



JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

Membership

Cambridge City Council: Cllrs Blencowe (Vice-Chair), Avery, Baigent, Dryden, Price and C. Smart, Alternates: Herbert, Gawthrope, Pippas and Tunnacliffe

Cambridgeshire County Council: Cllrs Ashwood, Hipkin, Kenney and Reynolds, Alternates: Dent, Nethsingha, Taylor and Orgee

South Cambridgeshire District Council: Cllrs Bard (Chair), Bygott, de Lacey, Nightingale, Shelton and Van de Weyer, Alternates: Corney, Davies, Lockwood, Stewart, Stonham and Wotherspoon

Date: Wednesday, 19 November 2014
Time: 10.30 am
Venue: Committee Room 1 & 2 - Guildhall
Contact: Toni Birkin **Direct Dial:** 01223 457013

AGENDA

Member Development Programme

9.30 to 10.30 AM - **Committee Room One**

Design coding –theory and practice –implementation review –successes and learning points from the Fringe sites. Glen Richardson and Jon Brookes.

1 Apologies

To receive any apologies for absence.

2 Declarations of Interest

Members are asked to declare at this stage any interests that they may have in an item shown on this agenda. If any member of the Committee is

unsure whether or not they should declare an interest on a particular matter, they should seek advice from the Head of Legal Services **before** the meeting.

3 Minutes (*Pages 7 - 10*)

To confirm the minutes of the meeting held on 17th September 2014 as a correct record. (*Pages 7 - 10*)

All Committee Members may vote on this item

4 14/0028/OUT Land at the Corner of Hatherdene Close and Coldham's Lane (*Pages 11 - 64*)

All Committee Members may vote on this item

5 S/1996/14/FL: Field Station, Huntingdon Road, Cambridge (*Pages 65 - 88*)

Only City and County Members have voting rights on Clay Farm applications

6 14/1201/REM: Land between Long Road and Shelford Road (Clay Farm/Showground Site), Cambridge (*Pages 89 - 162*)

Quorum for This Item/Application:

The quorum for the Committee comprises 3 members of Cambridge City Council, 3 members of South Cambridgeshire District Council and 2 members of Cambridgeshire County Council.

Speaking at the Committee by Other Members of the Councils

A member of any of the councils who is not a member of the committee or a member of a parish council (in respect of applications relating to sites in their own parish) may speak at a meeting of the committee at the request or with the permission of that committee or of its Chair made or obtained before the meeting. Such request or permission shall specify the matters in respect of which the member shall be permitted to speak.

Information for the Public

Location The meeting is in the Guildhall on the Market Square (CB2 3QJ).

Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

After 5 p.m. access is via the Peas Hill entrance.

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Public Participation Some meetings may have parts, which will be closed to the public, but the reasons for excluding the press and public will be given.

Members of the public who want to speak about an application on the agenda for this meeting may do so, if they have submitted a written representation within the consultation period relating to the application and notified the Committee Manager that they wish to speak by **12.00 noon on the day before the meeting.**

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The submission of late information after the officer's report has been published is to be avoided.

A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in time for inclusion within the officer's report. Any public representation received by the Department after 12 noon two business days before the relevant Committee meeting (e.g by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

The same deadline will also apply to the receipt by the Department of additional information submitted by an applicant or an agent in connection with the relevant item on the Committee agenda (including letters, e-mails, reports, drawings and all other visual material), unless specifically requested by planning officers to help decision-making.

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

17 September 2014
10.35 am - 12.01 pm

Present: Councillors Bard (Chair), Blencowe (Vice-Chair), Avery, Dryden, Price, C. Smart, Ashwood, Hipkin, Reynolds, de Lacey, Nightingale, Van de Weyer, Gawthrope and Orgee

FOR THE INFORMATION OF THE COUNCIL

14/56/JDCC Apologies

Apologies were received from Councillor KennEy, Robertson and Shelton.

Councillor Gawthrope and Orgee were present as alternates.

14/57/JDCC Declarations of Interest

No interests were declared.

14/58/JDCC Minutes

The minutes of the meeting of the 20th August 2014 were agreed as a correct record.

14/59/JDCC S/1447/14/RM Land between Huntingdon Road, Madingley Road, and the M11, North West Cambridge, Cambridge, Cambridgeshire

The Committee received a reserved matters application.

The Reserved Matters Application related to (access, appearance, landscaping, layout and scale) pursuant to S/2036/13/VC for 70 residential units, including 49 market units and 21 key worker units, access roads (including cycle and pedestrian routes), cycle parking, car parking, landscaping, utilities and associated ancillary structures

The Committee noted the amendments and amended /combined conditions as detailed in the amendment sheet. Members requested that future reports it

needs to be clearer in highlighting what is amended and which conditions are additions. In addition, affordable housing distribution plans should always be included within the agenda papers where relevant, as well as in officer presentations.

Roger Taylor addressed the Committee on behalf of Cambridge University in support of the application.

The Committee made the following comments in response to the report.

- i. Expressed concerns that the number of parking spaces provided in the application appeared inadequate for the number of units.
- ii. Expressed concerns that much of the parking provision was on street.
- iii. The Committee accepted that the parking provision met the required numbers, but some members suggested that less than one space per unit, and very limited visitor parking, would be problematic in the future.
- iv. The clustering of key worker homes was queried and some members felt that the units could have been better distributed across the site.
- v. Members considered the Car Club to be important for the development.

In response to Members' questions, officers confirmed the following:

- vi. The courtyard areas would be managed spaces with the hope that they would be adopted and cared for by residents over time.
- vii. The planters would be maintained by the University in shared areas but will belong to owners/occupiers in the individual courtyards.
- viii. The design was aspirational with the aim of encouraging non-car lifestyles.
- ix. The larger site would be broken down into individual areas with their own character.

The New Neighbourhoods Development Manager confirmed that market housing Lots would be coming forward in the near future and would shortly be subject to pre-application discussions with developers. Car parking provision would be raised with those developers.

Resolved (unanimously) to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

14/60/JDCC Pre Application Briefing: Parcels 6 & 7 Clay Farm

The Committee received a presentation from Countryside Properties, Tate Hindle Architects and Townsend Landscape Architects regarding Parcels 6 and 7 of Clay Farm.

The presentation covered the following:

- i. The quality of the design.
- ii. Linkages to other parcels on the site (2 and 5) and existing communities.
- iii. Green links and the protection of mature planting.
- iv. Density (45 to 65 per hectare).
- v. Traffic calming measures.
- vi. Sustainable drainage solutions.
- vii. Building to Code level 4.
- viii. Orientating properties to make the best use of sunlight.
- ix. Affordable housing distribution

Members raised comments/questions as listed below. Answers were supplied, but as this was a pre-application presentation, none of the answers were to be regarded as binding and so are not included in the minutes.

- 1. Traffic calming is not always pedestrian friendly.**
- 2. Queried why a shared cycle and pedestrian path was proposed.**
- 3. Queried why grey water harvesting solutions were not included.**
- 4. Requested more details on the number of lifetime homes.**
Queried access routes and linkages to Fawcett School.

The meeting ended at 12.01 pm

CHAIR

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Agenda Item 4

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 19th November 2014

Application Number	14/0028/OUT	Agenda Item	
Date Received	22 nd January 2014	Officer	Sophie Pain
Target Date	23 rd April 2014		
Parishes/Wards	Cherry Hinton		
Site	Field at the corner of Coldhams Lane and Hatherdene Close, Cambridge.		
Proposal	Outline application for up to 57 residential dwellings including houses and apartments, open space, landscaping and new access		
Applicant	Phase 2 Planning & Development Ltd		
Recommendation	Approval		
Application Type	Major	Departure:	No

The above application(s) have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site (1.26 ha) is a rectangular site to the north east of Coldhams Lane and to the north west of Hatherdene Close. At present the site is an arable field which is bounded on three sides by mature hedgerows and has a level change which runs from the highest point in the north west corner to the lowest point in the south east corner. Across this distance the level change is approximately 4 m.
- 1.2 To the north east and north west of the site is Cambridge Airport and the associated runways and equipment required for the operation of the airport. Hatherdene Close, to the south east is a cul-de-sac, which contains a mixture of terraced houses and flats built during the 1970's. These properties line the northern and eastern sides of the close and are no more than 2 storeys in height.
- 1.3 Further to the south east of the application site are residential properties on Rosemary Lane including a site on the corner with Coldhams Lane which was the site of a former public house. The building has been demolished and permission is sought to redevelop the land with a residential scheme including flats and houses. To the other side of Rosemary Lane are a number of single storey industrial properties which are in a variety of B1(c), B2 and B8 uses.
- 1.4 To the south of Coldhams Lane are a number of car dealerships with Coldhams Business Park located behind.
- 1.5 The site falls within allocated Site 9.01 of the Cambridge Local Plan (2006) for Cambridge East. This allocation is now covered by the Cambridge East Area Action Plan (CEAAP) 2008, a joint document adopted by both Cambridge City Council and South Cambridgeshire District Council reflecting the fact that the overall allocation sits within both administrative boundaries. The CEAAP is therefore the policy basis for the assessment of this application. However, the application site lies wholly within the City Council boundary and is in separate ownership to the wider Cambridge East land holdings. There is currently no development partner/housebuilder involved in this scheme and we cannot require that there is.

2.0 THE PROPOSAL

- 2.1 The application seeks outline planning permission for residential development not exceeding 57 dwellings (comprising houses and apartments, including affordable and key worker housing), public open space and with vehicular access from Coldhams Lane.
- 2.2 All detailed matters are reserved for later approval, although a detailed layout of the junction of the proposed access from Coldham's Lane has been submitted. In accordance with amendments made in 2013 to Article 4 of the Town and Country Planning (Development Management Procedure) Order (2010), the application does not need to contain

parameter plans indicating layout and scale where these matters have been reserved. However, two indicative plans have been submitted, which carry limited weight but show an option of how the site could be developed

- 2.3 The indicative layout plan specifies that an area of open space would be located along the north western edge of the site. The developable area would be located towards the centre of the site and south east side nearest Hatherdene Close. The indicative layout plan suggests a mixture of two and three storey buildings, with the three storey buildings on prominent corners such as the corner of the new vehicle access into the site from Coldhams Land and on the corner with Hatherdene Close.
- 2.4 The proposals are generally for the dwellings to form a built frontage along the south west, south east and north east boundaries with their associated gardens facing into the site and car parking accessed from internal parking courtyards.
- 2.5 The application is accompanied by the following documents:
1. Planning and Design and Access Statement
 2. Transport Assessment
 3. Traffic Survey
 4. Archaeology Report
 5. Access Appraisal
 6. Contamination Report
 7. Drainage and Flood Risk Assessment
 8. Ecology Assessment
 9. Tree and Hedge Survey
 - 10.Noise Survey
- 2.6 Since the original application was registered amended drawings have been received relating to the layout of the proposed access from Coldhams Lane along with a reduced site density, an amended flood risk assessment and archaeological scheme. Further consultation with relevant consultees and residents in Hatherdene Close has been undertaken and their comments are provided within appendices A & B and at section 7 of the report.

3.0 **RELEVANT SITE HISTORY**

Reference	Description	Decision
C/84/1067	Outline application for the erection of high density residential units and associated roadworks	Refused & Appeal Dismissed
C/72/0433	Residential Development	Refused
C/72/0958	Residential Development	Refused & Appeal Dismissed
C/78/0319	Residential Development	Refused
C/63/0105	Residential Development	Refused
C/68/0457	Residential Development	Refused

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notices Displayed:	Yes

5.0 POLICY

Government and Regional Guidance and Advice

National Planning Policy Framework (NPPF) March 2012

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making

Cambridge East Area Action Plan (2008) Policies

- CE/1 The vision for Cambridge East
- CE/2 Development Principles
- CE/3 The site for Cambridge East
- CE/4 The setting of Cambridge East
- CE/7 Cambridge East housing
- CE/9 Community services, facilities, leisure, arts and culture
- CE/10 Road Infrastructure
- CE/11 Alternative Modes and Parking
- CE/13 Landscape principles
- CE/14 Landscaping within Cambridge East
- CE/16 Biodiversity
- CE/17 Existing Biodiversity features
- CE/18 Archaeology
- CE/20 Public open Space and Sports Provision
- CE/22 Land drainage, water conservation, foul drainage and sewage disposal.
- CE/24 Energy
- CE/26 Noise
- CE/27 Air Quality
- CE/28 An exemplar in sustainability
- CE/32 Cambridge Airport safety zones
- CE/33 Infrastructure provision
- CE/35 Phasing north of Cherry Hinton

Supplementary Planning Documents and Material Considerations

Cambridge City Council – Open Space and Recreation Standards (2011)

Cambridge City Council – Planning Obligations Strategy (2010)
Cambridge City Council - Affordable Housing SPD (2008)
Cambridgeshire County Council – Eastern Corridor Area Transport Plan (2002)
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)

Status of Proposed Submission - Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However, it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

Within the Draft Local Plan 2014, policy 12 acknowledges that development on the safeguarded land will only occur once the site becomes available. With the Marshall Group announcing in 2010 that they do not have a deliverable airport relocation option, they propose to remain at Cambridge Airport for the foreseeable future. As such, the draft local plan proposes to replace policies CE/3 and CE/35 of the CEAAP with this policy. With this in mind, policy 12 acknowledges that there are three areas that can come forward ahead of the relocation, this site being one. As part of policy 26 of the draft local plan, it allocates sites for various uses throughout the city. This site is allocated for residential development with a capacity for 57 dwellings or the equivalent of 45 dwellings per hectare (dph).

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

6.1 See Appendices A and B for further detail.

7.0 NEIGHBOUR REPRESENTATIONS

7.1 The following neighbours have made representations:

- 3, 6, 7, 11, 16 & 17 Hatherdene Close
- Whitlocks, High Street, Trumpington
- 31 Hinton Road, Fulbourn
- 1 address not provided

7.2 The representations can be summarised as follows:

Traffic and Highway Safety

- Traffic on Coldhams Lane would be considerable worse
- Coldhams Lane has a high level of congestion and the proposed development would affect highway safety
- Cycling facilities are poor and the provision of public transport is inadequate
- The traffic survey has not analysed the potential impact of the new development on the existing congestion at Sainsburys roundabout.
- The impact of these plans should be considered in conjunction with wider proposals for the former Rosemary Branch and larger development north of Cherry Hinton.
- There are poor cycle links with Cambridge with no on-road cycle lane and the pavement narrow and only on one side.
- Where will the overspill of car parking go to? There are existing problems in Hatherdene Close, where residents park on the side of the field.
- Insufficient frequency of public transport within the vicinity.

Residential Amenity

- Hatherdene Close is narrow and the proposed three storey structures will overshadow front gardens and remove privacy from front bedrooms
- Plans appear to provide a wall along the eastern edge of the development which would block in existing residents and add unnecessary segregation between the two communities
- Over development with 3 storey properties out of context with the established 2 storey properties on Hatherdene Close.
- The proposed development is close to the airport and the development may affect air traffic safety and it would be noisy for the future residents

Other matters

- Loss of wildlife including birds of prey
- This land has not been developed and provides a buffer between Cherry Hinton and Cambridge both for people and wildlife.

7.3 Following the submission of amendments to the application, a further period of consultation was undertaken with residents. The following comments were received from neighbours:

- 3 & 11 Hatherdene Close

7.4 The representations can be summarised as follows:

- Concerns that the proposed development will disturb and possibly destroy the habitat of bats in the local area.
- The transport assessment should have included the impact of parked cars along Hatherdene Close in the evening, particularly on the western side of the street it would demonstrate the problems with car parking in the area that will be exacerbated if further houses are built.
- Concern of the number of vehicles this development will generate and the impact on Coldhams Lane, particularly for cyclists. There are no safe cycle lanes within easy reach and the public transport is poor.
- The construction of properties on this site will lead to a loss of visual amenity for residents of Hatherdene Close, which is important to them.

7.5 Representations from two ward Councillors for Cherry Hinton have also been received. The representations can be summarised as follows:

- Overdevelopment of a small site with tall buildings of 3 storeys facing Hatherdene Close. Consideration needs to be given to the properties in Hatherdene Close and the size of their properties.
- Concerns regarding the increase of vehicles from the proposed development and the pressure that would be put on the infrastructure with the likely increase of rat running through Rosemary Lane and Church End to avoid the traffic lights. Consideration needs to be given to other developments that have been approved in the area and the industrial allocations within the proposed local plan which will all increase traffic.

8.0 **ASSESSMENT**

8.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

1. Principle of Development
2. Context of Site and Density
3. Transport Impact
4. Air safeguarding for Cambridge Airport
5. Noise and air quality
6. Archaeology
7. Impact on adjacent residential properties
8. Affordable Housing
9. Renewable energy and Sustainable Construction
10. Drainage and Flood Risk
11. Third Party Representations
12. Planning Obligation Strategy
13. Conclusion
14. Recommendation

Principle of Development

- 8.2 The site is located on land which is incorporated within the Cambridge East Area Action Plan (2008) CEAAP, which establishes an overall vision and development principles for the wider Cambridge East major development site.
- 8.3 Policy CE/2 specifically seeks to establish the development principles for the wider Cambridge East site which requires each outline application for each major phase to demonstrate how it will integrate into the development as a whole. This policy goes on to outline the objectives of this new urban quarter, which will bring forward between 10,000 and 12,000 dwellings.
- 8.4 Although this site is at present some distance from other parcels of land that are being developed as part of Cambridge East, this will not necessarily be the case in the long term and this site will be an important part of the wider development. The Design and Access Statement includes a diagram that acknowledges that this site will form part of a wider allocation and it demonstrates that the scheme is capable of integrating into the wider master plan and will not prejudice the development of the adjoining land. Officers consider that this diagram goes as far as it can to demonstrate compliance with the wider masterplan that forms part of policy CE/2.
- 8.5 Within the CEAAP it is recognised that land to the north of Cherry Hinton, which this application site is part of, could bring forward some limited development adjacent to the operating airport, subject to the appropriate assessments relating to environment and health impacts demonstrating that a satisfactory environment could be created.
- 8.6 Within the Draft Local Plan 2014, policy 12 acknowledges that development on the safeguarded land will only occur once the site becomes available. With the Marshall Group announcing in 2010 that they do not have a deliverable airport relocation option, they propose to remain at Cambridge Airport for the foreseeable future. As such, the draft local plan proposes to replace policies CE/3 and CE/35 of the CEAAP with this policy. With this in mind, policy 12 acknowledges that there are three areas that can come forward ahead of the relocation, this site being one. As part of policy 26 of the draft local plan, it allocates sites for various uses throughout the city. This site is allocated for residential development with a capacity for 57 dwellings or the equivalent of 45 dwellings per hectare (dph).
- 8.7 The draft local plan has limited weight at present, particularly as there are objections to policy 12 and for that reason, the CEAAP is the present development plan for this application site and that policies CE/3 and CE/35 remain extant.

- 8.8 For this reason, the principle of development complies with development plan policies CE/3 and CE/35 in that it is bringing forward residential development in an acceptable location while the airport remains operational. This is subject to the application demonstrating that the proposed density of the site is acceptable and that the environment for the future residents will be acceptable, which are discussed in the relevant technical sections of this report.
- 8.9 For this reason, the principle of the proposed land use is in accordance with the principles set out in policies CE/2, CE/3 and CE/35 of the Cambridge East Area Action Plan (2008).

Context of site and density

- 8.10 The application has sought permission for matters relating to layout, scale and design to be reserved and the subject of future reserved matters applications. However, in order to assess and determine if the proposed overall density of development is appropriate to this site, an indicative layout plan has been submitted as part of this application in terms of the maximum amount of development that would be appropriate under an outline application. The application as originally submitted was for up to 69 dwellings and a layout plan was submitted to indicate one way of achieving this density, although the plan did carry relatively limited weight in the determination of the application.
- 8.11 Broadly, the proposed layout of the site sought to locate the developable area to the south east of the site for the depth of it, with a mix of two and three storey buildings that provide both houses and flats. An area of open space was to be provided to the north west side of the site, adjacent to the internal road. There are then a number of parking courtyards within the centre of the site and associated sheds/garages.
- 8.12 While officers acknowledged that the layout plan had limited weight, concerns were expressed regarding the quantum of open space provided, the proposed massing of development and the absence of evidence to demonstrate its relationship to the surrounding residential properties of Hatherdene Close, particularly taking into consideration the 4 m level difference that falls from Coldhams Lane towards the northern point of the site. In streetscape terms, this gives the impression of the proposed buildings along the higher ridge being an additional storey in height. Concerns were also expressed relating to the inclusion of 93 car parking spaces, which lead to a dominance of car parking courts and in turn raised concerns about safety and security, particularly if the spaces are poorly related to the intended dwellings as proposed.
- 8.13 Following these comments, the approach to the proposed development was reconsidered and an amended indicative layout plan and accompanying heights plan have been submitted, along with a reduction in the numbers of units on site to no more than 57 dwellings or 45 dph, which reflects the quantum indicated within policy 26 of the emerging local plan.

- 8.14 Policy CE/7 of the CEAAP refers to proposed density of development across Cambridge East. It acknowledges that the higher densities should be around the district centre, with the lower densities on sensitive outer edges, close to villages where building heights will need to be restricted. It goes on to say that the average net site density across the urban quarter should be at least 50 dph, but that the average net housing density should be in the region of 75 dph.
- 8.15 It is recognized that this site sits to the north of Cherry Hinton and although not a village, the massing and density of existing development is lower and characteristic of its suburban location on the edge of Cambridge. For this reason, the density of the future development of this site should be mindful of this.
- 8.16 This amended indicative layout, broadly follows the same layout as before, in terms of the developable area and positioning of open space and road location, but due to the reduction of units on site, parking courts have been broken up and a larger proportion of houses have been included with their associated private gardens. Due to constraints of the airport equipment, the height of buildings on the site remain as predominantly 2 storey with some 3 storey elements. The accompanying illustrative heights plan identifies that those elements that seek three storeys will have a maximum ridge height of 10 m. However, this height is not considered in the context of the existing land levels and the overall height of the buildings will be taller than 10 m due to the land level upon which they will be built. As part of any forthcoming reserved matters application, plans will need to take into consideration an overall height of development that incorporates the existing land levels.
- 8.17 A material consideration to this application is an appeal decision relating to The Former Rosemary Branch, 503 Coldhams Lane, which is to the south west of the application site. As part of the proposals for the re-development of that site, the built form comprised of two and three storey properties, the tallest of which were on the highest part of the site, the corner of Coldhams Lane and Rosemary Lane.
- 8.18 The Inspector acknowledged that the overriding character of the area was one of modest residential scale with relatively simple form, particularly properties on Hatherdene Close. The Inspector came to the view that the stepped height of the proposed development would result in a jarred building form compared to the modest simple massing of nearby housing.
- 8.19 There are some similarities that can be drawn from the appeal site and the proposed development, particularly the proposal for some 3 storey forms on the Coldhams Lane frontage. Given the appeal decision, some caution should be exercised in the assumption that 3 storey development on this site is achievable, particularly on areas of existing land that are built up. However, given that scale and massing are a reserved matter, this would have to be assessed against the relevant planning policy and material considerations at the time of determination.

