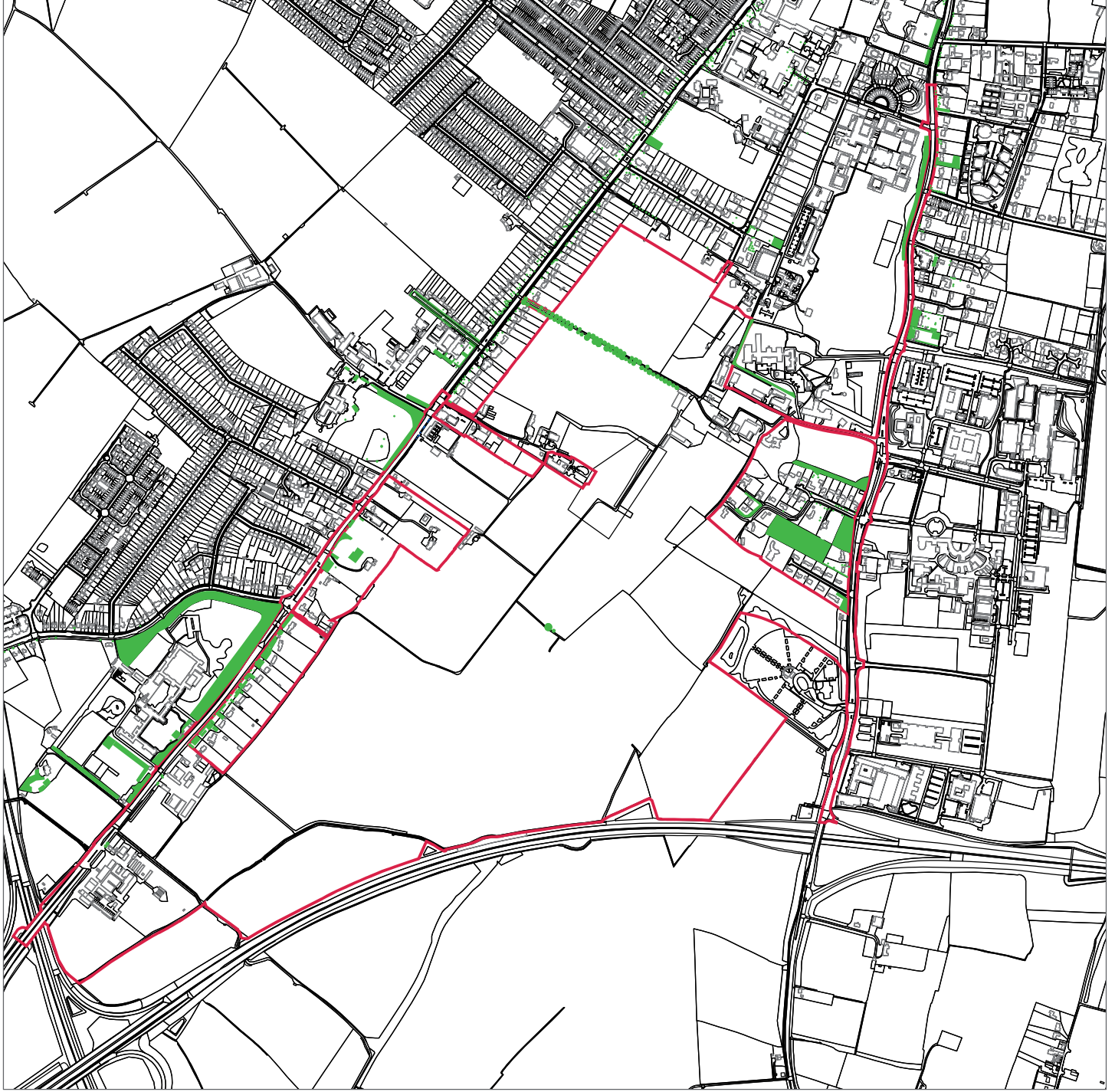
KEY

Contextual Information:

Application site boundary

Trees with Tree Preservation Order to be retained

Trees with Tree Preservation Order to be removed



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North West Cambridge

NWC/OPA/CON/03/A - Contextual Plan:

Tree Preservation Orders

February 2012