- 8.20 The layout and design of the proposed development will be determined through a subsequent reserved matters application. As part of this outline application, officers have seen sufficient information to demonstrate that the density of development proposed can be accommodated on this site within the constraints of the outline application regulations. In order to ensure that the character and context of the site is respected a condition (33) has been imposed that clarification of proposed building heights as this is also a constraint on the site due to its proximity to the airport and its operational equipment. For these reasons it is considered that the proposed development does comply with policies CE/2, CE/3, CE/32 and CE/35 of the CEAAP 2008.

Transport Impact

Introduction

- 8.21 The CEAAP 2008 emphasises the importance of sustainable travel in relation to the proposed development. Policy CE/11 states that development will be planned in order to reduce the need to travel, and maximise the use of sustainable transport modes encouraging people to use non-car modes of travel.
- 8.22 The CEAAP also identifies policies in relation to road infrastructure and relationship of the development to public transport, cycling and walking routes. Throughout the public consultation transport issues have accounted for a significant proportion of comments and concerns.
- 8.23 The site is considered to be well located with respect to existing pedestrian and cycle infrastructure. There are continuous footways present on Coldhams Lane, Norman Way and Rosemary Lane. These footways are linked by a pelican crossing at the junction of Norman Way and Rosemary Lane. The cycling network is fair with cycle lanes on Norman Way and east bound on Coldhams Lane. To the south of the site at the southern extent of Norman Way is The Tins Cycle Route that provides off-road access to the west leading to Brookfields, which provides access into the City Centre via various options. Two bus stops are adjacent to the site, one in each direction along Coldhams Lane. These are served by number 17 bus, which stops 5 times a day and does not provide a Sunday service.

Transport Assessment

- 8.24 The proposed trip generation of the development has been calculated using TRICS, a recognised transport planning database and in order to provide locational information, data from the 2011 Census, Cherry Hinton Ward has also been used. The methodology for calculating trip generation has been amended to align with the County Council methodology. Officers have accepted that the amended Transport Assessment has demonstrated that the predicted level of trips generated is accurate.
- 8.25 Local residents have raised concerns that the proposed development will exacerbate existing traffic congestion on Coldhams Lane and that this

could also be made worse to the west of the site at the Sainsburys roundabout.

- 8.26 With any residential development, it is inevitable that there will be some traffic impact, which is why Transport Assessments are required. Officers at the County Council have reviewed the Transport Assessment and consider that it demonstrates that there is no significant impact on the highway network resulting from the development.
- 8.27 Using data within the transport assessment the development will provide 485 all mode daily trips into and out of the development site. This figure incorporates vehicle, pedestrian and cyclist movements. Using the 2011 Census data for Cherry Hinton ward, it demonstrates that approximately 47% of these all mode trips will be vehicular, which equates to 229. As part of a transport assessment, particular attention is paid to the AM and PM peaks, which is when the volume of traffic on the highway network is at its highest.
- 8.28 The flow of traffic into and out of a development is typically split 80:20 directionally. This is not quite true of this development, but the figures are considered to be relatively low and as the traffic flows on Coldhams Lane vary by more than 25 vehicles from day to day, the proposed traffic from this proposed development will be absorbed into the background flow. To demonstrate using the data from the Transport Assessment, in the morning peak, 31 vehicles will be coming out and 15 will be coming in and the reverse would be true in the evening peak. Of these movements, it would be very unlikely that all the vehicles would be heading in the same direction. Given the existing flows on Coldhams Lane, this figure will not produce a significant increase on any specific traffic stream and so an assessment of the Sainsbury's roundabout under the Department for Transport guidance is considered to be unjustified.
- 8.29 Taking into consideration development within the wider area, so the recent development at Neath Farm, Rosemary Lane, officers acknowledge that each of these developments will incrementally increase average traffic flows on the network, but not to such a level that a detrimental impact could be demonstrated. The County Council have specific corridor plans whose role it is to pick up on incremental growth and provide the means for making transport improvements within certain areas by pooling financial contributions. This approach applies to this development.
- 8.30 While officers understand that residents are concerned about the existing traffic situation on Coldhams Lane, both the data provided within this application and the proposed number of units on this site conclude that the proposed trip generation created by this application site will not be significant enough to detrimentally impact the traffic flows on Coldhams Lane. It is considered that the application adequately demonstrates that its proposed impact on the local road network is acceptable and for that reason, the proposed development does comply with policy CE/10 of the CEAAP (2008).

Framework Travel Plan

- 8.31 The application does not provide a travel plan, to identify measures that would encourage future residents to reduce trips by the private car and encourage the use of more sustainable transport modes. While it would be preferential for this strategy to come forward at the outline stage, it can be developed in parallel to a reserved matters application and the requirement for this has been conditioned (37).

Car and Cycling Provision

- 8.32 The CEAAP identifies the car and cycle parking standards for the development. These are expressed as a maximum for car parking and a minimum for cycle parking.

Car Parking

- 8.33 Given that this application is for outline permission, the unit sizes have not been provided as part of this application, because the layout is to be considered under a future reserved matters application. However as part of the indicative layout plan, there is provision for 67 car parking spaces. This demonstrates that the integration of car parking has been considered, and although there are concerns about how these spaces are laid out, this concern will be addressed through a reserved matters application.
- 8.34 Comments by local residents suggested that the Transport Assessment should have included the impact of parked cars along Hatherdene Close, particularly in the evenings as this demonstrates the problems with car parking in the area, which will only be exacerbated by the proposed development. Although the vehicular access to the new development is not from Hatherdene Close, it is likely that a future layout plan will allow pedestrian and cyclists permeability between the existing and proposed developments. Indicative plans demonstrate that the site can accommodate one car parking space per unit and a level of visitor parking too. The car parking standards within the Cambridge East Area Action Plan (2008) are maximum standards and do stipulate that including visitor spaces, development should not provide more than 1.5 car parking spaces per dwelling. The detail of this issue will be considered as part of a reserved matters application, but the indicative proposals do appear to provide car parking provision that will diminish the need for Hatherdene Close to be used by future residents for car parking.
- 8.35 The proposal will be subject to the appropriate standards at the time of submission of the reserved matters application. For this reason, officers consider that the outline permission provides acceptable evidence that an acceptable level of car parking can be accommodated on this site.

Cycle Parking

- 8.36 As above, details relating to cycle parking have not been provided at this stage. Officers are aware that in order to establish a cycle culture, it is

crucial to provide adequate, convenient, secure and covered cycle parking on residential developments. This cycle parking will also need to comply with the relevant planning policy at the time the reserved matters application is submitted. Given that there are a greater number of houses in this revised scheme, there will be the opportunity to provide covered and secure cycle parking and that where there are proposals for flats, officers will ensure that cycle stores are included in the footprint of the building and provide for a range of cycles.

Junction Analysis

- 8.37 The outline application seeks approval for the formation of an access into the proposed site from Coldham's Lane. Policy CE/10 of the CEAAP identifies that Cambridge East will be accessed by all-purpose junctions from a number of existing roads, Coldhams Lane being one.
- 8.38 As submitted, the proposals sought a layout that was constrained by the introduction of a right turn lane into the site and a ghost island to the west of the proposed junction. This meant that the cycle lane, specifically the one on the northern side had a width that varied and narrowed in such a way, that there could have been a danger to cyclists. For this reason, a revised layout was submitted and has been subjected to the Safety Audit process at the County Council.
- 8.39 The revised layout eliminates the need to adjust the northern kerb-line on Coldhams Lane, removes the ghost island layout and associated pedestrian refuge, which thereby removes the curved alignment of the road on the approach to the signalised junction with Norman Way, which was of concern from a cyclist safety point of view.
- 8.40 The removal of the right turn lane means that the proposed layout has reduced the junction to a T-junction, with those turning right into the development crossing the diverging lanes of traffic that are travelling east towards the signal controlled junction with Norman Way.
- 8.41 The amended junction layout has been subject to a stage 1 safety audit and no significant issues have arisen. With the amended layout, the output of the PICADY modelling was included, which considers the capacity of the proposed junction. The auditors have reviewed this and considered that if a queue of traffic is generated by a car travelling westbound and turning right into the proposed development, then there will not be any safety implications for those using the junction of Hatherdene Close and Coldhams Lane or the signalised junction at Norman Way.
- 8.42 For this reason, it is considered that the proposed development does comply with policy CE/10 of the CEAAP (2008).

Air Safeguarding for Cambridge Airport

- 8.43 The site falls within an area referred to as an Air Safeguarding Zone and given the proximity of the application site to Cambridge Airport,

development which includes buildings of any height needs to be referred to and reviewed by the operators of the airport in conjunction with the Ministry of Defence.

8.44 The Central Aviation Authority have an agreement with Cambridge Airport that they will assess any planning application on the basis of safeguarding the safe operation of airport. Within the emerging local plan, policy 37 provides additional clarity on the purpose of the airport safeguarding. These are to take the measures necessary to ensure the safety of aircraft, their passengers and crew while taking off or landing or while flying in the vicinity of Cambridge Airport. This is achieved by assessing proposed development so as to;

- Protect the air through which aircraft fly;
- Protect the integrity of radar and other electronic aids to air navigation;
- Protect visual aids, such as approach and runway lighting, by preventing them from being obscured, or preventing the installation of other lights; and
- Avoid any increase in the risk to aircraft of a birdstrike.

8.45 Marshalls, the operator of Cambridge Airport, has objected to this application. Originally, their objection was on the basis that the northern end of the site should not be developed. This was because development within this end of the site would significantly compromise the efficiency of the Instrument Landing System (ILS) to the detriment of the safe operation of the runway. This system includes a piece of equipment called a localiser 23 which is at the south west end of the main runway, to the south west of the application site. This is an important piece of equipment for arriving aircraft and assists Air Traffic Control and pilots.

8.46 There is also a Primary Surveillance Radar (PRS), whose radar head is located about 600 m to the north east of the application site. The operation of this radar can be prejudiced by the height of built structures. Across the application site built structures in excess of 10 m near its northern end and 12 m near its southern boundary may interfere with the operation of the PSR.

8.47 Following the submission of the revised information, which included on the site plan the area of land which should remain free of development, Marshall's have acknowledged that this indicative layout has responded to their earlier objections and that the maximum heights protect the operation of the PRS. Furthermore, the layout and positioning of buildings also respects the safeguarding needs of the ILS, albeit that through the future reserved matters application the height and position of buildings will need to be carefully scrutinised to ensure that they continue to respect the constraints of these pieces of equipment.

8.48 With regards to this application for outline permission, there is no reason on the basis of air safeguarding that the application should be refused. However, the details explained above do present considerable constraints

on the developable area of land as well as an upper limit upon the building heights too. For this reason, these constraints will need to be taken into consideration at a reserved matters stage where scale and layout are to be determined.

Noise and Air Quality

- 8.49 Policy CE/35 of the CEAAP allows limited residential development adjacent to the operating airport providing that matters relating to noise and air quality are assessed and conclude that the proposed development could achieve a satisfactory residential environment.
- 8.50 As part of the planning application to the north of Newmarket Road (WING) a noise assessment was submitted, identifying that Runway 23, which accommodates 90% of the air traffic into the airport and is approximately 350 m from the application site. This runway is on a southwest-northeast orientation with all terminal and cargo buildings along with airside facilities located to the northwest of this runway, fronting or close to Newmarket Road. There are also two grass runways which are seldom used, one to the south east of the main runway, closer to the application site, while the second crosses the main runway.
- 8.51 Cambridge Airport is not limited in terms of hours of use because of its historic long-established nature. Whilst the present operating hours are 0645 – 2145 Mon – Fri and 0800 – 1900 hrs Sat and 0800-2100 hrs Sun, these times can change and be extended without prior agreement by the local planning authority. The World Health Organisation guidelines establish that 2300 – 0700 hrs are night time hours and officers need to be conscious of the impacts of locating residential development adjacent to an operational airport where sleep disturbance during these hours is likely to give rise to noise complaints.
- 8.52 Cambridge Airport have produced a Noise Action Plan (NAP) covering a five year period from 2013 – 2018 which provides information on the operation of the airport and how the airport manage noise issues to control and minimise the adverse effects their operations may have on the local community. Within this NAP are the number of aircraft movements (this is a landing or departure) from 2003 to 2013, which can be seen in the table below. There is a sharp decline between 2009 and 2010 and a further reduction to 2013, bringing the number of aircraft movements to their lowest over a 10 year period.

Year	No. Aircraft Movements	Year	No. Aircraft Movements
2003	51263	2009	40956
2004	49490	2010	24750
2005	45004	2011	51768
2006	26150	2012	18663
2007	45491	2013	15356
2008	42520		

- 8.53 A simple noise assessment was submitted with the planning application that undertook a 24 hour noise monitoring survey which identified that as a combination of traffic noise from Coldhams Lane and occasional aircraft noise, some noise mitigation would be required. The noise assessment did not record a full week of aircraft movements and did not provide orientation of landing or takeoff, runway orientation and type of plane. However, although this information was not included, given that the number of aircraft movements are low at present and that it is the airport owners intention to increase these movements in the foreseeable future, officers consider that it is appropriate to require a full noise assessment to be carried out closer to the time when a reserved matters application will be submitted. Officers have recommended that a condition is imposed that requires the noise assessment to be carried out prior to the submission of a reserved matters application, so that the outcome of this assessment can inform the design and layout of the site in order to minimise the need to use features such as mechanical ventilation.
- 8.54 Within the NAP are noise contour maps that indicate approximate noise levels associated with the use of the main runway. These indicate that during the day (0700:23:00 hrs) the level of decibels (dB) would be approximately 54 dB LAeq on the north west boundary of the application site, where open space is proposed. During the evening (23:00 – 07:00 hrs) the level of noise would be approximately 39 dB LAeq.
- 8.55 The relevant noise guidance (BS 8233:2014) recommends that noise levels of 30 dB LAeq should be achieved in habitable rooms (ie. bedrooms and living rooms) at night with the windows closed and that levels of 35 dB LAeq would be acceptable when the windows are open. The reported noise levels indicate that recommended internal noise levels within future residential properties on the site could be achieved with careful design and expected acoustic mitigation. Further noise monitoring is likely to indicate that alternative ventilation will be required to achieve recommended internal noise levels for properties located on the airport boundary and Coldhams lane façade.
- 8.56 Given this information, officers consider that providing a full noise assessment is undertaken prior to the submission of a reserved matters application, the conclusions of this report including the proposed mitigation can then be taken into consideration when laying out not only the site, but rooms within dwellings as well as comprehensively considering the design of the properties if mechanical ventilation is required on some facades. This may be because of either aircraft noise or traffic noise from Coldhams Lane.
- 8.57 A material consideration to this application is an appeal decision relating to this site (C/84/1067) which considered the City Council's reason for refusal that the proposed outline development for a high density residential development would result in an unsatisfactory residential environment, by virtue of the noise and disturbance from low flying aircraft. The Inspector concluded that the airport is not intensively used and that although the main runway is some 400 m away from the site, it is not located under the

flightpath for aircraft using the main runway. Consideration was given to the occasions when wind conditions may dictate that take off and landing may have to take place over the application site and they acknowledged that residential development near airfields is generally undesirable. However, in this instance and given the limited evidence to demonstrate that residential amenity would be harmed, if the properties were correctly insulated, the Inspector concluded that it could be satisfactory to construct residential properties on this site and dismissed the Council's reason for refusal.

- 8.58 It should be noted that there are other residential properties which are located in closer proximity to the main runway. These are on Nuttings Road to the south west of the main runway and are approximately 200 m away. These properties, particularly during the day experience higher levels of noise.
- 8.59 In conclusion, officers consider that it is more appropriate to have a full noise assessment undertaken closer to the submission of a reserved matters application, given the current number of aircraft movements associated with Cambridge Airport and the owners aspiration to increase these. As part of this application, officers have reviewed sufficient information to be assured that if a condition (12) is imposed, an appropriate layout and design, along with mitigation measures will be appropriate to ensure that the advised standards will be achieved upon this site with regard to aircraft noise. For these reasons, the proposed development complies with policies CE/26 and CE/35 of the CEAAP 2008.
- 8.60 Policy CE/27 and CE/35 require development proposals to have due regard to any emissions arising from the proposed development and a means of minimising those emissions to prevent any detriment to the local amenity. As this application seeks a development with more than 50 car parking spaces, the view of technical officers is that as part of reserved matters application an air quality assessment should be submitted to demonstrate that the proposal for residential development minimises any future emissions on the surrounding city and if required the mitigation measures that will need to be introduced in order to accord with policies CE/27 and CE/35 of the CEAAP 2008.

Archaeology

- 8.61 A trench based evaluation of the application site took place in 2007 and revealed significant archaeological evidence, including ten inhumations of mixed dates, enclosure ditches and an early Roman field system. The results of this evaluation were included in a report that accompanied the application. Following initial consultation with the County Archaeologist, due to the presence of significant archaeological evidence they advised that a written scheme of investigation be submitted prior to the determination of the application.
- 8.62 Following the submission of this document, the County Archaeologist has confirmed that the content is acceptable and addresses all the relevant

requirements of a written scheme of investigation. A condition (27) has been provided by the County Archaeologist, which is specific to this application site that requires a programme of archaeological work to be submitted that is in accordance with the approved written scheme of investigation. For this reason the proposed application complies with policy CE/18 of the CEAAP 2008.

Impact on adjacent residential properties

- 8.63 The nearest residential properties are those on Hatherdene Close which lie to the south east of the application site. To the southern end of the cul-de-sac are two storey terraced properties built during the 1970's. Each of the properties have off-street parking to the front of the property and face towards Hatherdene Close and the application site beyond. At the northern end of Hatherdene Close are two blocks of flats which are two storeys in height.
- 8.64 The application site has been allocated for housing and the concerns of residents relate to matters that have been reserved, such as scale, massing and layout. Residents believe that the plans showed a wall along the eastern edge of the development, which would segregate the two communities. Looking at the illustrative plan, this appears to be the line demarcating the application site. Such detailed matters have not been drawn on the plans. Officers consider that the proposed development needs to respect and relate well to the existing development. Therefore, when these matters are submitted as application(s), then at this point detailed consideration will be given to how the proposed development will impact upon the amenity of these residential properties.
- 8.65 In the broadest terms, this application site has been allocated for residential development and in relation to this application given the overall quantum of development proposed, it is considered that there are no adverse impacts relating to the outline proposals that would harm the amenity of existing residents in Hatherdene Close.
- 8.66 It is considered that the proposed development is in accordance with CEAAP (2008) policy CE/2.

Affordable Housing

- 8.67 It is proposed that 40% of the residential units are affordable, which will include a 75/25 tenure split. This meets the requirements for affordable housing provision as set out in the CEAAP. The detail of the Affordable housing mix and distribution will be determined at reserved matters stage. The 40% provision along with the tenure split and an Affordable Housing Delivery Plan will be secured through the Section 106 Agreement
- 8.68 It is considered that the proposal is compliant with Cambridge East Area Action Plan (2008) policy CE/7 and the Affordable Housing SPD (2008).

Renewable Energy and Sustainable Construction

- 8.69 The application confirms that its approach to design and renewables is that the dwellings will be designed to meet Code for Sustainable Homes Level 3. Policy CE/28 of the CEAAP requires Cambridge East to be an exemplar of sustainability. The proposals for Code Level 3 meets the minimum requirements, but could not be described as exemplary.
- 8.70 The application seeks to achieve carbon reduction through passive measures and it refers to the hierarchical approach of achieving this. While this is promising, policy CE/24 also requires on-site renewable energy provision of which the application is silent on. There is no commitment at this outline stage to delivering a reduction of at least 10% in its predicted energy requirements.
- 8.71 Conditions (9 and 10) have been imposed to ensure that any subsequent reserved matters application includes this provision within the proposed development so that the development accords with policies CE/24, CE/28 and guidance within the Supplementary Planning Document 'Sustainable Design and Construction 2007'.

Drainage and Flood Risk

- 8.72 The application was accompanied by a flood risk assessment that was undertaken in August 2014. This assessment identifies that the site is located in within flood zone 1 and as defined by the NPPF is an area where the probability of flooding from fluvial and/or tidal sources is the lowest of all designated flood zones.
- 8.73 As existing, this site is undeveloped and as such, with the proposals to construct residential properties with their associated driveways and roads will result in hard surfaces on areas that are not currently covered. As such, the overall hard surfaced area of the site is increased which will result in a greater amount of surface water run-off will be created during critical storm events, which could increase the risks of flooding elsewhere.
- 8.74 Current guidance highlights that any proposal should not be at risk of flooding nor increase flooding elsewhere. Whilst an increase in impermeable area will not increase the overall volume of water entering the natural drainage system, it will intensify the peak discharge rate, i.e. the water will enter the system sooner, having not soaked through the ground. This may increase flooding in receiving systems downstream of the site. It is therefore essential that an appropriate method of surface water disposal is incorporated into the development.
- 8.75 For this reason, the flood risk assessment has assessed the Greenfield runoff rate of 2 litres per second per hectare and as such, the future development of this site will need to control surface water runoff so that it is no greater than this rate and where possible improves the situation. Calculations have been undertaken to calculate the areas of attenuation that will be required for the proposed area of the site. As part of these

calculations, a factor of 30% has been included in order to account for the potential increase in rainfall intensities over the forecast lifetime of the development, which is accepted as 100 years. All of this information will need to be considered at the reserved matters stage when the design and layout of the site will need to take into consideration surface water drainage features and methods for controlling the runoff from the site.

- 8.76 The Sustainable Drainage Engineer has confirmed that the principles contained within the flood risk assessment are considered to be acceptable for this outline application. However, as no specific details have been provided as this will be for the reserved matters application, a prior to commencement condition has been imposed (19) which requires these details to be submitted and agreed. With the recommendation of this condition, officers consider that the application complies with policy CE/22 of the CEAAP (2008).

Third Party Representations

- 8.77 The report addresses the majority of objections that have been received in relation to this application. Those that remain outstanding are comments relating to loss of wildlife and that the land provides a buffer between Cherry Hinton and Cambridge.
- 8.78 As part of this application an ecology report was submitted and has been reviewed by technical officers. This report establishes the existing ecology conditions on the site. While it is regrettable that this arable field will be lost, an appropriate condition has been included in the recommendation (23) that requires a biodiversity strategy which includes mitigation measures to be implemented in order to ensure that the impacts of the development upon ecology in the immediate area are mitigated. This may be through replacement planting or installation of bird boxes or creation of habitats suitable for a variety of mammals. The mitigation strategy would suggest a suitable approach to the proposed site to be incorporated within the future reserved matters applications.
- 8.79 With regard to losing the buffer between Cherry Hinton and Cambridge, this was considered as part of the evidence for the CEAAP which released the land from the Green Belt, thereby allowing it to be developed upon. In the shorter term, a buffer will still remain between Cherry Hinton and the City while the airport remains operational, but in the longer term, it has been established that this land is appropriate for development, save for a green corridor of Green Belt that will run from Coldham's Common to Teversham.

Planning Obligation Strategy

- 8.80 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

8.81 Although larger Fringe site developments are expected to mitigate their own infrastructure impacts wholly on site as far as possible, this is a much smaller scale development and it may not be possible to achieve this on this application site.

8.82 In bringing forward this recommendation in relation to the Planning Obligation for this development, these requirements have been considered. The City Council Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy. This is set out in brief in the table below. If an application were approved then a S106 would be attached which would have a formulaic calculation based upon the number of units in a number of instances. As part of this application the mix of properties have not been provided and so it has not been able to provide an estimated value of contributions. However, to do this, would be slightly mis-leading as the final layout and design including size and mix of properties will not be considered until a reserved matters application has been submitted.

Heads of Term	Formulaic, final value dependent on no. of units and mix)
Outdoor sports facilities (off-site)	£238pp
Indoor sports facilities (off-site)	£269pp
Informal open space	£242pp
Management of on-site open space	Contribution to Cambridge City Council for maintenance if it is proposed for the City Council to adopt the land.
Children and teenagers (off-site)	£316pp
Community facilities (off-site)	£1256 (per one and two bed unit) £1882 (per three bed + unit)
Waste for flats	£150
Waste for housing	£75
Affordable housing scheme (on-site)	40% with a 75/25 tenure split
Pre-school education	£810 per unit (excl. 1 bed units)
Primary education	£1,350 per unit (excl. 1 bed units)
Secondary education	£1,520 per unit (excl. 1 bed units)

Life-long learning	£190 per unit
Household waste recycling centre	£190 per unit
Public art (on-site)	Commuted sum for 10 years maintenance
Eastern Corridor Transport Plan	£110,950 (57 units resulting in 484.5 additional trips)
Travel Plan	N/A
Monitoring	£150/£300 per clause

8.83 The proposed Heads of Term and the requirement for them are set out below:

Open Space

8.84 The Planning Obligation Strategy requires that all new residential developments contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city. This requirement covers outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers.

8.85 Due to the size of this development, outdoor and indoor sports facilities will be an offsite commuted sum that will contribute to improvements to existing facilities or the construction of new facilities within the administrative boundary of the City of Cambridge. As part of this application informal open space and children's play provision can be provided on site and an area to the west of the site has been proposed on the indicative layout plan. Officers will ensure that there is a clause within the S106 agreement that will secure maintenance contributions should the land be transferred to the City Council for adoption.

Community Development

8.86 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects, with contributions calculated by formula. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The new build residential will be calculated on a formulaic basis against these unit type costs and due to the size of the site will be delivered off-site within the locality around the application site.

Waste

8.87 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought for the new residential will be calculated on a formulaic basis against these unit type costs.

Education

- 8.88 Upon adoption of the Planning Obligation Strategy (2010) the Council resolved that the Education section in the 2004 Planning Obligations Strategy continues to apply until it is replaced by a revised section that will form part of the Planning Obligations Strategy 2010. It forms an appendix to the Planning Obligations Strategy (2010) and is a formal part of that document. Commuted payments are required towards education facilities where four or more additional residential units are created and where it has been established that there is insufficient capacity to meet demands for educational facilities.
- 8.89 In this case, up to 57 additional residential units are created and the County Council has confirmed that there is insufficient capacity to meet demand in all but primary school education. Contributions are not required for pre-school education, primary education and secondary education for one-bedroom units. Contributions will therefore be required on a formulaic basis against these unit type costs: 2+ bed units, £810 per unit for pre-school, £1,350 per unit for primary and £1,520 per unit for secondary education; all unit types £160 per unit towards life-long learning.

Household Waste Recycling Centre

- 8.90 A contribution is sought from all dwellings towards up-grading existing/providing new Household Waste Recycling Centres to mitigate the impact of new development on these facilities. This development lies within the catchment site for Milton. Contributions are sought on the basis of £190 per unit for four new sites giving increased capacity as permanent replacements for the existing temporary site at Milton. Contributions will therefore be required on a formulaic basis against the final number of units proposed.

Affordable Housing

- 8.91 The residential element of the development is required to make provision for affordable housing at a 40% level with a tenure split of 75/25. The detail of the Affordable Housing Scheme can be secured through a Section 106 Agreement.

Transport

- 8.92 Contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated. The site lies within the Eastern Corridor Area Transport Plan where the contribution sought per trip is £229. The County Council have reviewed the Transport Assessment and do not accept the trip generation and distribution data that has been submitted to support the application. Amended information has been requested but not received to update this supporting information and for this reason, the application is not supported.

- 8.93 The County Transport Team's assessment of the net increase in trips requires a total contribution of £110,950, which the submitted Transport Assessment concurs with.

Public Art

- 8.94 The CEAAP requires development within Cambridge East to make provision for public art and that a Public Art Delivery Plan should be prepared as part of the masterplanning process. This should be undertaken at an early stage of the planning process.
- 8.95 In this circumstance, given that the layout of the site is to be reserved, it is quite difficult to provide a plan that would have any significant meaning and as such it is considered appropriate that for a site of this size, the Section 106 Agreement could make provision for a strategy to be submitted with the first reserved matters application.
- 8.96 The Section 106 Agreement would also require commuted sums for up to 10 years in order to ensure that the quality of the art is maintained to a high standard, assuming that any on site public art were to be maintained by the City Council.

Monitoring

- 8.97 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term and £300 per non-financial head of term. Contributions are therefore required on that basis.
- 8.98 Subject to a resolution to grant outline planning permission by this Committee, prior to determination a S106 planning agreement will be completed to secure all of the above requirements of the Planning Obligation Strategy (2010) in accordance with the Cambridge East Area Action Plan (2008) policies, CE/2, CE/9 and CE/33 and guidance contained within the following documents; RECAP Waste Management Design Guide SPD (2012), the Affordable Housing SPD (2008), Eastern Corridor Area Transport Plan and the Public Art SPD (2010).

9.0 CONCLUSION

- 9.1 The current proposals are the result of extensive negotiation over a prolonged period, both at pre application stage and during the application process, engaging the views of council officers, external stakeholders, members of the public and other public bodies. The above assessment, undertaken against both the new National Planning Policy Framework and local planning policy, as well as supplementary planning documents, concludes that the development, should be supported subject to the relevant conditions and S106 agreement.

- 9.2 The application demonstrates that the upper number of 57 units on this site would represent a quantum of development that can be accommodated on this site with the relevant infrastructure and open space requirements. The detailed layout and design of the proposal will come forward as part of a subsequent reserved matters application. Where relevant, conditions have been imposed that require a surface water drainage strategy and noise assessment to be undertaken prior to the submission of a reserved matters application in order for the outcomes of these assessments to be considered thoroughly in the design and layout of the site.
- 9.3 Overall, this proposal represents a section of the wider Cambridge East urban extension and it demonstrates that in its indicative layout that it can produce a co-ordinated development that is mindful of the layout of the wider development, which will come forward at some point in the future, dependent upon plans for the re-location of Cambridge Airport. Until that time, the proposal demonstrates that it can bring forward a quantum of development that can be accommodated within its own site envelope.
- 9.4 The proposed development is entirely consistent with the vision and objectives of the Cambridge East Area Action Plan 2008 and will provide for a development that will ensure future residents can enjoy a good quality and sustainable lifestyle. The proposal complies with all national, regional and local policy and therefore is recommended for approval.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. No development shall commence until approval of the details of the appearance, landscaping, layout and scale (hereinafter called the reserved matters) has been obtained from the local planning authority in writing. The development shall be carried out as approved.

REASON To ensure that all necessary details are acceptable In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. An application for approval of the reserved matters shall be made to the local planning authority no later than three years from the date of this permission.

REASON In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

Landscaping

4. Within any reserved matters application for landscaping details pursuant to this approval the details required by condition 1 shall include detailed landscape designs and specifications for the associated reserved matters site. The details shall be accompanied by a design statement and shall include the following:

Soft Landscaping

- a) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.
- b) 1:100 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the site.
- c) The landscape treatment of roads (primary, secondary, tertiary and green) through the development.
- d) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details.
- e) The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate.
- f) Full details of any proposed alterations to existing watercourses/drainage channels.

Hard Landscaping

- g) Full details, including cross-sections, of all bridges and culverts.
- h) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets.
- i) 1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways.
- j) Details of all hard surfacing materials (size, type and colour)
- k) Details of all positions, design, materials and type of boundary treatment to be erected.

The landscaping within the application site areas shall be implemented in accordance with the approved plans for implementation and replacement of landscaping.

REASON: In the interests of the amenity of residents and to ensure that a detailed approach to the development of the built-up area (or parcels

thereof) is agreed, in order to safeguard the setting and special character of the site and its surroundings, and to ensure a suitable relationship and integration of the built development with its surroundings (Cambridge East Area Action Plan Policies CE/13 and CE/14).

5. Any trees or plants provided as any part of any landscaping scheme which, within a period of 5 years from the planting date, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species as those originally planted.

REASON In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridge East Area Action Plan Policies CE/13 and CE/14).

6. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out and retained as approved.

REASON In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge East Area Action Plan Policies CE/13 and CE/14).

Affordable Housing

7. Any reserved matters application for residential development shall include a plan showing the distribution of market and affordable dwellings, including a schedule of dwelling size (by number of bedrooms) within the reserved matters site for which approval is sought.

No development shall commence within the site for which reserved matters approval is being sought until such time as the affordable housing distribution and dwelling mix has been approved in writing by the local planning authority.

The distribution of the affordable housing units shall be provided in accordance with the approved details.

REASON: To ensure that the scheme provides an appropriate balance and mix of housing units (Cambridge East Area Action Plan policy CE/7).

Broadband

8. Prior to the commencement of development of any residential unit, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a

dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of the site shall be carried out in accordance with the approved strategy.

REASON: To ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment (Cambridge East Area Action Plan policy CE/23).

Code for Sustainable Homes

9. No development of a residential building shall take place until an interim certificate following a design stage review, based on design drawings, specifications and commitments, has been issued by a Code for Sustainable Homes Licensed Assessor to the local planning authority, indicating the following:
 - a) that all proposed market and affordable dwellings are capable of achieving a minimum of level 3 of the Code for Sustainable Homes.

All residential buildings shall be constructed to meet the applicable Code for Sustainable Homes specified minimum level. Prior to the occupation of any residential building, a certificate following a post-construction review, shall be issued by a Code for Sustainable Homes Licensed Assessor to the local planning authority, indicating that the relevant code level has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

REASON In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings. (Cambridge East Area Action Plan policy CE/28 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

Renewable Energy

10. Within any reserved matters application pursuant to this approval for a residential building(s), a renewable energy statement, which demonstrates that at least 10% of the development's total predicted carbon emissions will be reduced through the implementation of on-site renewable energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the total predicted carbon emissions in the form of an Energy Statement of the development and shall set out a schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, size specification, location, design and a maintenance programme. The approved renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority. No development shall commence within a site for which reserved matters approval has been given until such time as the renewable energy statement has been approved in writing by the Local Planning Authority.

REASON In the interests of reducing carbon dioxide emissions(Cambridge East Area Action Plan policy CE/24 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

Water Conservation

11. Within any reserved matters application for residential development, a water conservation statement will be included that demonstrates that water conservation measures installed in each property will aim to achieve between 33% and 50% reduction on mains water use when compared to conventional housing. No development shall commence within a site for which reserved matters approval has been given until such time as the water conservation statement has been approved in writing by the Local Planning Authority.

REASON In the interests of reducing the overall demand for water (Cambridge East Area Action Plan policy CE/22).

Noise

12. a) Prior to the submission of any reserved matters application, a detailed noise assessment that considers the impact of both aircraft and vehicular noise on the residential units of the proposed development shall be submitted and agreed in writing by the local planning authority.

- b) Following agreement of the noise assessment and concurrently with the submission of a reserved matters application, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) including amenity areas (gardens and balconies) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details.

REASON To ensure that sufficient noise attenuation is provided to all residential properties to protect residents from the impact of Coldhams Lane and aircraft noise from the airport and safeguard the amenity and health of future residents. (Cambridge East Area Action Plan Policies CE/26 and CE/35).

- 13. Prior to the occupation/use of any building, full details of a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

REASON To ensure that sufficient noise attenuation is provided to all residential properties to protect residents from any required plant required for the cooling and heating of the building (Cambridge East Area Action Plan policy CE/26).

- 14. Prior to or concurrently with the submission of the first reserved matters application, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include but not be limited to, the consideration of the following aspects of construction:
 - a) Site wide construction and phasing programme.
 - b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers.
 - c) Construction and demolition hours, which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.

- d) No collection or deliveries to the site shall be carried out during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.
- e) Prior notice and agreement procedures for works outside agreed limits and hours.
- f) Delivery and collection times for construction purposes.
- g) Outline Waste Management Plan (OWMP), providing a statement of site specific reuse and recycling objectives with appropriate targets, compliance training for sub-contractors, construction code of conduct together with regular auditing and reporting on target achievements and quantities disposed, ensuring that such materials are only consigned to authorised treatment/recovery or disposal facilities, including consideration of participation in a Materials Re-use and Recycling Forum.
- h) Soil Management Plan/Strategy, including the reuse of potentially contaminated recycled building materials onsite and any importation and storage.
- i) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 - Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.
- j) Confirmation on whether a concrete crusher will be used
- k) Dust suppression management and wheel washing measures, including the deposition of all debris on the highway
- l) Site lighting details.
- m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- n) Screening and hoarding details.
- o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- p) Procedures for interference with public highways, (including public rights of way), permanent and temporary realignment, diversions and road closures.
- q) External safety and information signing and notices.
- r) Liaison, consultation and publicity arrangements including dedicated points of contact.
- s) Consideration of ecological and other sensitive receptors.
- t) Membership of the Considerate Contractors Scheme.
- u) Complaints procedures, including complaints response procedures.
- v) Location of Contractors compound and method of moving materials, plant and equipment around the site.

Development shall be carried out in accordance with approved details.

REASON To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge East Area Action Plan policy CE/26).

15. Prior to the commencement of development of any reserved matters approval, a Detailed Waste Management Plan (DWMP) shall be submitted to and approved in writing by the local planning authority. The DWMP shall demonstrate how the construction of the reserved matters approval will accord with the details of the principles of the Outline Waste Management Plan. The DWMP shall include details of:
- a) the anticipated nature and volumes of waste.
 - b) Measures to ensure the maximisation of the reuse of waste.
 - c) measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
 - d) any other steps to ensure the minimisation of waste during construction
 - e) the location and timing of provision of facilities pursuant to criteria b/c/d.
 - f) proposed monitoring and timing of submission of monitoring reports.
 - g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.

Thereafter the implementation, management and monitoring of construction waste shall be undertaken in accordance with the agreed details and no individual building subject to a Detailed Waste Management Plan shall be occupied until the Waste Management Closure Report has been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure the sustainable management of construction waste (Cambridge East Area Action Plan policy CE/25).

16. No development approved by this permission shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to the local planning authority for approval.
- (a) The contaminated land assessment shall include a desk study to be submitted to the local planning authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the local planning authority prior to investigations commencing on site.
 - (b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

- (c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the local planning authority. The local planning authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.
- (d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.
- (e) If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the local planning authority.
- (f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

REASON To avoid adverse effects of pollution. (Cambridge East Area Action Plan Policy CE/29).

17. Within any reserved matters application for residential development an air quality scheme detailing how the emissions from car parking areas will be minimised in order to control any risks arising and prevent any detriment to the local amenity shall be submitted.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. The approved scheme shall remain unaltered in accordance with the approved details.

REASON To ensure that sufficient mitigation measures are incorporated into the layout of the development to minimise vehicle emissions from causing any detrimental harm to the surrounding area (Cambridge East Area Action Plan Policy CE/27).

Foul and Surface Water Drainage

18. Prior to or concurrently with the submission of the first reserved matters application, a scheme for the provision and implementation of foul drainage shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be constructed and completed according to the approved plans.

REASON To prevent environmental and amenity problems arising from flooding and ensure that sufficient capacity exists within the sewerage network to meet the needs of the development (Cambridge East Area Action Plan Policy CE/22).

19. Prior to the submission of the first reserved matters application, an assessment shall be carried out which demonstrates the potential for disposing surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated guidance, and the results of the assessment provided to the local planning authority. The submitted details shall:
- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site to a rate of 2 l/s/ha and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. Include a timetable for its implementation; and
 - iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

No development shall occur on any residential building until the above surface water drainage works as agreed have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority.

REASON In order to safeguard against the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and pace of water leaving the site (Cambridge East Area Action Plan Policy CE/22).

20. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

REASON To protect the quality of inland fresh waters and groundwaters in accordance with Policies P9-6 and P4-1 to P4-12 of the Environment Agency's Groundwater Protection: Policy and Practice (GP3) document. The infiltration of surface water through land affected by contamination can result in the pollution of coastal waters, inland fresh waters and groundwaters. We encourage the use of sustainable drainage systems; however they must be carefully considered and controlled (Cambridge East Area Action Plan Policy CE/22).

21. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control to the water environment shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be constructed and completed according to the approved plans.

REASON To protect the quality of inland fresh waters and groundwaters in accordance with Policies P9-6 and P4-1 to P4-12 of the Environment Agency's Groundwater Protection: Policy and Practice (GP3) document. The infiltration of surface water through land affected by contamination can result in the pollution of coastal waters, inland fresh waters and groundwaters. We encourage the use of sustainable drainage systems; however they must be carefully considered and controlled (Cambridge East Area Action Plan Policy CE/22).

Lighting

22. Prior to the occupation of any residential building, details of any external lighting for the site in residential use shall be submitted to, and approved in writing by, the local planning authority. Implementation shall be in accordance with the approved details, and no additional external lighting shall subsequently be added.

REASON To avoid light pollution and to safeguard the nature conservation value of adjoining sites (Cambridge East Area Action Plan Policy CE/16).

Ecology

23. Prior to or concurrently with the submission of the first of the reserved matters application(s) for residential development for the site, a site wide Ecological Conservation Management Plan shall be submitted to the local planning authority for approval.

As a matter of principle, the Plan shall set out an objective of enhancing the net biodiversity of the site as a result of development and shall include:

- a) Contractor responsibilities, procedures and requirements.
- b) Full details of appropriate habitat and species surveys (pre and post-construction), including pre-construction badger and bat surveys and reviews where necessary, to identify areas of importance to biodiversity.

- c) Full details of measures to ensure protection and suitable mitigation to all legally protected species and those habitats and species identified as being of importance to biodiversity both during construction and post-development, including consideration and avoidance of sensitive stages of species life cycles, such as the bird breeding season, protective fencing and phasing of works to ensure the provision of advanced habitat areas and minimise disturbance of existing features.
- d) Identification of habitats and species worthy of management and enhancement together with the setting of appropriate conservation objectives for the site. Prescriptions shall be provided to detail how habitat and species management and enhancement shall be provided alongside measures to provide habitat restoration and creation to deliver targets in the Cambridgeshire and UK Biodiversity Action Plans such as: the provision of bat and swift bird boxes on buildings and on trees around the site; the provision of other nesting features for bird species such as bird ledges; reptile hibernacula including small log and rubble piles; the creation of new aquatic habitats where possible within permanent areas of open water of minimum depth 0.5m; the provision of wetland margins and habitat islands; the management of grassland and provision of natural/calcareous grassland buffer zones alongside the City Wildlife Sites and the layering, coppicing or planting reinforcement of existing City Wildlife Site boundary hedgerow.
- e) A summary work schedule table, confirming the relevant dates and/or periods that the prescriptions and protection measures shall be implemented or undertaken by within.
- f) Monitoring/Environmental Audits carried out four times annually during the construction phase, which shall include further survey information.
- g) Confirmation of suitably qualified personnel responsible for overseeing implementation of the EMP commitments, such as an Ecological Clerk of Works, including a specification of role which shall include the briefing of all contractors as to the sensitive ecological issues on the site.
- h) Long-term maintenance, management and monitoring responsibilities for a period of 12 years to ensure an effective implementation of the Ecological Conservation Management Plan ensuring periodic review of the objectives and prescriptions.

No development shall commence until such time as the Ecological Conservation Management Plan has been approved in writing by the local planning authority. All species and habitat protection, enhancement, restoration and creation measures shall be carried out in accordance with the approved Ecological Conservation Management Plan.

REASON To ensure that the development of the site conserves and enhances ecology (Cambridge East Area Action Plan Policies CE/16 & CE/17).

Removal of Permitted Development Rights

24. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

REASON In the interests of highway safety (Cambridge East Area Action Plan Policy CE/10).

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extensions, or additions or garages shall be erected other than those expressly authorised by this permission.

REASON To protect the amenity of adjoining properties, and to prevent overdevelopment of the site (Cambridge East Area Action Plan Policy CE/2).

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or with any order revoking and re-enacting that Order with or without modifications) no windows or dormer windows shall be constructed other than with the prior formal permission of the local planning authority.

REASON To protect the amenity of adjoining properties (Cambridge East Area Action Plan Policy CE/2).

Archaeology

27. No development shall take place within the area defined by a geophysical survey until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with the approved written scheme of investigation (Oxford Archaeology East, 2014: Written Scheme of Investigation Geophysical Survey & Archaeological Evaluation: Land at Coldham's Lane/Hatherdene Close, Cherry Hinton, Cambridgeshire. Project 17065).

This written scheme will include the following components, completion of each of which will trigger the phased discharging of the condition:

(i) Fieldwork in accordance with the approved Written Scheme of Investigation;

(ii) Completion of a Post-Excavation Assessment report and approval of an Updated Project Design, to be submitted within six months of the completion of fieldwork unless otherwise agreed in advance with the Planning Authority's Archaeological Adviser;

(iii) Completion of analysis, preparation of site archive ready for deposition at a store approved by the Planning Authority, production of an archive report, and submission of a publication report: to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority.

Developers will wish to ensure that in drawing up a scheme, the timetable for the investigation is included within the details of the agreed scheme."

REASON To ensure that an appropriate archaeological investigation of the site has been implemented before development commences (Cambridge East Area Action Plan Policy CE/18).

Car and Cycle Parking

28. Any reserved matters application including any residential development shall include a car parking layout which complies with the Car Parking Standards in the Cambridge Local Plan 2006. Car parking provision shall be provided in accordance with the approved details before occupation of the site, and shall not be varied thereafter.

REASON To ensure appropriate space to park cars and to encourage the use of sustainable means of transport (Cambridge East Area Action Plan Policy CE/11).

29. 5% of all parking spaces provided within each reserved matters application shall be suitable for, and reserved for, people with disabilities.

REASON To ensure an appropriate level of car parking provision for people with disabilities (Cambridge East Area Action Plan Policy CE/11 and Appendix 1).

30. Any reserved matters application including any residential units or public open space shall include details of facilities for the covered, secure parking of bicycles for use in connection with the approved development and demonstrate that the provision is in accordance with the approach to cycle parking approved as part of the material planning guidance for site. The facilities shall be provided in accordance with the approved details before use of the development commences and shall thereafter be retained and shall not be used for any other purpose.

REASON To ensure appropriate provision for the secure storage of bicycles (Cambridge East Area Action Plan Policy CE/11).

Public Art Delivery Plan

31. Within any reserved matters application a Public Art Delivery Plan shall be submitted and agreed with the local planning authority. The Public Art Delivery Plan shall include the details as set out in Appendix 2 and 4 of the Cambridge City Council Public Art SPD.

REASON To ensure that the site provides public art in a satisfactory way that relates to the agreed Public Art Strategy and that accords with policy (Cambridge East Area Action Plan Policy CE/9).

Fire Hydrants

32. Within any reserved matters application a scheme for the provision of fire hydrants shall be submitted to the local planning authority. Development shall be carried out in accordance with the approved details and the approved scheme shall be fully operational prior to the first occupation of that development parcel.

REASON To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors (Cambridge East Area Action Plan Policy CE/2).

Building Heights

33. Any reserved matters application including residential buildings shall include full details of the proposed levels of the building, associated structures and associated building plot, compared to existing levels of the site, have been submitted to and approved in writing by the local planning authority. The approved development shall be constructed in accordance with the approved levels.

REASON In order to safeguard the character and appearance of the area and to ensure that the proposed heights of the buildings comply with the restrictions imposed by the neighbouring airport (Cambridge East Area Action Plan Policies CE/2 & CE/35).

Refuse Arrangements

34. Any reserved matters application for a residential building shall include full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins, will be stationed and walk distances for residents including the specific arrangements to enable collection from within 5 m for a house and 10 m for a flat of the kerbside of the adopted highway/ refuse collection vehicle access point. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

REASON To protect the amenities of nearby residents/occupiers, to safeguard visual amenity and to ensure adequate waste storage and recycling provision (Cambridge East Area Action Plan Policy CE/2).

35. Any reserved matters application containing residential buildings shall include full details of the circulation route for refuse collection vehicles have been submitted to the local planning authority and approved in

writing. The required details shall include a full construction specification for the route, and a plan defining the extent of the area to which that specification will be applied. No dwelling forming part of the development shall be occupied until the refuse vehicle circulation route has been laid out and constructed in accordance with the details thus approved, and thereafter the route shall be maintained in accordance with those details.

REASON To protect the amenities of nearby residents/occupiers, to safeguard visual amenity and to ensure adequate waste storage and recycling provision (Cambridge East Area Action Plan Policy CE/2).

Materials

36. No development shall commence until a sample panel of the materials to be used in the construction of the external surfaces has been prepared on site for inspection and approved in writing by the local planning authority. The sample panel shall be at least 1m x 1m and show the proposed material, bond, pointing technique and palette of materials (including roofing, cladding and render) to be used in the development. The development shall be constructed in accordance with the approved sample, which shall not be removed from the site until the completion of the development.

REASON To ensure that the appearance of the external surfaces is appropriate (Cambridge East Area Action Plan Policy CE/2).

Framework Travel Plan

37. Prior to the first occupation of the development a Framework Travel Plan shall be submitted which will be approved in writing by the Local Planning Authority. The Travel Plan shall include the following but not be limited to the following:
- a) the aims and objectives of the travel plan;
 - b) an assessment of the sustainable transport options in the area to identify the opportunities and constraints;
 - c) a list of measures to be implemented, as well as details of how the travel plan will be implemented, monitored, managed and funded;
 - d) An explanation of how a sustainable transport welcome pack will be circulated to future residents of the site in order to encourage them to consider and use sustainable modes of transport to and from the development.

The Travel Plan shall be implemented as approved upon the occupation of the approved development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

REASON To ensure that travel to and from the proposed development is encouraged to be as sustainable as possible (Cambridge East Area Action Plan Policy CE/11).

Approved Drawings

38. The development, hereby permitted, shall be carried out in accordance with the following approved plans:

Site Plan dated 22nd January 2014, ref: C12050.1

Proposed Access Layout Drawing 1308-23 PL 501 dated 4th April 2014

Visibility Splays Site Access Drawing 1308-23 PL 503 dated 9th July 2014

REASON To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

39. Unless prior agreement has been obtained from the Head of Development Services, and the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 31st March 2015, it is recommended that the application be refused for the following reason(s).

The proposed development does not make appropriate provision for affordable housing, public open space, community facilities, education facilities, waste storage, transport mitigation measures, public art, or monitoring, in accordance with Cambridge East Area Action Plan (2008) policies, CE/2, CE/9 and CE/33 and guidance contained within the following documents; Planning Obligations Strategy (2010), RECAP Waste Management Design Guide SPD (2012), the Affordable Housing SPD (2008), Eastern Corridor Area Transport Plan and the Public Art SPD (2010).

INFORMATIVES:

Considerate Contractors

New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

Section 106 Agreement

This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

Noise Insulation Condition

To satisfy standard condition C62 (Noise Insulation), the rating level (in accordance with BS4142:1997) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L_{90}) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

Travel Plan

The County Council would recommend that the residents pack contain taster tickets on local public transport services to enable these services be tried out for free and that the framework travel plan should include interim travel plan targets which can be revised following the baseline survey.

Safeguarding Land

The applicant is reminded that the application site is subject to restrictions on height due to the proximity of the site to an operational airport. The Cambridge Airport Air Safeguarding Zones are mapped and available as part of the Cambridge Local Plan 2006 and should be referred to when considering the layout and design of the site. No building should be

greater than 10 m in height when measured from the existing ground level and that there is an area of land on the northern boundary that cannot accommodate development due to the operational requirements of the Instrument Landing System. The local planning authority would strongly advise that discussions are undertaken with the owner/operator of Cambridge Airport when considering layout options for the site to ensure that they comply with the requirements of the airport.

Appendix A - External Consultations

Cambridgeshire County Council (Highways and Transportation)

1st October 2014

Given the number of trips that this development will generate, the view is that these movements will not produce such a significant increase on any specific traffic stream to justify an assessment of the Sainsbury's roundabout under the DfT guidance.

Traffic flows on Coldhams Lane vary by more than 25 vehicles from day to day and so the actual traffic would be absorbed into the background flow.

Taking into consideration other residential developments in the area, these will incrementally increase average traffic flows on the network, as did Neath Farm and as will the Rosemary Branch. However, the area corridor plans were developed to pick up precisely this sort of incremental growth.

4th September 2014

In response to residents questions;

- a) The Transport Assessment demonstrates that there is no significant impact on the highway network resulting from the development.
- b) The impact upon the existing junction will not be significant. The transport assessment is scoped in accordance with current DfT guidance, which establishes the extent where impact upon the network is likely to be significant compared with existing flows.
- c) The scale of this development would not trigger a requirement for specifically assessing flows on the junction at Sainsbury's as the generation from the development would be less than the normal daily fluctuation in flow that would be expected at the junction.

15th July 2014

Following the review of the amended Transport Assessment and supplementary information, this has addressed the concerns of colleagues within the transportation team and that subject to the East Corridor Area Transport Plan contribution being secured through a S106 and a travel plan via a condition, there are no further objections.

12th May 2014

This layout has been subjected to the Safety Audit process, in the form of an Audit at Stage 1.

Whilst some issues have been identified with the design during the audit, these issues are seen as resolvable during the detailed design stage and so the Highway Authority's objection to the proposal is withdrawn, subject

to imposition of appropriate conditions upon the developer to safeguard the interests of the Highway Authority.

19th April 2014

Following the submission of further information as requested, this has been reviewed. There is some further refinement required which relates to trip rates and trip generation for the proposed development.

12th February 2014

The proposed layout of the vehicle access, particularly in relation to the pedestrian crossing are of concern particularly in relation to the safety of pedestrians and cyclists.

Following review of the transport assessment, further information is required relating to traffic surveys, evidence base for trip generation and details relating to the signal timings and phasing for Norman Way/Coldhams Lane.

24th January 2014

There are concerns about the indicative layout of the internal roads and whether these will be offered for adoption, or if the roads could be suitable for adoption.

Cambridgeshire County Council (Growth and Economy)

The proposed development would trigger the requirements for early years and secondary education provision as well as an increase demand for libraries, lifelong learning and strategic waste infrastructure. For these reasons contributions have been sought.

Cambridgeshire County Council (Archaeology)

3rd September 2014

A Written Scheme of Investigation for this development has been submitted and is considered to be acceptable. A condition (X) has been imposed to ensure that the works carried out on site are undertaken in accordance with the approved Written Scheme of Investigation.

15th April 2014

As human remains were discovered in the development area during the course of a pre-determination field evaluation, the expectation is that an applicant should provide details in any subsequent planning application that sets out how they intend to deal with them. While the finer details of a mitigation strategy can be dealt with post-consent, the applicant should present their intentions to you on known archaeological matters of such significance when requesting planning consent.

We will maintain an objection to the planning application until the applicant has provided with you with an outline mitigation strategy or statement that sets out how they intend to proceed with archaeological matters.

24th February 2014

In 2007 a trench based evaluation of the application site took place revealing significant archaeological evidence. The results of this were contained in a report that was submitted with the planning application.

However, there is no archaeological mitigation strategy to accompany the application and this is required prior to the determination of the application.

Architectural Liaison Officer

The proposal for the access from Coldhams Lane is acceptable and the layout contributes to providing good surveillance of Hatherdene Close and the proposed development road. However, there are concerns regarding the proposal for the car parking to be positioned so that it is out of view of routinely occupied rooms and that for security purposes, parking courtyards should have a single access point. For this reason, the indicative layout does not meet requirements.

Cambridge Fire and Rescue

If minded to grant approval, the Fire Authority request that adequate provision be made for fire hydrants either by way of a Section 106 Agreement or planning condition.

South Cambridgeshire District Council

The view is that the proposed development does not prejudice the delivery of the remainder of the Cambridge East allocated site and that it plans for the comprehensive development rather than in a piecemeal approach.

Marshalls

18th September 2014

The revised layout has responded to previous objections made concerning interference with the instrument landing system (ILS) and the primary surveillance radar. The proposed maximum heights will protect the operation of the primary surveillance radar and the indicative positioning of blocks respect the safeguarding needs of the ILS, although this will need to be scrutinised at the reserved matters stage.

There are concerns raised though about the proximity of housing to the operational airport. The proposed housing site is adjacent to the main hardened runway where noise levels from arriving and departing aircraft are at their highest. The area of the airport adjacent to the application site

is used by helicopters for taking off and hover taxi-ing, as well as training. On occasion helicopters take off in the direction of the application site, flying over at low levels when meteorological conditions require. Aircraft using the grassway parallel to the hardened runway also generate noise at the application site.

28th February 2014

The proposed development will interfere with electronic equipment at the airport which assists Air Traffic Control and pilots to land aircraft safely. There is also a concern that the proposed development which is located adjacent to the main runway where noise from arriving and departing aircraft at their highest will lead to issues of un-neighbourliness.

Environment Agency

Although the Environment Agency were notified of the amendments, no response was forthcoming. However, as the Agency raised the same objections as the Sustainable Drainage Engineer, who now considers that the amended information addresses outstanding concerns, I consider that this objection has now been overcome.

13th March 2014

In the absence of an acceptable flood risk assessment, the application does not comply with the requirements set out in paragraphs 30 and 31 of the Planning Practice Guidance which accompanies the NPPF. For this reason the information does not provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.

Natural England

The application site is in close proximity to the Cherry Hinton Pit SSSI, but Natural England are satisfied that the proposed development as submitted will not damage or destroy the interest features for which the site has been notified.

In relation to landscape and biodiversity enhancements, the application may provide opportunities to provide these and should be considered within the proposals.

Appendix B – Internal Consultations

Head of Environmental Services

17th October 2014

Information has been presented relating to the number and type of aircraft movements that occur at Cambridge Airport. This information included noise contours, which indicated the noise levels on the boundary of the application site. Given the production of this information, officers are reassured and can recommend that a condition is imposed that requires a full noise assessment to be carried out prior to the submission of a reserved matters application in order for the conclusions to be incorporated into the future layout and design of the scheme.

11th February 2014

It has been recommended that further information is submitted prior to the determination of the application relating to aircraft noise monitoring, waste & recycling and air quality.

Head of Streets and Open Spaces (Nature Project Conservation Officer)

A tree and hedgerow report accompanied the application which provides the existing situation but does not provide any additional ecological information. For that reason an ecology report for the site proposing ecological enhancements should be conditioned, prior to the commencement of development on site.

Head of Streets and Open Spaces (Landscaping Officer)

The application is not supported by sufficient information to demonstrate that the scale of development is appropriate to the context of the area nor that a high quality scheme could be delivered on this site. For this reason, the application is not supported in landscaping terms.

Head of Streets and Open Spaces (Drainage Officer)

17th September 2014

Sufficient information has now been submitted to provide the comfort that a drainage solution is possible for the site however no details of the actual solution has been provided. Therefore the following condition is recommend and should be attached to any planning application granted.

4th February 2014

The information in the Flood Risk Assessment is out of date and contains calculations with little evidence basis relating to the discharge rate from the site. There is also no indication of an acceptable point of surface water discharge from the site.

Head of Community Services (Strategic Housing)

The application acknowledges the need to provide 40% affordable housing. It is highly recommended that there is early engagement relating to affordable housing which will be required as part of this development.

Head of Streets and Open Spaces (Public Art Officer)

The application does not contain a Public Art Delivery Plan. This requirement could be secured through a section 106 agreement to ensure that a Public Art Delivery Plan is submitted to the Council and approved prior to the submission of a reserved matters application.

Access Officer

15% of the homes should meet the specialist needs of disabled and older people. The development is also not located near to shops, transport links or community facilities and does not provide for any of these within the development. For this reason it does not assist on building better neighbourhoods or building for life.

Urban Design and Conservation

24th September 2014

The revised application has reduced the density of development in accordance with the site allocation within the draft Cambridge Local Plan 2014. The indicative capacity of the allocation site within the draft local plan is for 57 dwellings and this has been informed by the Strategic Housing Land Availability Assessment.

The remaining concerns of the Urban Design team remain largely unaddressed, but this is because they are matters that will be the subject of a reserved matters application. It will be at that stage that details relating to layout, scale, massing, clustering of car parking spaces can be discussed comprehensively.

7th March 2014

As submitted, the application does not successfully demonstrate that the appropriate provisions can be accommodated on this site either by way of number of units, car and cycle parking, circulation space, open space or surface water features. Further detail is required in order to demonstrate that this is possible upon this application site.

Head of Planning Policy (Sustainability Officer)

The application does not contain information about how the proposed development complies with policies relating to sustainable development, sustainable energy or reduction in water use. There is a need to use the

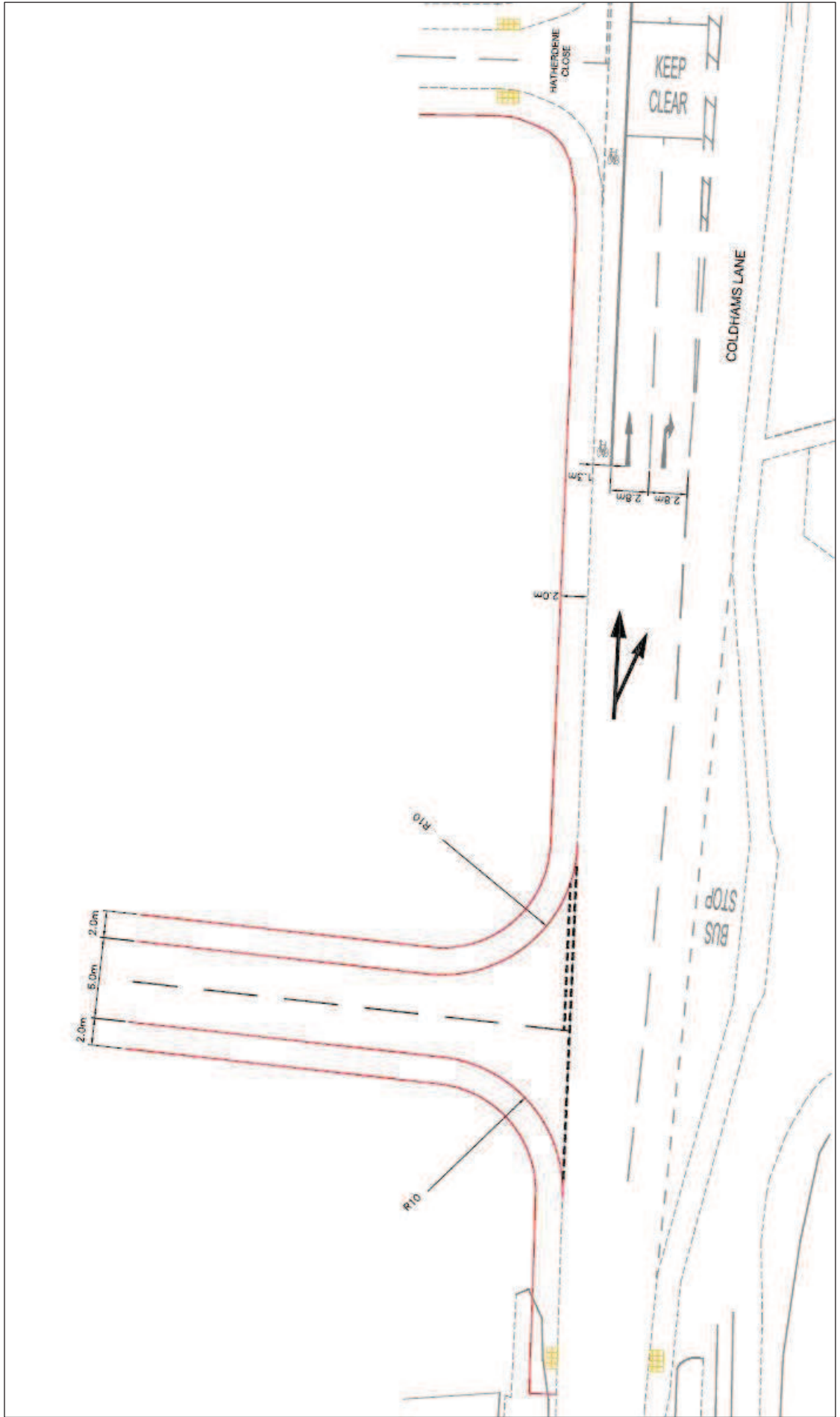
hierarchical approach to reducing carbon emissions as well as requiring on-site renewable energy provision, which should be provided. Further information needs to be submitted.

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Site Plan for
14/0028/OUT



Design of New Junction to Serve the
Proposed Development



Agenda Item 5

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date:

Application Number	S/1996/14/FL	Agenda Item	
Date Received	20 th August 2014	Officer	Katie Parry
Target Date	21 st November 2014		
Parishes/Wards	Girton		
Site	Field Station, Huntingdon Road, Cambridge		
Proposal	Refurbishment and Replacement of Redundant Buildings for Continued Class B1b (Business) use.		
Applicant	Chancellor Masters & Scholars, University of Cambridge		
Recommendation	Approval		
Application Type	Major	Departure:	No

Contents

	Page
Introduction	
Site Description/Area Context	
The Proposal	
Relevant Site History	
Publicity	
Policy	
Internal and External Consultations	
Parish Council Comments and Neighbour Representations	
Assessment	
• Principle of Development	
• Design, Layout and Elevations	
• Landscape	
• Drainage	
• Transport Matters	
• Ecology	
• Noise	
• Sustainability	
Conclusion	
Recommendation	

APPENDICES

Ref	Title
A	Location and Relevant Plans
B	Computer Generated Images

0.0 INTRODUCTION

- 0.1 This is a full application that has been submitted as a stand-alone application and whilst the site does fall within the red line boundary of the North West Cambridge outline permission, it does not prejudice the wider objectives of the approved development. The site is located on the south side of Huntingdon Road near to the A14 flyover as shown in the location plan in Appendix A.
- 0.2 The application is being reported to the Joint Development Control Committee for determination as under the Terms of Reference / Scheme

of Delegation and being non-residential development; it exceeds the development threshold that can be determined under delegated powers.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.0 The existing site comprises numerous agricultural type buildings stock pens and hay barns of various scale, design and age. The majority of the accommodation on the site is either in a poor condition or derelict and therefore does not meet the demands of the site users, with the exception of the more recent stock and holding pens. The premises are in Class B1b (Business) use.
- 1.1 The site is located solely within South Cambridge District and has a site area of 1.1ha. It is located outside of the Cambridge Green Belt but within close proximity of the designated Green Belt.
- 1.2 The long term re-development of the site is provided for within the North West Cambridge Area Action Plan and outline permission but the plan acknowledges that the development at North West Cambridge will take many years to complete and will come forward as and when the University can show a clear need for the land to be released and this part of the site is within the later phases of the development.

2.0 THE PROPOSAL

- 2.1 The planning application seeks approval for demolition of existing derelict buildings and replace them with new accommodation providing the University with fit-for-purpose facilities of appropriate standards in order to enable the continued use of the site until it is required for redevelopment. It is not the intention of the current proposal that it in any way frustrates or delays the development of the North West Cambridge site or the implementation of the Area Action Plan and it is not envisaged that the land which is this subject of the application will be required for development for 15-20years.
- 2.2 The application is accompanied by the following documents:
1. Design & Access, Planning Statement
 2. Statement on Transportation
 3. Ecological Assessment
 4. Arborist Report
 5. Flood Risk Assessment
 6. Contamination Statement
 7. Technical Supporting Documents
 - i. Noise Impact Assessment
 - ii. Sustainability Statement
 - iii. Ventilation and Extraction Statement
 - iv. Drainage and Utility Assessment
 - v. Lighting Assessment

2.6 Since the original application was registered a number of amendments and additional information have been submitted which relate to the flue enclosures. Further consultation regarding the proposed amendments has been undertaken where appropriate.

3.0 RELEVANT SITE HISTORY

3.1 **S/1993/14/PD** – Prior Notification (demolition) – Description: Demolition of Derelict and Redundant Buildings. – Prior Approval Granted.

S/0883/05/F – Full Applications – Description: Replacement of Agricultural Buildings and Erection of 2 Animal Field Shelters – Approved

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notices Displayed:	Yes

5.0 POLICY

5.1 National Planning Policy Framework (2012) and National Planning Practice Guidance (2014)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making.

On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a national planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when this site was launched.

5.2 North West Cambridge Area Action Plan (October 2009)

NW1 Vision
NW2 Development Principles
NW8 Employment Uses

Core Strategy DPD (January 2007)

ST/1 Green Belt
ST/3 Re-Using Previously Developed Land and Buildings

Development Control Policies DPD (July 2007)

DP/1 Sustainable Development
GB/3 Mitigating the Impact of Development Adjoining the Green Belt
NE/15 Noise
NE/16 Emissions
TR/2 Car and Cycle Parking Standards
ET/1 Limitations on the Occupancy of New Premises in South
Cambridgeshire

6.0 EXTERNAL AND INTERNAL CONSULTATIONS

External Consultations

Cambridge County Council (Highways & Transportation)

No significant adverse effect on the Public Highway resulting from this proposal. No objections.

Internal Consultees

Ecology

Application is supported by an ecological assessment which finds no significant constraint to the development. No objection subject to the inclusion of a planning condition.

Trees

No objection subject to the inclusion of a tree protection condition.

Head of Environmental Services

No objection in principle to the proposals but the following environmental health related issues need to be carefully considered and appropriately controlled by condition, to protect the health and quality of life of existing and future residential premises and the facility itself:

- Noise and vibration impacts
 - Construction phase: Noise and dust
 - Operational noise impact of building uses and fixed building services plant and equipment
- Operational Odour Fume Generation and Control
- Artificial Lighting

7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

Girton Parish Council

Approved – Planning committee meeting held on 11th Sept 2014.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment has been structured under the following headings:

- Principle of Development
- Design, Layout and Elevations
- Landscape
- Drainage
- Transport Matters
- Ecology
- Noise
- Sustainability

Principle of Development

8.2 The application is a full planning application which falls within the North West Cambridge Area Action Plan (NWCAAP) and within the red line boundary of the NWC outline permission. The application site is located solely within South Cambridgeshire District administrative boundary. This application has been considered within the context of the Development Plan, which is the legal starting point for the determination of planning applications. For this application the Development Plan consists of the NWCAAP, SCDC Core Strategy DPD and SCDC Development Control Policies DPD. The National Planning Policy Framework is a material consideration in the determination of this application. The proposal is considered to be in accordance with the development plan.

8.3 The proposal does not involve a change of use as the permitted use of the site is established. The proposal is therefore a rationalisation of existing old or derelict buildings to be replaced with new consolidated buildings and layout to enable the continued use of the site until it is required for redevelopment.

Design, Layout and Elevations

8.4 The Field Station site lies in the North West corner of the allocated major development site and is within the NWCAAP area. It is located outside of the Cambridge Green Belt but does adjoin the green belt on the Huntingdon Road side of the site.

Layout and Design

8.5 A number of existing buildings on the site are being demolished (a prior notification for their demolition was granted in September 2014) to enable the construction of the new buildings. The buildings which are proposed to be demolished are:

- F174
- F175
- F179

- F180
- F181
- F182
- F183
- F184
- F185

The following existing buildings on the site will be retained:

- F176
- F078
- F178
- F079

- 8.6 The buildings along the frontage with Huntingdon Road (the Open Barn, F178, F078 and F176 will remain unchanged on the site. The limited view of the site from Huntingdon Road will remain unchanged and the redevelopment and refurbishment of buildings will be in the heart of the site away from the Public Highway and public viewpoints. The proposed development comprises a series of linked buildings to form a complex with a coherent layout linking from the site entrance, via new staff facilities, support spaces and technical areas through to the retained stock holding buildings and the grazing land beyond.
- 8.7 To the west of the main building a 'barn' building and two additional stock pens to the south of this are proposed. These pen buildings are designed to replicate the existing pen buildings, in scale, layout and appearance.
- 8.8 Overall, the proposed layout is considered to be in keeping with the existing development on the site and its location adjacent to the Cambridge Green Belt.

Scale

- 8.9 The proposed main building comprises a mix of single and two storey elements. The main roofs are shallow pitched.
- 8.10 The scale of the main building reduces with the site topography to the lowest point adjacent to the existing stock pens. Overall the proposal is for a net decrease in floorspace see Table 1.1 below.

Gross internal floorspace lost by demolition	Gross internal floorspace proposed	Net additional gross internal floorspace
3,430 m ²	3,248 m ²	-182 m ²

Table 1.1 Non-residential Floorspace

- 8.11 There is no change proposed for the number of people employed at the site or the hours of operation. These will remain as existing.

Elevations and materials

- 8.12 The proposed materials are considered appropriate and will harmonize with the existing buildings that will remain on the site. The materials proposed comprise buff brickwork, black weatherboarding, vertical timber and lightweight roofing panels with a grey finish. A condition has been proposed to ensure that materials are consistent with those existing on the site.

Landscape

- 8.13 The existing site is a mixture of concrete paths and grassed grazing areas. There is no change proposed to grazing areas. In addition there are small clusters of existing mature trees on the site predominately to the west of the main building (east of the existing stock pens). It is proposed to remove 4 no. trees and replace with 3 no. trees. The remaining trees will be retained on site and a condition has been included to protect the tree roots during the construction stage of the development. There are no tree preservation orders on the site.
- 8.14 The overall landscaping proposals are considered to be acceptable and will not have a detrimental impact on the surrounding area or the adjacent green belt.

Drainage

- 8.15 The application site is located within floodzone 1. A Flood Risk Assessment dated July 2014 has been submitted with the application and concludes that after taking into account the flood risks to the site from all sources following the proposed development, the overall post-development flood risk is deemed to remain low.

Transport Matters

Transport Impact

- 8.16 The number of staff working on the site will remain at 30. However it should be noted that the actual number on site on any one day / time would be expected to be lower than this as many of the staff's main place of work are different university buildings within Cambridge.
- 8.17 The car parking arrangements will remain as they are currently, works to this area will be limited to re-surfacing where the existing surface is damaged.
- 8.18 A new cycle shelter is proposed and will be provided as part of the scheme. The proposed cycle shelter is proposed to be a steel frame with clear plastic sheet cladding.
- 8.19 The nearest bus stop is located approx. 750m to the south-east adjacent to the junction between Huntingdon Road and Girton Road. This is

considered to be within an acceptable walking distance for a proportion of the staff.

- 8.20 The site is within cycling distance of Cambridge city centre for example Downing Street is 4.7km from the site. Therefore the city centre university buildings are within a cycle ride of 20 minutes or less, making cycling a viable option for those using the site.

Ecology

- 8.21 As part of the application, an Ecological Assessment was also submitted. This identifies the site is dominated by buildings and hard standing. Two of the buildings within the site had evidence that they are being used by nesting birds (barn swallow) and a number of buildings with permanent openings are used by a brown long-eared bat or bats for night time roosting and feeding. The buildings which are proposed to be demolished did not contain features which would be considered attractive to day roosting bats.
- 8.22 The following recommendations have been made in the Ecological Assessment, which are supported by the Ecology Officer:
- All trees, above ground vegetation and buildings with bird nesting potential to be removed outside of the recognised bird nesting period.
 - Ten no. enclosed brick faced bat boxes to be built in the external walls of new buildings within the site at roof eave level in locations away from permanent security lighting.
 - Ten no. artificial swallow nest cups in new livestock buildings.
 - Security lighting to be triggered by motion sensors and the use of down-lighters and cowls to minimise light spill to achieve a largely dark environment for nocturnal wildlife.
- 8.23 The ecological approach set out in the submitted document and recommendations included the ecological approach is considered to be acceptable and is supported by the Ecology Officer.

Noise

- 8.24 The Noise Impact Assessment Technical Supporting Document dated July 2014 states that the majority of the plant such as a number of pumps, boilers and air handling units (AHU's) are proposed to be located within enclosed plant areas. A roof top plant area containing a number of chillers is proposed along with a ground floor plant room and an emergency generator unit.
- 8.25 The nearest sensitive receptors are located some 45m away from the nearest plant location. As such these locations will benefit from attenuation through distance propagation; this is expected to be about 30dB.

Additional benefits are also expected to be provided by screening and directivity factors.

Sustainability

- 8.26 A Sustainability Statement was submitted as part of the Technical Supporting Documents dated July 2014. The pre-assessment demonstrates that the current design proposals are predicted to achieve in excess of the minimum requirement of 70% for BREEAM Excellent. This is in accordance with NWCAAP Policy NW24 which requires non-residential development to achieve BREEAM “Excellent” standards.
- 8.27 Potable water demands will be minimised on the proposed development by using water efficient fittings to reduce demand. In addition rainwater harvesting will be used for the toilets, in accordance with NWCAAP Policy NW24.

9.0 CONCLUSION

- 9.1 The planning application seeks approval for demolition of existing derelict buildings and replaces them with new accommodation providing the University with fit-for-purpose facilities of appropriate standards in order to enable the continued use of the site until it is required for redevelopment. It is not the intention of the current proposal that it in any way frustrates or delays the development of the North West Cambridge site or the implementation of the Area Action Plan and it is not envisaged that the land which is this subject of the application will be required for development for 15-20years.
- 9.2 The proposal does not involve a change of use as the existing use of the site is established. The proposal is therefore a rationalisation of existing old or derelict buildings to be replaced with new consolidated buildings and layout. The proposal has been developed in line with the Development Plan and has evolved further through detailed discussions with officers at the local authority. The proposal complies with the adopted Development Plan and is therefore recommended for approval.

10.0 RECOMMENDATION

APPROVE S/1996/14/FL subject to the following and informatives:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

REASON: To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.

2. Prior to the commencement of development of the buildings approved, except for any underground enabling works, samples of the materials to be used in the construction of the external surfaces of the buildings, shall be submitted to approved in writing by the local planning authority.

REASON: To ensure that the appearance of the external surfaces is appropriate and consistent with the existing buildings on site. (NWCAAP policy NW2).

3. No building operations shall commence until tree protection comprising weldmesh secured to standard scaffold poles driven into the ground to a height not less than 2.3 metres shall have been erected around trees to be retained on site at a distance agreed with the Local Planning Authority following BS 5837. Such fencing shall be maintained to the satisfaction of the Local Planning Authority during the course of development operations. Any tree(s) removed without consent or dying or being severely damaged or becoming seriously diseased during the period of development operations shall be replaced in the next planting season with tree(s) of such size and species as shall have been previously agreed in writing with the Local Planning Authority.

(Reason - To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.)

4. i) No construction work and or construction collections from or deliveries to the site shall take place, other than between the hours 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or collection / deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

ii) Prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the mitigation measures to be taken to protect local residents construction noise and or vibration. Potential construction noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS5228: 2009 Code of practice for noise and vibration

control on construction and open sites: Parts 1 Noise and 2 Vibration. Development shall be carried out in accordance with the approved details.

REASON: All to ensure the environmental impact of the construction of the development is adequately mitigated and to protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15 – Noise Pollution and DP/6 – construction Methods.

5. No development shall commence until a programme of measures to minimise the spread of airborne dust (including the consideration of wheel washing and dust supersession provisions) from the site during the construction period or relevant phase of development has been submitted to and approved in writing by the Local Planning Authority. The development shall subsequently be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning authority.

REASON: To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/16 Emissions and DP/6 Construction Methods.

6. Before the development/use hereby permitted is commenced, a noise impact assessment of building(s) and associated plant / equipment and a noise insulation scheme to include proposals for noise mitigation as appropriate, in order to minimise the level of noise emanating from the said building(s) and/or plant or equipment shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

REASON: To protect the amenity of nearby properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15

7. There shall be no deliveries and or collections outside the hours of 0700 hrs and 2100 hrs on Monday – Saturday and not at all on Sundays, Bank and public holidays unless otherwise agreed in writing by the Local Planning Authority.

REASON: To avoid unreasonable disturbance outside normal working hours to nearby residential properties.

8. Before the development/use hereby permitted is commenced, details of equipment for the purpose of extraction and/or filtration and/or abatement of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration/abatement

scheme/s shall be installed before the use hereby permitted is commenced and shall be and retained thereafter. Any approved scheme / system shall not be altered without prior approval.

Any approved fume filtration/extraction system installed, shall be regularly maintained in accordance with manufacturer specification to ensure its continued satisfactory operation to the satisfaction of the Local Planning Authority.

REASON: To protect the amenity of future residential premises in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/16.

8. The lighting scheme hereby approved shall be installed, operated and maintained in accordance with the submitted plans and artificial lighting assessment / statement (List and dates of reports submitted). Additionally, at all times the lighting scheme shall operate in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011 including requirements for resultant sky glow, light intrusion / trespass, source glare / luminaire intensity and building luminance".

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

REASON: To protect local residents from light pollution / nuisance and protect / safeguard the amenities of nearby residential properties in accordance with NE/14- Lighting Proposals.

9. The development, hereby permitted, shall be carried out in accordance with the following approved plans and documents:

ELE-AR-PL-002
ELE-AR-PL-005
ELE-AR-PL-007
ELE-AR-PL-008
ELE-AR-PL-019 REV A
ELE-AR-PL-021 REV A
ELE-AR-PL-025
ELE-AR-PL-030 REV A
ELE-AR-PL-060
ELE-AR-PL-070
ELE-AR-PL-071
ELE-AR-PL-080

Site Sections
ELE-AR-PL-190
ELE-AR-PL-191
ELE-AR-PL-195

ELE-AR-PL-196

Elevations

ELE-AR-S4-200 REV A

ELE-AR-S4-201 REV A

ELE-AR-S4-220 REV A

ELE-AR-S4-240

ELE-AR-S4-241

ELE-AR-S4-260

REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

12. The development hereby approved shall be constructed in accordance with the recommendations contained within part 4 of the accompanying report, "Ecological Assessment, Field Station, Huntingdon Road, Cambridge dated July 2014. Any variation to the recommendations shall be approved in writing prior to implementation.

REASON: To ensure the development does not harm local wildlife. (NWCAAP Policy NW2).

INFORMATIVES

Construction / Demolition Informative

During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

Operational Fixed Plant / Equipment Noise Informative:

To satisfy the above noise assessment and noise insulation / mitigation scheme condition (Noise Insulation), the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing or future lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB LA90,5mins (L90) during night time between 2300 to 0700 hrs over any one 5 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant / equipment operating collectively needs to be lower than or match the existing or future background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. Noticeable acoustic features and in particular tonal/impulsive noise frequencies should be eliminated or at least

considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.

In addition due regard may be given to recommended noise levels BS 8233:2014- Guidance on sound insulation and noise reduction for buildings

Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

Odour Control Informative

To satisfy the odour and or fume filtration / extraction condition, it is recommended that an effective and appropriate odour/fume extract system be installed to ensure an odour nuisance is not caused to the occupiers of neighbouring premises. The system will need to deal with the two main phases of contaminants within cooking emissions: the particulate (grease, small food and smoke particles) and gaseous (odour vapour/volatile organic compounds).

Further advice regarding the control of noise and odour, is contained in the following DEFRA guidance document: Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (January 2005- Product Code: PB 10527) produced by Department for Environment, Food and Rural Affairs (DEFRA):

<http://www.defra.gov.uk/publications/2011/03/25/odour-noise-kitchen-exhaust-pb10527/>

It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment

selection. It is recommended that any scheme should make reference to this document.

Operational Waste / Recycling Provision Informative

All waste and recycling requirements for residential development should be provided in accordance with the Cambridge & Peterborough RECAP Partnership “*Waste Management Design Guide Supplementary Planning Document*” (RECAP Design Guide), which has been adopted by Cambridgeshire County Council and SCDC.

Adequate information will need to be provided on operational waste and recycling provision such as receptacle type, size and number, how and where they will be presented for collection, street dimensions (vehicle tracking) and management arrangements for offering and collecting from an agreed location.

The Cambridgeshire and Peterborough Minerals and Waste Core Strategy also sets out a requirement for developments to make provision for waste storage, collection and recycling in accordance with the content of the RECAP Waste Management Design Guide.

The RECAP guide can be found via the following link:

<http://www.cambridgeshire.gov.uk/environment/planning/mineralswasteframework/recapwastemanagementdesignguidespd.htm>

All architects and developers need to fully consider all the information contained in the design guide at an early stage to ensure compliance and consideration of all the requirements.

Further advice on this topic can be obtained from Andrew Hinge, Contracts Manager, Environment Operations, Growth Areas & Planning Team, Health & Environmental Services- Telephone No: 01954 713462 or email Andrew.Hinge@scambs.gov.uk .

Informative in relation to condition 7

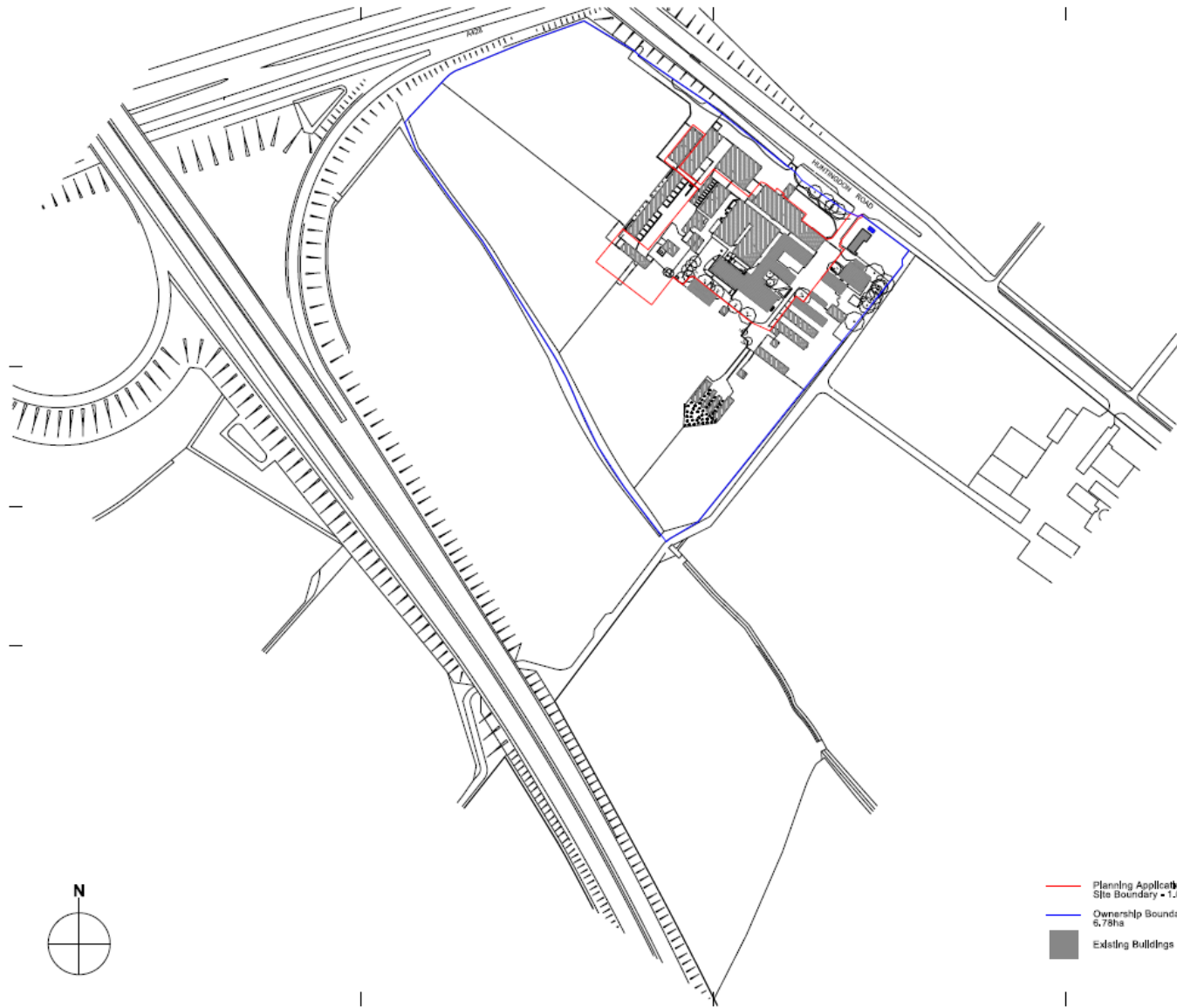
It is suggested that documentary evidence including receipts, invoices and copies of any service contracts in connection with the maintenance of the extraction equipment, is kept, preferably at the premises and is available for inspection by officers of the Local Planning Authority, to facilitate monitoring of compliance with this condition.

Contact details

To inspect any related papers or if you have a query on the report please contact:

Author's Name: Katie Parry
Author's Phone Number: 01954 713379
Author's Email: Katie.parry@scambs.gov.uk

APPENDIX A – Site Location Plan



No.	Notes
1	Planning Application Site Boundary - 1.07ha
2	Ownership Boundary - 6.78ha
3	Existing Buildings



- Planning Application Site Boundary - 1.07ha
- Ownership Boundary - 6.78ha
- Existing Buildings

PLANNING

UNIVERSITY OF CAMBRIDGE
Estate Management

Plot No: 114
Plot Name: Hartington Road, Cambridge

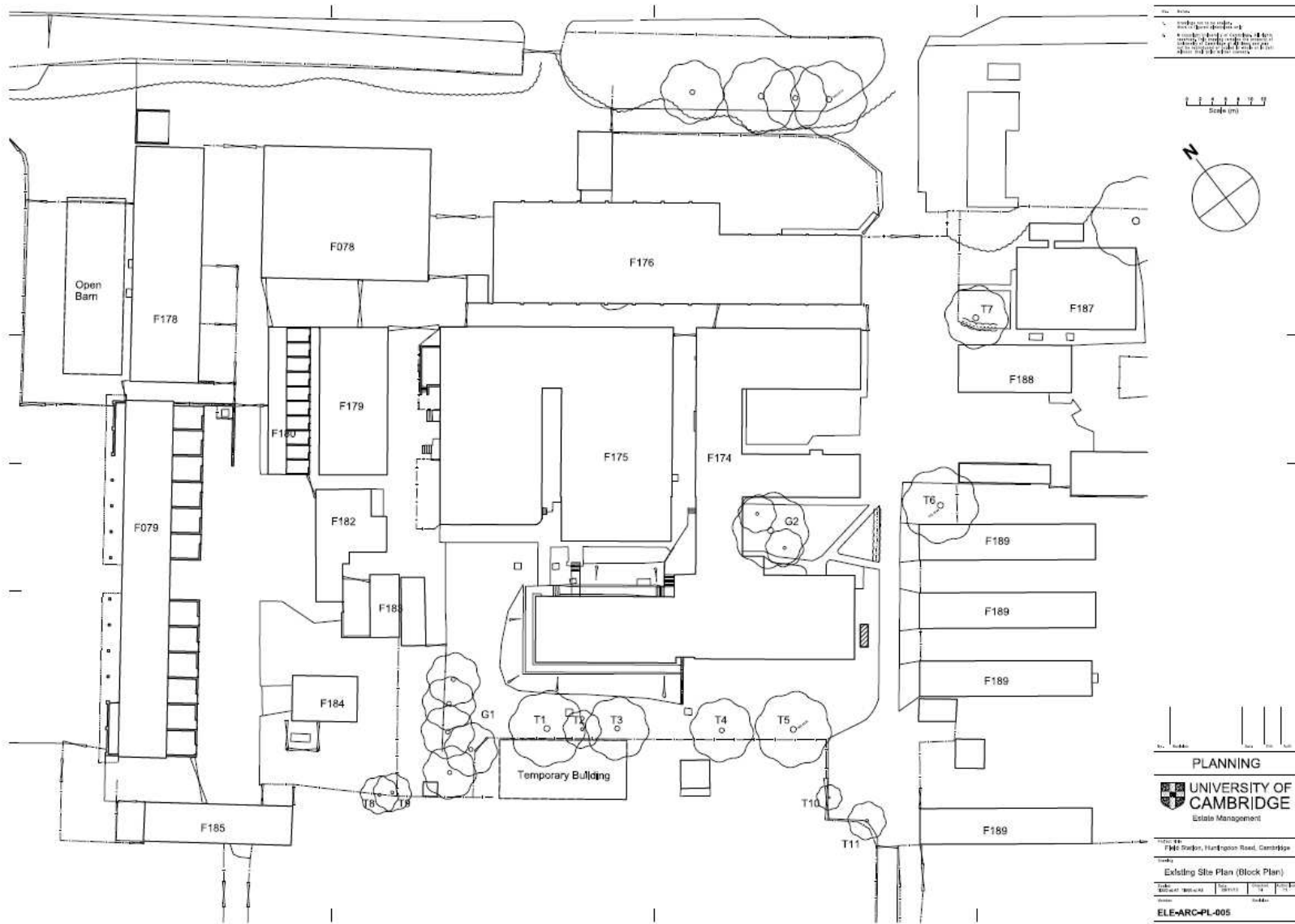
Existing Location Plan

Scale	1:1000	1:2000	1:5000	1:10000
Author	...	...	...	...
Check	...	...	...	...
Date	...	...	...	...

ELE-ARG-PL-002

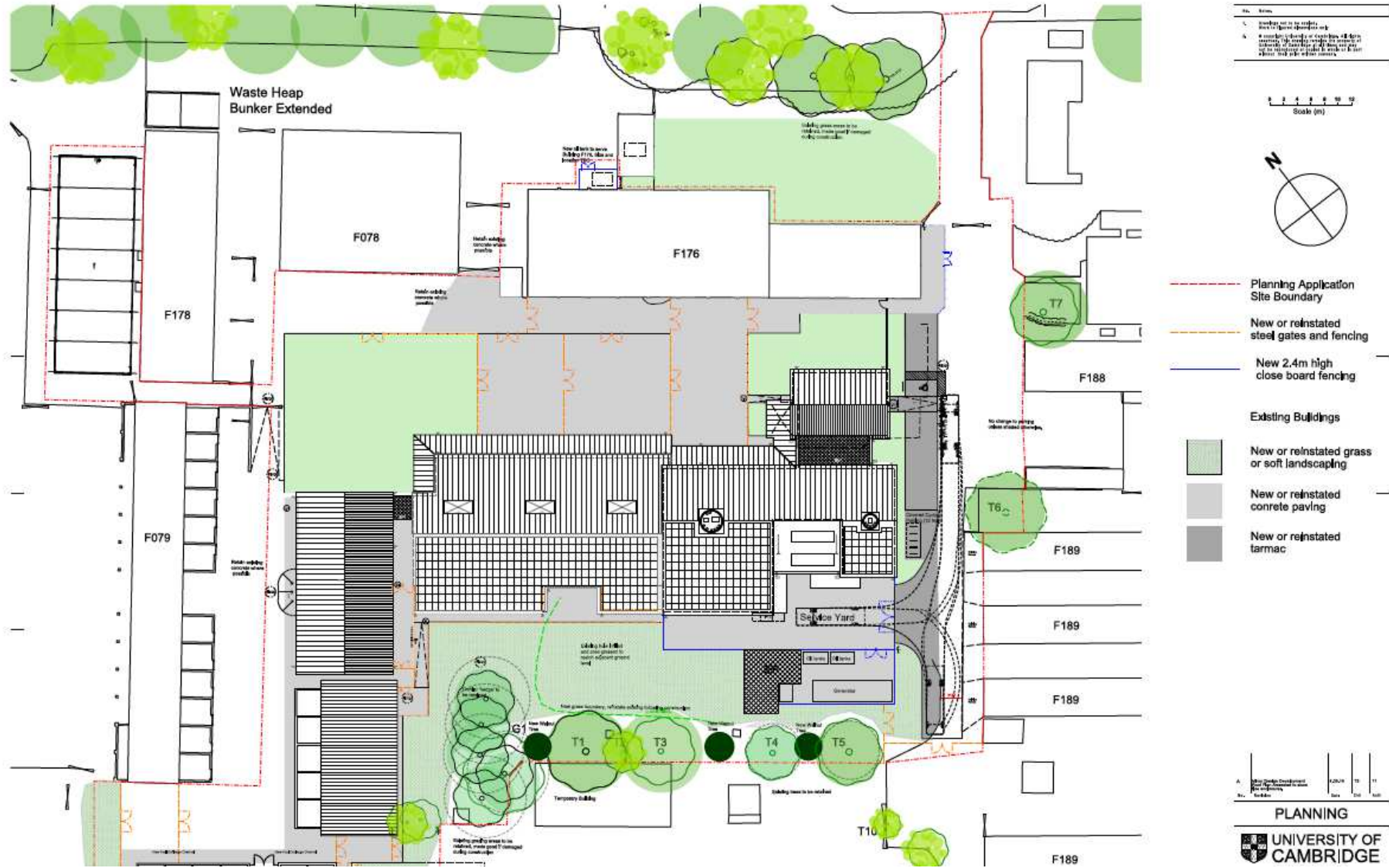
Existing Block Plan

Page 84



Proposed Site Plan

Page 85



APPENDIX B - Eye level view from main site entrance



Aerial view looking south



Aerial view looking north



Agenda Item 6

JOINT DEVELOPMENT CONTROL COMMITTEE

Report by: Head of Planning Services, Cambridge City Council

Date: 19th November 2014

Application Number	14/1201/REM	Agenda Item	
Date Received	22 nd July 2014	Officer	Kirsty Carmichael
Target Date	21 st October 2014		
Parishes/Wards	Trumpington		
Site	Land between Long Road and Shelford Road (Clay Farm/Showground Site), Cambridge		
Proposal	The approval of access, appearance, landscaping, layout and scale of the site (the reserved matters) pursuant to the outline permission 07/0620/OUT for Parcel 21 of the Clay Farm site for the development of 208 residential dwellings (including affordable housing) and 540 sqm of A1 (retail shops), A2 (financial and professional services) and A5 (hot food takeaway) uses plus associated open space, infrastructure and car parking		
Applicant	Cambridge City Council (Housing Strategy) in partnership with Hill Residential Limited		
Recommendation	Approval		
Application Type	Reserved Matters	Departure:	No

The above application(s) have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes

	Page
0. Introduction	3
1.0 Site Description/Area Context	3
2.0 The Proposal	4
3.0 Relevant Site History	6
4.0 Publicity	8
5.0 Policy	8
6.0 Internal & External Consultations & Neighbour Representations	9
7.0 Assessment	10
Principle of Development	10
Compliance with Parameter Plans, Design Code & Cambridgeshire Quality Panel Review	11
Design and Layout	13
Materials	17
Movement & Connectivity	17
Access	18
Secured by Design	20
Car Parking	20
Cycle Parking	24
Affordable Housing & Housing Mix	25
Landscaping, Arboriculture & Play	27
Ecology	30
Lighting	30
Sustainable Design & Construction	31
Surface & Foul Water Drainage	32
Waste & Recycling	33
Residential Amenity & Environmental Health Issues	34
Public Art	37
8.0 Conclusion	
9.0 Recommendation	

APPENDICES

Ref	Title	Page
A	Government and Regional Guidance and Advice	44
B	Supplementary Planning Documents and Material Considerations	45
C	Internal Consultations	47
D	External Consultations	50
E	Neighbour & Other Representations	52
F	Outline conditions	54
G	Design Code Compliance Statement	55
H	Cambridgeshire Quality Review Panel Comments	56
I	Plans (Site Layout, Tenure Plan, Parking Strategy and Landscape)	68

0.0 INTRODUCTION

- 0.1 This is a reserved matters application for the Clay Farm comprising 208 residential units and a total of 540 sqm of commercial space comprising 2 x A1 units of 100 and 200 sqm, 1 x A2 unit of 120 sqm and 1 x A5 unit of 120sqm on land located to the north of the CGB and to the west of the neighbourhood square. The application is submitted jointly by Hill Residential and Cambridge City Council who own the freehold title of the land.
- 0.2 In August 2010 outline approval (07/0620/OUT) was granted for the Clay Farm development of up to 2,300 homes, a local centre, schools and open space. This is the largest of a number of developments proposed in Cambridge Southern Fringe, creating an extension to Trumpington Village. This approval followed an appeal decision on a duplicate application that upheld the Council's position that 40% affordable housing should be provided on this site. The decision notice was issued on completion of the Section 106 agreement, the majority of which had been agreed through the appeal process.
- 0.3 The outline permission approved 6 parameter plans with which all reserved matter applications must comply. These covered land use, access, density, building heights, landscaping and urban design principles. A full application for the construction of the spine road through the Clay Farm site from Long Road to the Addenbrooke's Road (AR) roundabout was approved at the same time.
- 0.4 City Council Members were keen to ensure that a development coming forward on the site should deliver a scheme of high quality in design terms with exemplar sustainability standards and 50% affordable housing. The City Council's Executive Councillor for Customer Services and Resources approved the principle of the project at the Strategy and Resources Committee on the 4th July 2011. Hill Residential Limited were then selected through a competition process in 2012 as the development partner to create a masterplan for the application site and to submit the application.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is approximately 2.7 hectares/6.67 acres, is generally flat and there are no buildings or trees with the site. The spine road (Lime Tree Avenue) is located to the far east of the site beyond Hobson's Square and the Cambridge Guided Bus (CGB) route in place to the south of the development site.
- 1.2 The application site includes an existing Right of Way which runs along the length of the western boundary. Beyond this are the rear gardens of existing properties on Foster Road. To the east of the site is Hobson's Square and access road to the north, given planning permission by the JDCC in November 2013 and presently under construction. To the south of the site are the existing Foster Road Allotments and Community

Orchard. To the north east of the site will be the Clay Farm Community Centre which was given planning permission in April 2014. Works are due to commence on site in winter 2014. To the north of the application site are parcels 8a and 8b which will be developed by Countryside Properties as a mixed residential and commercial scheme.

- 1.3 The City Council and Hill Residential Limited as the project team for the application has worked in close partnership with the Clay Farm community centre project team and Countryside Properties, to ensure the scheme complements approved proposals, in terms of design, materials and linkages and is also well integrated with parcels 8a and 8b still at early pre application stage.

2.0 THE PROPOSAL

- 2.1 The application seeks approval for 208 residential units which will include 50% affordable units, and 540 sqm of A1, A2 and A5 uses plus associated open space, infrastructure and car parking. It will be a highly sustainable development with all residential units meeting code level 5 and all commercial elements reaching BREEAM Excellent standards.
- 2.2 The scheme has been designed to be tenure blind with the ambition to deliver an exemplar scheme of high architectural quality and its arrangement is very different in design to proposals previously approved on the Clay Farm site being 8 blocks of accommodation arranged in a quad formation around a central communal landscape. The blocks are named Adams, Hill, Godwin, Hawkes, Maynard Keynes, Minton, Royce and Searle after historical noteworthy Cambridge residents.
- 2.3 The scheme will deliver a higher level of affordable units, with 50% of the residential units being affordable housing. This is above the 40% threshold approved under the outline Clay Farm permission (07/0620/OUT). The scheme will be an exemplar scheme in terms of sustainability with all the residential accommodation achieving Code Level 5 for sustainable homes. A rainwater harvesting scheme will also form part of the drainage proposals.
- 2.3 A key element of the application is the commercial space of which 540sqm will be provided. This will comprise of 2 x A1 retail units, which could be a convenience store or hairdressers, 1 x A2 unit for professional or financial services such as an estate agents and 1 x A5 unit, which would be a hot food takeaway. The delivery of these commercial elements will be crucial to the success and vitality of the Clay Farm and the local centre.
- 2.4 The scheme will be delivered in a single phase with Hill being the first quad to be constructed and then moving around in a clockwise sequential motion. The Green Quad will be completed prior to the first occupation. The build period for the scheme is 2.5 years.

2.5 The proposal was presented to the JDCC as a pre application briefing on the 16th October 2013. It was reviewed by the Cambridgeshire Quality Panel on the 26th September 2013 and again on the 6th May 2014.

2.6 The application is accompanied by the following documents and plans:

- Design and Access Statement
- Planning statement
- Estate Management Strategy
- Energy and Sustainability Statement
- Geo Enviro Report
- Ventilation and Extraction Statement
- Noise Assessment
- Code for Sustainable Homes Ecology Report
- Ecological Management Plan
- Preliminary Appraisal incorporating Biodiversity
- Landscape Management Plan
- Landscape Design Report
- Surface and Foul Water Strategy
- Lifetime homes standards statement
- Location & site plans
- Survey/Topographical plans
- Global lighting Strategy
- Floor layout plans
- Elevations (court and street)
- Site sections & views
- Landscape plans
- Highway Geometry
- Adoptable carriageways visibility splays
- Refuse Strategy
- Cycle Parking Strategy
- Car Parking Strategy
- Plans including Elevations, Tenure, Sections and Layouts

3.0 RELEVANT SITE HISTORY

Reference	Description	Decision
07/0620/OUT	Residential development of up to 2,300 new mixed-tenure dwellings and accompanying provision of community facilities; sports and recreation facilities and landscaped open spaces including 49ha. of public open space in the green corridor, retail (A1), food and drink uses (A3, A4, A5), financial and professional services (A2), non-residential institutions (D1), a nursery (D1), alternative health treatments (D1); provision for education facilities; and all related infrastructure including; all roads and associated infrastructure, alternative locations for Cambridgeshire Guided Bus stops, alternative location for CGB Landscape Ecological Mitigation Area, attenuation ponds including alternative location for Addenbrooke's Access Road pond, cycleways, footways and crossings of Hobson's Brook.	A/C
07/0621/OUT	Duplicate of above	Appeal Refused
09/0272/FUL	Spine Road through Clay Farm site, linking Long Road with the Addenbrooke's Access Road (including bus gate). New junction to Long Road; drainage works including formation of 4 balancing ponds (including wetland area for birds) and raising of levels; tree felling and tree planting including semi-mature trees along the road and all associated works.	A/C
10/1065/REM	Construction of foul pumping station with access road, compound and landscaping; thinning of trees in plantation together with replanting.	A/C
11/0161/REM	Landscaping of open space strip west of Hobson's Brook together with filling in of pond to the south of the Addenbrooke's Access Road and replacement with below ground attenuation tanks under southern section of landscaping strip pursuant to outline approval 07/0620/OUT	A/C
11/0319/REM	Landscaping of southern part of the Green Corridor east of Hobson's Brook, including details of allotments pursuant to outline approval 07/0620/OUT.	A/C
10/1296/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 306 dwellings pursuant to outline application 07/0620/OUT	A/C
11/0698/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 128 dwellings pursuant to outline application 07/0620/OUT (Skanska Residential)	A/C
12/0754/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 102 dwellings pursuant to outline application 07/0620/OUT	A/C
12/0794/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 231 dwellings pursuant to outline application 07/0620/OUT (Countryside Properties)	A/C
12/0867/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 274 dwellings pursuant to outline application 07/0620/OUT (Skanska)	A/C
13/0105/REM	Reserved matters for 750 pupil secondary school, community sports facilities and landscaping pursuant to outline application 07/0620/OUT	A/C

13/0751/REM	Reserved matters (access, appearance, landscaping, layout and scale) for 295 dwellings and associated landscaping pursuant to outline application 07/0620/OUT	A/C
13/0912/REM	Construction of a public square with landscaped gardens, hard surfaced areas, parking spaces and sculpture south of the proposed community centre site, together with an access road to the north of the proposed community centre site and hard and soft landscaping east of the spine road, pursuant to outline approval 07/0620/OUT	A/C
14/0093/FUL	Erection of a five storey building to accommodate community facilities, library, café, youth facilities, touchdown space for police and social services, medical centre 20 affordable housing units, and associated parking, amenity areas, refuse storage and landscaping	A/C & S106
14/0520/REM	Reserved matters application (access, appearance, landscaping, layout and scale) pursuant to outline planning permission 07/0620/OUT for the development of 136 residential dwellings, plus associated open space, infrastructure and car parking.	A/C

4.0 PUBLICITY

- | | | |
|-----|--|-------------------|
| 4.1 | Advertisement:
Adjoining Owners:
Site Notices Displayed: | Yes
Yes
Yes |
| 4.2 | This application has been subject to consultation and publicity through consultation letters, statutory press notices and the display of site notices. | |

5.0 POLICY

- 5.1 **Government and Regional Guidance and Advice**
See Appendix A
- 5.2 **Cambridge Local Plan 2006**

3/1	Sustainable Development
3/2	Setting of the City
3/3	Safeguarding Environmental Character
3/4	Responding to Context
3/7	Creating Successful Places
3/11	The Design of External Spaces
3/12	The Design of New Buildings
4/4	Trees
4/13	Pollution and Amenity
4/15	Lighting
5/9	Housing for People with Disabilities
5/10	Dwelling Mix
8/2	Transport impact
8/4	Walking and Cycling Accessibility
8/5	Pedestrian and Cycle Network

8/6	Cycle Parking
8/7	Public Transport Accessibility
8/9	Commercial Vehicles and Servicing
8/10	Off-street car parking
8/11	New Roads
8/16	Renewable Energy in Major New Developments
8/17	Renewable Energy
8/18	Water, Sewerage and Drainage Infrastructure
9/3	Development in the Urban Extensions
9/5	Southern Fringe

5.3 **Status of Proposed Submission - Cambridge Local Plan**

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However, it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

5.4 For the application considered in this report, there are 2 policies in the emerging Local Plan that are of relevance.

5.5 **Cambridge Local Plan 2014 Draft Submission for Examination**

Policy 50 - Residential Space Standards
 Policy 57 – Designing New Buildings

5.6 **Supplementary Planning Documents and Material Considerations**
 See Appendix B.

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

Extensive pre application advice and consultation has taken place throughout the development and assessment of this application. This included a number of officer meetings and workshops, the last of which was on the 5th December 2013. Comprehensive feedback to this meeting was provided by officers and the proposal was amended further prior to submission on 22nd July 2014. The project team have attended the Southern Fringe Community Forum on a regular basis and presented the scheme to a range of stakeholders including neighbouring residents. Comments at the community forums were generally supportive of the scheme with a lot of interest in the high sustainable aspirations of the scheme. A meeting was also held with members of the Foster Road Allotment user group on the 5th November 2013.

- 6.1 Three sets of amendments and additional information were received on the 11th and 22nd September 2014 and also the 21st October 2014 in response to issues raised during the consultation process, comments of which are set out in Appendices C, D and E. These amendments relate to drainage, landscape, urban design, sustainability, pedestrian and cycling, waste, ecology, secured by design and access.
- 6.2 The amendments addressed officers concerns and the application is now supported by the City Council's landscape, sustainability, ecology drainage, waste, urban design, pedestrian and cycling officers. Conditions are attached to address the remaining outstanding issues.

7.0 **NEIGHBOUR REPRESENTATIONS**

Summary

- 7.1 The development site abuts the rear gardens of existing properties on Foster Road. These neighbours were notified of the application and two site notices were also put up on Foster Road. A representation has been made from a resident at 124 Foster Road who objects to the planning application, on ecological, access, design, amenity issues. These issues are outlined in greater detail in sections of the report relating to landscape, right of way, lighting and ecology.
- 7.2 A representation has also been made on behalf of the Foster Road Allotment Society C/O Chicken Plot Manager at 124 Foster Road Trumpington who neither supports nor object to the application. The representation details the agreement made with the developer to improve the allotment fencing adjacent to the development, consider local sourcing of plants, provide information about the allotment site, provide additional dog litter bins, increasing the width of planting to the boundary with Foster Road and the impact of the proposed lighting. These issues are outlined in greater detail in the landscape, ecology and lighting sections of the report.

8.0 **ASSESSMENT**

- 8.1 The assessment has been structured under the following headings:

1. Principle of Development
2. Compliance with Parameter Plans, Clay Farm Design Code & Cambridgeshire Quality Panel Review
3. Building Design and Layout (Residential and Commercial)
4. Materials
5. Movement and Connectivity
6. Access
7. Secured by Design
8. Car Parking
9. Cycle parking
10. Affordable Housing and Housing Mix
11. Landscape, Arboriculture & Play

- 12. Ecology
- 13. Lighting
- 14. Sustainable Construction & Design
- 15. Surface & Foul Water Drainage
- 16. Waste & Recycling
- 17. Residential and Environmental Health Issues
- 18. Public Art
- 19. Construction Management

8.2 **Principle of Development**

- 8.3 The principle of a mixed use local centre on the site as part of the Clay Farm development is established through the outline permission (07/0620/OUT).

8.4 **Compliance with Parameter Plans and Design Code**

The proposal falls within the wider red line boundary of the Clay Farm outline consent and therefore must be consistent with the parameter plans and associated statements, approved under the outline and which fix the key principles for the wider outline development. The proposals substantially comply with all parameter plans and with the site wide illustrative masterplan and the justification for this is set out below.

- 8.5 **Parameter plan 1 - Land use** The site is located within the area identified as Mixed Use Local Centre (including residential). The plan does not differentiate between commercial and residential uses within the local centre. The proposed scheme is for a residential and commercial mixed use scheme and it therefore accords with the parameter plan.

- 8.6 **Parameter Plan 2 - Access** The application site is well connected being located in the centre of Clay Farm. It is close to the primary bus route (spine road) and includes pedestrian and cycle access to the guided bus stop. The strategic footway and cycleway through Clay Farm is located to the north and this provides direct access to Addenbrookes, the City Centre and links to other public transport hubs such as the train station. Local pedestrian links to the north east are provided to the Secondary School via the Spine Road and south via the neighbourhood square.

- 8.7 **Parameter Plan 3 - Landscaping** A high quality hard and soft landscaping scheme is proposed. Each quad will have its own private landscaped amenity area and a central public green quad will provide the main amenity area for the development. The boundary treatments with existing properties and allotments are well considered in landscaping terms and integrate well with the existing properties on Foster Road, Foster Road allotments, proposed community centre and Hobson's Square.

- 8.8 **Parameter Plan 4 - Density** Quad 21 is located in the Central Character Area of Clay Farm (local centre). In this part of the site the housing density is 70-110 dph reflecting the most accessible part of Clay Farm.

The housing density for the affordable units is high 77 dph which reflects its accessible location and this is in accordance with the parameter plan density threshold.

- 8.9 **Parameter Plan 5 - Building heights and widths** The location of the development is within the 3-5 storey zone (9m – 18m) with building heights reflecting the status of buildings located in the local centre. The new buildings reduce in height westwards through the site in order to reflect the lower heights of existing properties and more sensitive boundaries, so that the central area through to the western boundary is primarily 2 and 3 storeys. The building heights graduate eastwards from 5 storeys along the Hobsons Square frontage to 4 storeys along the boundary fronting the CGB. The majority of buildings on the site are between 2 and 3 storeys and all buildings heights comply with the parameter plan heights and widths.
- 8.10 **Parameter Plan 6 - Urban Design** – The scheme design is well considered in urban design terms, the unique quad design enables key objectives in housing, sustainability, and drainage to be met. The main quads are low rise and domestic in scale whilst the eastern elevation of the application site will provide a primary elevation to Hobsons Square and through its design must provide a sense of place and enclosure to the square. The design is considered to meet these aspirations. The elevation is 5 storeys in height with commercial accommodation at ground floor level and 4 storeys of residential accommodation above. The height provides enclosure to the square and its design including textured brickwork and balconies provides the legibility required to establish a sense of place. Its design is considered restrained and it does not dominate. All other boundary frontages are equally considered in urban design terms with landscaped green lanes buffering the sensitive western and southern boundaries providing integration with the existing landscape structure and securing the settlement edge. The proposals are therefore considered to accord with the parameter plan.
- 8.11 The site wide Design Code sets out mandatory design solutions for certain features within the development, such as streets, public realm, landscaping building and building typologies. The proposal is compliant with these mandatory features set out within the code and individual aspects are highlighted in the relevant sections of the report.

Cambridgeshire Quality Panel Review

- 8.12 The Cambridgeshire Quality Panel reviewed the proposal twice, once on the 26th September 2013 and again on the 6th May 2014. Both sets of Panel minutes are attached in full in Appendices G and H. The conclusion from the first panel in September 2013 was that the scheme was excellent, and an exemplar design but the following issues should be addressed, parking design, numbers and siting, further consideration of the range of materials should be given, incentives should be given to residents to encourage use of public/shared transport, consideration should be given to the car parking interface located close to the community centre site and the layout of the initial competition scheme should be revisited.

8.13 These issues were considered by the applicant and further testing and design development resulted in a number of amendments to the proposal which were presented to the panel on the 6th May 2014. The Panel were pleased to note that the issues and recommendations previously provided had been addressed and the team were commended. The panel then made the following specific recommendations, the points of which are addressed below;

(i) Issue

Leasing car parking spaces should be explored and included as part of a clear management strategy for overall parking provision within the site.

Response

2 car club spaces are provided across the site that will allow car leasing for the site residents.

(ii) Issue

The project team should work more closely with developers within the Clay Farm developments sharing experiences of the developments once they are completed.

Response

The developers attend the Southern Fringe Community Forum on a regular basis to liaise with locals and adjacent developers on the overall site and have liaised with the adjacent landowners and their architects throughout the planning process. This will continue throughout the process. Soft landings are also being implemented where liaison with residents is continued after they have moved in, in order to obtain feedback on the scheme.

8.14 Design and Layout

8.15 The design and layout of the Quad scheme reflects the challenging objectives established by the Clay Farm Design Code, parameter plans, and City Council tender process. The quad scheme is a high density development with 208 homes set as a maximum, 50% of which are affordable, all developed at Sustainable Homes Code Level 5. The scheme follows a plan typology whereby the units are arranged in a grid of 8 blocks or quads. It is a modular format which is robust and adaptable and is able to provide a range of typologies at a high density all with central amenity space. All quads will be centred around a central Green Quad which will function as the main amenity area for the site. A site layout is provided in Appendix I.

- 8.16 There are on average 23 homes within each quad and three housing typologies are proposed, these being individual houses, duplex apartments, arranged on two floors and flats. The flatted accommodation is located over the commercial units, fronting Hobson's Square – each block is a maximum of 12 apartments sharing a core. This has reduced the number of lift cores and therefore service charge to each property.
- 8.17 All quads follow the same plan form characteristics set out below;
- The modules are stacked and linked and arranged in a square around a shared courtyard garden, a Quad which will all follow the same landscape principles but incorporate a slightly different design to support individuality.
 - The proposed building depths are essentially 8m deep, allowing for good daylighting and cross ventilation.
 - All homes have either a private or shared gallery entranceway at street level.
 - Every home has at least a dual aspect living room/kitchen and each home optimises its aspect.
 - The apartments all have access to either a balcony, terrace or patio garden, and have a clear relationship with the central green quad.
- 8.18 The boundaries of Adams, Maynard Keynes, Godwin and Hawkes abut the rear gardens of Foster Road and Foster Road Allotments the most sensitive boundaries of the development. As such, these have been designed to be low rise 2/3 storey residential only quads with individual houses or duplex apartments. The northern boundary of Hill Quad will eventually front onto the residential scheme for parcel 8a currently at pre application stage. The individual houses will have their own under croft parking but parking for the residential will mainly be on street parking. This is discussed further in section 8.61 of this report. The tenure provision for all these units is private apart from Hawkes of which all units are affordable.
- 8.19 The southern elevation of Minton block will abut the CGB, where the height of this block along the Hobson's Square, CGB frontage will reduce to 4 storeys. This quad will be residential only with a central amenity space at ground floor level, car parking for the block will be located in an external car parking court to the south west, with further parking located on street around the block and on plot.
- 8.20 **Design**
- 8.21 The Quad design follows the complexity of the scheme which must be of an exemplar design, incorporate 208 homes, 50% of which are affordable, and must meet high levels of Sustainability reaching Code level 5. This result of this complex brief is a scheme where all space has been maximised and has a clearly defined function be it for bin storage, cycle and car parking. The car parking arrangement has been subject to much discussion and a number of iterations prior to submission of the application submission. The design proposed includes a large proportion of car parking to be on street. The areas with car parking which abuts the front

thresholds of the quads and along the more sensitive boundaries of the development are enhanced with planting and trees to support the integration of the car parking and the thresholds are defined to protect privacy.

- 8.22 At street level, legibility and activity will be supported by ground floor frontages which will be punctuated by the front doors and windows of the houses and gated entrance vestibules will provide a glimpse into the private courtyard areas. A light brick base will provide a domestic feel to the ground floors of the quads which will be complemented above by a darker grey wood cladding. Window openings have been sized and located to maximise both orientation and views and this, in tandem with the varying unit combinations has in itself allowed each of the variations to be subtly unique.
- 8.23 Internally a lighter cladding will be used at upper levels to give the quad a more domestic and lighter feel. All dwellings will have use of and views into each central amenity space, which will be individually designed with areas of hard and soft landscaping and a central rill. Ground floor units will also have an area of paved threshold space which will be defined with trellis.
- 8.24 Movement through the site is clear and well defined with a gridded network of streets and links to the adjacent parcels have been well thought through. The main vehicular access to the site is coherent and includes an area of hard landscaping with a mature tree to allow access, views and integration with the community centre.
- 8.25 **Daylight and Sunlight Analysis**
- 8.26 Further information on daylight and sunlight to the residential and amenity areas was requested by the urban design officer because of concerns about shadowing of some private amenity spaces and light levels into habitable rooms due to the scale and massing of the blocks.
- 8.27 Whilst the majority of the QUAD private and communal amenity spaces pass BRE assessment levels, it reveals the communal space for Minton receives between 0 and 1 hour of sunlight on the 21st March (BRE recommends a minimum of 2 hours). The private amenity spaces for 4 ground floor units receive between 0 and 2 hours on the 21st March. In addition the assessment shows that the courtyard will be heavily shaded for 6 months of the year although in the summer acceptable levels of light will be afforded. Given that the BRE guidelines are not 'standards' and the considerable pressures being placed on the scheme due to the density (77dph), Code Level and percentage of affordable housing, along with the availability of the nearby 'green QUAD' and other open spaces, which can be utilised for amenity use in winter months, the failure to meet the assessment for Minton is considered to be acceptable.
- 8.28 A direct sunlight analysis and internal daylighting section has also been submitted. This shows that all units meet the internal daylighting

assessment and the quality of the interior space/accommodation will be satisfactory across the scheme and this is acceptable in design terms.

8.30 **Mixed Residential and Commercial Layout and Design**

8.31 The Clay Farm outline permission and Design Code establishes the principle that the scheme will include commercial elements located at ground level with residential above and these will provide an active frontage and contribute to the vitality of Hobsons Square and Clay Farm Local Centre. The use and size of the commercial units is established in the outline permission and is set out below;

Table 1: Commercial Units, Use and Size

Searle	A1 (eg. Retail such as a pharmacy, hairdressers, coffee bar)	100sqm
	A1 (As above)	200sqm
Royce	A2 (financial or professional services such as an estate agent or solicitors)	120sqm
	A5 (hot food takeaway)	120sqm
Total		540sqm

8.32 The commercial units will be included at ground floor level with residential above in Searle, Royce quads. These quads will have a predominately more urban character being five storeys high and comprising with some individual units at ground floor level but mainly flats fronting Hobson's Square and these will have a more urban character. The amenity areas for these two quads will be provided on a central podium deck in each quad. Parking will be provided at ground floor level under the podiums. Access to the two podiums by residents has been fully considered and will be via a door at first floor level from the internal corridor and access from the individual ground floor units will be via a ramp access from the podium car park.

8.33 The ground floor commercial space will help provide a strong active edge to the adjacent public space. The commercial units will be set behind a swale with bridges across providing a distinctive edge which will complement the landscaping on Hobsons Square. The apartments over the commercial accommodation adjacent to the community square will wrap and terminate the Quad elevations like book ends and will make a strong and positive contribution to the setting of Hobsons square, complementing rather than dominating the design of the adjacent community centre. Each flat will have access to a balcony. These elements will help provide a sense of vibrancy to these elements particularly as they are used and enhanced with planting by residents. Further elevational details have been provided on the advice of the urban

design officer and the elevational drawings now indicate which areas of the brickwork will be textured.

- 8.34 The shop fronts to the commercial units do not show any detail at this stage to enable those letting the units at future dates to come forward with suitable high quality shop front schemes. Condition 12 is attached to ensure that these details are provided.
- 8.35 The detail required for such a complex scheme has led to a number of comments from the urban design officer and three sets of amendments being received from the applicant in response. To summarise, these related to the provision of a design code compliance statement, and design information on the podiums and ground floor units, additional planting to aid screening of ground floor habitable rooms and elevational details for the Royce, Searle and Minton and details with regard to the landscaping and levels along the western boundary. This information has now been received and assessed by the urban design officer who is now satisfied with all details provided for the development.
- 8.36 The masterplan for the site follows the principles set out in the Clay Farm Design Code and specifically the Hobson's Square Character Area which seeks establishes that it should be a lively area containing community facilities, shops and homes. The design of the development follows these principles as set out in the design code and, is compliant with Cambridge Local Plan 2006 policies 3/7, 3/11, 3/12 and 5/13 it is therefore considered acceptable.

8.37 Materials

- 8.38 A simple but high quality palette of materials is proposed, the components and features of which will be varied for each quad and across the site. This will support legibility through the site for residents and visitors and provide a high quality landscape fitting an exemplar scheme which complements the adjacent community centre and Hobson's Square schemes. Condition 8 of the outline permission seeks approval of all materials prior to commencement of development.
- 8.39 The materials to be used for the residential quads will be slightly different to those containing the commercial units. At ground floor level the residential quads will include a light chalky white/cream brick base for with dark grey timber vertical boarding above. The boarding will be laid to reflect the orientation of each façade, south facing elevations will have a more textured finish with projecting timbers creating shadows and movement across the façade. North elevations will have a smoother more regular pattern. In contrast internal courtyard materials will comprise lighter coloured timber boarding to reflect their more private domestic nature. Bright flashes of strong colour to vestibule soffits, window frames, door surrounds and metal work will animate the elevations. Colour and detail will also be used to accentuate individual dwellings so that individual homes can be easily identified.

8.40 Searle and Royce quads will have a chalky white brick facade, with grey metal balconies projecting. The brickwork will be textured to provide additional contrast. The materials chosen are deliberately restrained to enable the buildings to make a positive contribution rather than dominate the streetscene, particularly the frontage to Hobson's Square. All materials throughout the scheme will be sustainably sourced and their long term maintenance and management has been taken into account to ensure its robustness and appearance.

8.41 Movement and Connectivity

8.42 The main vehicular entrance to the application site is to the north from the northern access road which links to the Clay Farm main spine road. This road is the only adopted vehicle access road in the development and provides access to the mews streets and green lanes which run along the western and southern boundaries. The roads are set out in a grid arrangement around the quads, and each street and mews is short in length and always terminates in a recognisable place and edge, such as the central green quad, Hobson's Square or the perimeter green lane. Legibility within and around the site is therefore clear and understandable.

8.43 The main vehicular access and adopted road will route around the central quad providing easy access and will have a number of crossing points, delineated by paving in different textures and shades. The street hierarchy off this route is established in a grid format with clear views through the site to aid legibility.

8.44 The development site is well served with clear pedestrian routes running through the site and around each quad providing convenient access to the CGB, Hobson's Square the community centre and parcel 8 once constructed. The gridded street pattern encourages low vehicle speeds. A central route to Hobson's Square is provided between Searle and Royce quads. It provides direct access and a well defined route for both pedestrians and cyclists.

8.45 The street hierarchy encourages slow vehicle speeds throughout and cyclists will be able to pick up the major cycle route south along the CGB maintenance route from a pick up point in the south eastern corner. Additional access points in the north will provide easy access through parcel 8 to connect with the strategic cycleway to Trumpington and Addenbrookes or via the main access to the site to pick up the Clay Farm spine road and Secondary School.

8.46 The development provides a clear visual hierarchy of streets and spaces for all user groups. It is therefore considered that the proposal is considered acceptable and in accordance with Cambridge Local Plan 2006 Policies 8/4, 8/5 & 8/7.

8.47 Access

- 8.48 The scheme has been designed to be accessible to all user groups and all homes will be built to lifetime standards. Two wheelchair units are to be provided within Royce at ground floor level – both of these are two bedroom flats in line with the City Council's brief and compliant with Lifetime Homes standards. Two disabled parking bays are to be provided which is compliant with Cambridge Local Plan 2006 policy 5/9.
- 8.49 Communal entrances will be designed in line with Part M (2004) of the building regulations and lifetime homes standards and will meet Secured by Design standards. There will be an entrance canopy or recessed entrance providing shelter at each entrance. Gradients of all footpaths will be designed to ensure inclusive access throughout the site. Level access will be provided to all communal entrances, to entrances of individual dwellings and to rear gardens. Careful consideration has been given to issues such as access and entry locations to ensure they are accessible.
- 8.50 All new signage will be designed to achieve good colour contrast and be visible from the new access routes and meet the required standards. External paving will be laid in contrasting patterns and banding to differentiate between roads, pavements parking areas and shared surfaces.
- 8.51 The City Council's Access Officer raised a number of concerns regarding lifetime home compliance, wheelchair access and means of escape. Clarification was provided by the developers in response confirming that all homes meet lifetime homes standard. Fire fighting lifts and disabled refuges are not required under current building standards. However, there is a fire strategy which ensures that each flat has a protected entrance hall giving half an hour fire protection. In addition all flats are separated from each other by minimum one hour fire protection (party walls) and entrance / exit to each flat is via a protected lobby. If a fire were to break out in a flat, neighbouring residents would remain in their own flats and residents of the affected flat would be able to take refuge within the protected lobby. This is in line with current practice and building regulations part b vol 2 requirements and is based on the 'stay put' strategy for residents, other than those directly affected by the fire, as described in BS 9991:2001: Fire Safety in the Design, Management and Use of Residential Buildings.

8.52 Disability Panel

- 8.53 The proposals were presented to the Disability Panel on the 23rd September 2014 who raised concerns about the level of visitor parking and, location of disabled parking bays and additional provision of textural surfaces for the visually impaired but generally welcomed the scheme. The developers confirmed that the visitor parking bays were distributed around the site to improve access, a range of texture surfaces were included within the scheme, the disabled parking bays are located to within the standard distance required with regard to the entrance but the panel have asked if the disabled parking bays could be located closer to the entrance doors. The panel requested the opportunity to provide comments with regard to the internal layout specifications of the two

wheelchair access flats at fit out stage and the developers accepted this request.

- 8.54 The access officers concerns have been taken into consideration where possible and clarification has been provided on points of issue but the objection remains on the basis that fire fighting lifts are not provided. The access arrangements meet the required standards are therefore considered acceptable and compliant with Cambridge Local Plan Policy 3/7.

8.55 Fire and Emergency Vehicle Access

- 8.56 The carriageway geometry of the site has been provided. Emergency vehicles will have access to all the streets and mews radiating from the central park and dry risers to all the larger commercial blocks will also be provided. The design of the routes is considered acceptable and condition 3 requests that a fire hydrant strategy for the development is provided.

8.57 Secured by Design

- 8.58 A secured by design statement has been provided as part of the proposals which details how the development and its environs will meet secured by design standards. The scheme is considered to be well designed and in accordance with Secured by Design principles which ensure a well considered environment with clearly defined ownerships and the natural surveillance of all areas.

- 8.59 All streets and open spaces are overlooked by flats and houses with active frontages on each façade of every Quad. Covered parking areas and access to courtyard parking will be securely gated with fob operational controls for use by residents only. Landscape is designed to avoid screening and to allow views to all areas. Internal courtyards are secure with access for residents only. Access for maintenance will be via the common cycle store for the Quads and via the main vehicular access for Royce and Searle and will be secure fob operation only. Access for visitors to common access cores will be controlled by audio visual entry systems. Refuse stores will be secured and accessible to residents, estate management and Cambridge City Council waste collection operatives only. Confirmation has been provided in response to the PALO concerns regarding the security of the cycle parking which is now controlled by fob access and this is considered acceptable.

- 8.60 The proposal meets the criteria for secured by design established in Secured by Design (2010) and is therefore considered acceptable and compliant with Cambridge Local Plan policy 3/7.

8.61 Car Parking

- 8.62 The car parking strategy proposed for the development has to an extent been established by the design of the development which reflects the need to deliver 208 homes at high density on this part of the Clay farm site and

also provide amenity space for all residents. Condition 52 of the Clay Farm outline permission sets as a maximum number of residential and visitor car parking spaces for the Clay Farm site with a maximum number of two spaces per dwelling. The car parking levels on the Quad site fall well within these maximum levels.

8.63 The car parking arrangements are discussed in more detail below and the proposed parking numbers for each quad are set out in Table 2.

8.64 Adams, Hill, Godwin, Hawkes, Maynard Keynes Quad – Car Parking

8.65 In order to maximise parking numbers for quads Adams, Hill, Godwin, Hawkes and Maynard Keynes the majority of parking spaces will be provided off plot and will be located close to the threshold of the allocated units. In order to comply with highway arrangements, the location of these spaces will be on unadopted streets and be managed by the estate management company. The on street parking arrangements comply with highway safety regulations and are considered to be well integrated with hard and soft landscaping used to ensure that it does not dominate the streetscene and it is therefore considered acceptable. On plot parking has been provided wherever possible to individual houses and parking has been provided where possible as close as it can be to each individual unit in order to ensure it is accessible. A planting screen will be provided to further delineate the front threshold of properties adjacent to car parking.

8.66 Careful consideration has been given to the two linear bands of parking on the western and southern edges which abut the existing properties on Foster Road and the community orchard and existing allotments. In order to reduce the impact of car parking on the western edge, an enhance band of landscaping will be provided as part of the western boundary treatment which will also be set back to preserve the existing right of way. The visual impact of the car parking on the southern boundary will be reduced by a landscaped buffer which will include trees and a fox proof fence.

8.67 Minton Quad - Car Parking

8.68 Parking for the Minton quad will be predominantly located in the adjacent parking court, but will include some undercroft on plot parking and threshold parking on unadopted streets. This car parking arrangement, together with additional landscaping will ensure it is well integrated and does not dominate the street scene and is therefore considered acceptable.

8.69 Searle and Royce Quad – Car Parking

8.70 The under podium car parking for Searle and Royce is a parking arrangement, considered but not previously taken forward on any Clay Farm scheme. Parking for quads Searle, Royce will be at ground floor level below the podium garden deck with some on plot undercroft parking provided for individual houses. The car parking will be accessed at ground floor level and the frontage to this element has been considered in urban

design terms with views through to ensure this is not a blank inhospitable frontage. In order to improve the under podium parking 8 car parking spaces have been removed with 4 x affordable 1 bed units (Searle quad) and 4 x 1 bed private units (Royce quad) now being car free without an allocated parking space. The principle of car free is acceptable on this site because of its close location to the CGB, bus routes, strategic cycleways and close proximity to facilities and services on the site.

8.71 The podium arrangement is the only system which will provide the numbers of parking spaces required and allow for the deliver amenity space for the two blocks. Urban design and landscaping officers have been robust in their requirements to assess the details for these elements, particularly with regard to management of the landscaping to ensure the success of both and these are now considered acceptable. The impact and dominance of car parking throughout the scheme will be reduced by appropriately located landscaping.

8.72 The car parking allocation strategy for the site allocates 1 car parking space for each dwelling, apart from the 8 1 x units as described above which will be car free. The one car parking space allocation strategy extends to the 10 x 4 bed private individual house and 6 x 4 bed affordable houses. Given the density required on the site and the accessibility of the location this is considered acceptable.

8.73 Visitor and Car Club parking

8.74 30 Visitor parking spaces will be provided 11 spaces of which will be located on adoptable highway on the northern access road and will be subject to the site wide Traffic Regulation Order.

8.75 There are also two allocated car club spaces, one located on the linear strip of car parking along the western boundary and one located close to the CGB stop on the southern boundary of the development.

Table 2: Car Parking Numbers

Affordable	No's of spaces (1 per unit)
Searle (27 units)	23 spaces (4 car free units)
Royce (30 units)	30 spaces
Minton (26 units)	26 spaces
Hawkes (21 units)	21 spaces
Total affordable allocated	100 spaces
Private	
Royce (15 units)	11 spaces (4 car free units)
Hill (23 units)	23 spaces
Godwin (21 units)	21 spaces
Adams (22 units)	22 spaces
Maynard Keynes (23 units)	23 spaces
Total private allocated	100
Additional	
Visitor	30

Car club	2
Disabled	2 spaces (above 5% policy requirement)
Total spaces	234

8.76 Car Parking Management

8.77 All parking will be managed by the Estate Management Company, apart from the 11 visitor spaces which are located on the adopted road on the northern boundary and will all under the remit of the site wide Traffic Regulation Order. Tight control of the parking arrangements will be key to the success of the scheme and functionality of the development. A car parking layout plan is attached in Appendix I.

8.78 The Clay Farm Design Code provides some scope for a limited amount of off plot allocated parking and requirements such as the siting, size and allocation of bays have been incorporated into the layout of the parking as far as possible with regard to the siting, size and location of allocated parking which is located in parallel parking bays. It also seeks for cars to be conveniently and safely located without being visually intrusive. The proposal puts forward a parking scheme, which is considered to be well balanced and meets the objectives set out in the code. The car parking strategy is considered acceptable and compliant with Cambridge Local Plan 2006 Policies 8/1, 8/7, 9/3, 9/5.

8.79 Servicing Strategy for the Commercial Units

8.80 The applicant has not provided a servicing strategy for the commercial units with the application. However, it is their intention for the servicing of the commercial units to be from the front of the commercial units via Hobson's Square.

8.81 Hobson's Square is the main public square for the Clay Farm development and will provide a focal point for community activity, as well as car and cycle parking. The road around the square has been designed as a shared surface, with low kerb edges and using the same high quality, hard landscaping materials as those on the square itself. Hobson's Square is currently being constructed by Countryside Properties but the City Council will manage and maintain the square once constructed and owns the freehold title of the land.

8.82 The area of square adjacent to the proposed commercial units will include 6 car parking bays and a number of cycle racks. The implications for using Hobson's Square for servicing of the commercial units cannot yet be determined without a servicing strategy but an area adjacent to the commercial units to enable drop off and collection which meets highway safety requirements will be required and any potential maintenance and residential amenity issues to the square from the servicing vehicles trafficking the square will need to be assessed. What this would comprise of is still to be determined but, it is anticipated that a minor reconfiguration to the car parking/cycle parking layout could be required. However, if any

significant issues did arise these would need to be dealt with through the appropriate process.

8.83 Condition 13 therefore requires the submission of a detailed servicing strategy will which include the provision of details indicating the location of the drop off/collection points for vehicles, the capacity of the vehicles which is restricted to non-HGV's and a tracking diagram to indicate the route which the vehicle will take. It also includes hours of servicing which will be restricted. This information will enable the impact of the servicing to be fully assessed. The issue of residential amenity is assessed further in the environmental health and residential amenity section.

8.84 The servicing strategy will need to be submitted prior to the commencement of development to enable the servicing information together with any implications to be assessed at an early stage of the development and this is therefore considered acceptable.

8.85 **Cycle Parking**

8.86 The provision of safe and accessible cycle parking for residents is provided within the footprint of the building, in a secure and accessible location. Within Quads Maynard Keynes, Hawkes, Hill, Minton, and Adams, cycle parking is accommodated within the individual and shared entrance galleries or in dedicated locked undercroft areas. 50 visitor cycle parking spaces are distributed throughout the site. The cycling and pedestrian officer is satisfied with these arrangements and the applicant has confirmed that whilst Sheffield stands will be used where possible but where high/low racks are used the support forks will be plastic coated to protect cycles from being scratched and the support posts are there.

8.87 In Royce and Searle quads the cycle parking for the residential apartment blocks is located within the podium parking area, close to individual apartment entrances. Staff cycle parking for those employed in the commercial units is located at ground floor level to the rear of the commercial units. All cycle parking is covered, secure and accessible.

Table 3: Cycle Parking Spaces

Block	Type	Area/No. of Dwellings	Bedrooms	Cambridge Standard per bedroom	Req spaces
Hill	Private	23	56	1	56
Godwin	Private	21	54	1	54
Adams	Private	22	54	1	54
Maynard Keynes	Private	23	56	1	56
Minton	Affordable	26	58	1	58
Hawkes	Affordable	21	60	1	60
Royce	Affordable	30	59	1	59
Royce	Private	15	35	1	35

Searle	Affordable	27	55	1	55
Commercial Royce	Commercial/Retail	240 sqm	N/A	1 per 25 sqm	10
Commercial Searle	Commercial/Retail	300 sqm	N/A	1 per 25 sqm	12
Visitor			N/A	1 space for 4 units	50
Total Residential					487
Total Commercial					22
				Total	509

8.88 This is in line with the guidance set out in Cambridge City Council's 'Cycle Parking for New Residential Developments'. The scheme is therefore acceptable and meets the requirements of the Design Code and Cambridge Local Plan (2006) Policy 8/6 and Cycle Parking Standards.

8.89 Affordable Housing and Housing Mix

8.90 The scheme will provide 50% of the units as affordable. This is 10% above the level required by the City Council's Affordable Housing SPD (2010) and the level being delivered by each approved residential parcel on rest of the Clay Farm site. The need to achieve 50% has also been a key driver in the overall mix of units provided and has helped shape the design of the development and layout.

8.91 Quad will provide 104 dwellings for private sale and 104 affordable dwellings. Of the affordable dwellings 75% will be for affordable rent and 25% for intermediate tenure. The indicative mix set out in the Clay Farm S106 does not apply to the central density area of the site where this site is located and the housing mix has been established on the basis of an identification of housing need in Cambridge by the City Council where there is high demand for affordable rented property in the City in a range of typologies and sizes. This scheme is an opportunity to help meet this demand.

8.92 Distribution of Affordable Housing

8.93 The affordable dwellings are distributed and well integrated across the site. See the Tenure Plan in Appendix I Hawkes, Searle and Minton comprise only affordable units whilst, Royce quad comprises of a mix of both affordable and private units. Distribution of the affordable homes meets those set by the City Council's housing officers and reflects the need for smaller units located close to the facilities and services provided in the local centre.

8.94 Cambridge City Council's Affordable Housing SPD (2010) limits the number of affordable dwellings per lift core to 12 and the number of affordable dwellings per cluster to between 6 and 25. Each quad core has

been designed to be served by a lift accommodating a maximum of 12 homes and therefore meeting policy standards. However, in order to meet the higher provision of affordable dwellings the cluster numbers are higher than established by policy.

- 8.95 The numbers of affordable units for Royce, Searle and Minton are slightly above the cluster threshold at 30, 27 and 26 units respectively with Hawkes slightly below at 21 units. However, given the higher percentage of affordable housing to be delivered on site and that Royce will also include 15 private homes and commercial space, on balance these cluster numbers are considered acceptable. Cambridge City Council will maintain the freehold of both the commercial units and the affordable dwellings, and locating the affordable housing above the commercial units in the Searle and Royce blocks is also considered to be a suitable management solution.
- 8.96 The affordable homes have all been designed in accordance with the Council's Affordable Housing Specification provided and the Housing Corporation Design and Quality Standards and standards set out in the Draft Local Plan Examination Draft. All affordable units will be constructed to the same high quality design standards as the private units and will be tenure blind.

Table 4: Proposed Mix and Location of Affordable Units;

Affordable Blocks	1B2P Flat	2B4P Flat	2B WCH	2B4P Duplex	3B4P Flat	3B5P Flat	3B5P Duplex	3B House	4B6P House	Total
Royce	4	22	2			2				30
Searle	5	18					2		2	27
Minton		18			1	3	4			26
Hawkes		3		4		4	6		4	21
Total Affordable	9	61	2	4	1	9	12	0	6	104

Table 5: Proposed Mix and Location of Private Units

Private Blocks	1B2P Flat	2B4P Flat	2B WCH	2B4P Duplex	3B4P Flat	3B5P Flat	3B5P Duplex	3B House	4B6P House	Total
Adams	2	2		8		2	5	1	2	22
Royce	2			6			4	1	2	15
Hill	2	3		8		2	5	1	2	23
Godwin		3		8		2	5	1	2	21
Maynard Keynes	2	3		8		2	5	1	2	23
Total Private	8	11	0	38		8	24	5	10	104

Total Dwellings	17	72	2	42	1	17	36	5	16	208
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- 8.97 In conclusion, the location, size, layout and clustering of the affordable units is in accordance with Cambridge Local Plan (2006) Policies 3/7 and 5/5 and the Cambridge Local Plan Submission Draft 2014, Policies 50, & 57 together with the Affordable Housing SPD (January 2008) guidance.

8.98 Letterboxes

8.99 Letterbox access has been considered with post boxes for flats located in secure entrance lobbies with secure door for residents only beyond. Post boxes for individual units and for duplex flats will be located in the front entrance doors or vestibule gates.

8.1.1 The letterboxes for each of the commercial uses and residential flats will be located in internal lobby areas. Postmen/trade will be able to access via a tradesman's button/fob. This reflects the view of the project team that all letterboxes should be located inside the building. The view was that they would be an unattractive feature on the outside of the building and subject to vandalism.

8.1.2 Policy 57 Designing New Buildings (Cambridge Local Plan Draft Submission 2014) seeks letterboxes to be located conveniently and accessible from the street. This issue of Letterbox provision for all tenures has been well considered to ensure they are conveniently located for all residents and commercial uses whilst those for the blocks are not located directly on the street, all individual homes and duplex apartments will have letterboxes accessed from the street. As such, this element is considered acceptable in policy terms. The design of the building meets all other elements of the policy.

8.1.3 Landscape, Arboriculture and Play

8.1.4 The landscape proposals have been developed in line with the Clay Farm Design Code (2011) to ensure that the landscape design respects and responds well to the site itself and wider landscape strategy for Clay Farm. The overall landscape strategy will create a high quality setting for the development with a variety of public and private open spaces across the site. These spaces will include private shared courtyards, and roof terraces as well as a larger public green open space known as Green Quad and tree lined streets. The planting species chosen accord with the design code requirement and will provide suitable impact and individuality whilst being robust in order to support maintenance requirements. All spaces are designed to relate to the surrounding architecture, routes, micro climate and pedestrian activity and are designed to be robust yet flexible. A landscape plan is attached in Appendix I.

8.1.5 Green Quad

8.1.6 The main public area of open space is located in the centre of the site, forming a social hub and recreational space for the development. The space is laid out around a large central lawn, sunken approximately 1m with steps and ramps leading down into the space. This will create a sense of enclosure from the street with informal seating steps which will also provide storm water storage during extreme rainfall events. The central space will be surrounded on two sides by formal lines of medium/large trees, with a second row of trees on the south side. On the

eastern and western sides of the Green Quad are formal rectangular pools. These will be planted as reed beds to help filter the water and will have stepped edge profiles for safety but to also allow for variations in water depth.

8.1.7 Shared Quad Gardens

8.1.8 Each quad is designed around a shared courtyard garden space. Each garden has been designed with a different layout and identity but each will share commonalities in plant types and materials. The courtyards have been designed to create routes across and around the gardens, as well as more private spaces for quiet recreation. Pergolas will create shade and privacy and small to medium ornamental trees will subdivide the spaces visually. The gardens will be paved using a palette of block pavers helping to identify the intended use of the spaces. The carefully controlled use of water will form a key element within the quad gardens. Private paved terraces immediately outside the buildings will be divided from the communal gardens with a 'moat' running around the whole courtyard creating defensible space in front of the buildings. Beneath each quad garden and carefully arranged to allow space for tree planting, attenuation tanks will harvest water from the roofs of the building.

8.1.9 Private Patios, Balconies and Terraces

8.1.10 Within each Quad each home has a private patio garden area immediately adjacent to it. The private patio thresholds in each of the quads will be divided using planting and steel mesh screens with climbing plants with space for planters. Beyond this is a moat which lines the perimeter of all the private patio gardens. This serves not only as a definer of the private and shared space but also has a rainwater storage and attenuation function.

8.1.11 The balustrades to the balconies and the pergolas to the roof terraces will be designed to encourage planting which will assist with shading and privacy.

8.1.12 Podium Gardens

8.1.13 Royce and Searle will have access to decked garden terraces at first floor level above ground floor parking. The podium has a low edge with sedum planting to allow sun light into the adjacent gardens below. Set back from the edge of the podium are planters which will work as green balustrades. Central to the podiums raised planters which will include light wells to the car park beneath. These will be arranged to form spaces for seating and help visually sub divide the space.

8.1.14 Boundary Treatments

8.1.15 Foster Road allotments and an existing community orchard are located beyond the southern boundary. The southern boundary with the existing allotments will be enclosed with a new fox proof wire fence, with generous

planting of predominantly native trees and shrubs in front creating a well planted buffer. The boundary towards the guided busway will be kept relatively open with views out to the east. The change of level will be catered for with a low retaining wall.

8.1.16 The western boundary is a sensitive boundary being a public right of way and adjacent to the rear gardens of existing properties on Foster Way. As such the landscaping proposals include a new close board wooden fence and additional planting in the form of low and medium shrubs to enhance this planted edge. Several of the existing properties along this boundary have gates to indicate rear access by vehicles into their back gardens and a number have pedestrian access. The vehicle access gates have not been formalised. However access to these has been maintained as far as possible and access will remain to the pedestrian gates. This is therefore considered acceptable. A neighbour representation has been received, requesting that access is maintained. This resident has rear access to their garden but the property falls outside the application site boundary. No other representations on this matter have been received.

8.1.16 The western boundary will also be enhanced with planting and medium sized and smaller trees which will help terminate the vistas along the street and support the integration of the car parking along this edge. Boundary landscaping along the north eastern boundary adjacent to the square, will include a planted swale, part of the SUDS strategy for the site with bridges across into the retain units. This is acceptable in principle and condition 5 requires further technical drawings to be provided. A neighbour has raised concerns that an area of planting close to the CGB may be reduced. The area that the neighbour refers to is at the southern end of the site and is a landscape buffer adjacent to the CGB which does not form part of the application site.

8.1.17 Play

8.1.18 A Local Area of Play will be created beneath the second row of trees on the south side of the square. The play space will be naturalistic in character with scattered boulders, encouraging imaginative play. By virtue of its location it will be well overlooked and accessible. This is compliant with Clay Farm Youth and Play Strategy 2010.

8.1.19 Management and Maintenance

8.1.20 A five year Landscaping Management and Maintenance Plan has been submitted which clearly sets out all requirements for the management of the landscaping and in particular the timings for all required maintenance works. The management and maintenance strategy has been updated at the request of landscape officers to include a further section setting out an additional monitoring and watering scheme for the areas of landscaping which will be located in planters. The responsibility for public realm management and maintenance will be with the City Council and a private management company.

8.1.21 The landscape scheme is well integrated with the adjacent neighbourhood square and, it is easily accessible and will provide a high quality setting for the development. The landscape and furniture proposals are considered acceptable and compliant with Cambridge Local Plan Policies 3/2 and 3/11), subject to the imposition of landscape conditions, which require an element of further detail.

8.1.22 Public Footpath (Right of Way)

8.1.23 The western edge of the application site includes an existing right of way (Cambridge Public Footpath 171). In order to meet the requirements of the development and to incorporate a green lane and a line of car parking the footpath has been reduced to a width of 1.2 metres. The application does not seek to relocate the footpath or reduce its length along the site. The County Council Right of Way officer has raised an objection because the planned development would constitute a legal obstruction to the Right of Way. The legal width of this footpath was set at a width of 3 metres when the legal order to record the path was made in 1994. The County Council and the applicant are working to resolve this issue which may require the City Council to apply for a modification order to the footpath. This is an issue that has also been raised in a neighbour representation and any modification to the order would require public consultation.

8.1.24 Ecology

8.1.25 The ecological strategy for the site, responds well to the Ecological Conservation Management Plan (ECMP) carried out on the site and the strategic Clay Farm Site Wide Nature Conservation Management Plan (August 2010). Natural England raises no objection to the proposal and supports the landscape proposals and recommendations of the ECMP in terms of mitigation and enhancement. The outdoor spaces provide opportunities for improving biodiversity in this part of the site through tree, hedge and ground cover planting and through the selection of species in the green roof. Additional information with regard to the management of the reed bed in the centre quad was requested by the ecology officer together with the location of the bat and bird boxes and this has now been provided.

8.1.26 A local resident has raised concerns regarding the impact of the development on bats and biodiversity. The impact on biodiversity throughout the Clay Farm site was assessed and is considered in the Clay Farm Ecological Management Strategy and this is supported by the application site biodiversity management strategy who has surveyed the site and provision for bat boxes has been made.

8.1.27 Site wide monitoring will ensure species enhancement and biodiversity continues to be protected and maintained. This complies with Cambridge Local Plan 2006 Policy 4/3.

8.1.28 Lighting

8.1.29 An external lighting strategy has been submitted, further information including an islux contours plan is required in order to make a complete assessment of the lighting scheme. A neighbour representation also raised issues with regard to light pollution and condition 14 requires the submission of further lighting information to enable the impact of any light pollution to be assessed and if necessary minimised.

8.1.30 Sustainable Construction and Design

8.1.31 The City Council set a challenging requirement for the development of the scheme to Level 5 of the Code for Sustainable Homes, and the achievement of this standard has been a clear driver for the scheme. In accordance with the requirements of condition 33 of the outline planning application, the affordable units at Clay Farm should be brought forward at a minimum of level 4 of the code and level 3 for the market homes. The way in which the applicant has embraced the achievement of this standard is welcomed. The proposal includes a range of design and construction measures including;

- The use of design best practice to achieve Code Level 5, utilising shall plan depth and dual aspect to ensure good daylight, assist ventilation and achieve reduced energy bills;
- The connection of all dwellings to a site wide rainwater harvesting system to enable the water consumption requirements associated with Code Level 5 to be achieved.
- Extensive use of green and brown roofs to assist with achieving code levels and photovoltaic panels
- The use of design features such as solar shading, deep window reveals, higher performance glazing and blinds to help prevent overheating;
- Consideration is also given to the role that landscaping and SuDs features have to play in helping to reduce the urban heat island effect;

8.1.32 The sustainability officer did raise concerns regarding the installation of the rainwater harvesting system and provision of green and brown roofs but technicalities regarding their provision have now been overcome and amendments have been received. Green roofs will be provided on Searle, Royce and Minton blocks with brown roofs provided on the remaining quads. The sustainability officer is satisfied with the amendments which have overcome her concerns.

8.1.33 The development will include 540 sqm of commercial provision which will meet BREEAM excellent rating in accordance with provisions in the conditions 36 and 37 of the outline permission 07/0620/OUT.

8.1.34 Renewable Energy Provision

8.1.35 The Energy and Sustainability statement sets out the hierarchical approach to reducing regulated emissions, regulated energy use (heating, hot water and lighting), passivhaus levels of fabric efficiency and the use of photovoltaic panels will provide this.

8.1.36 The approach being taken to integrate the principles of sustainable design and construction into the proposal and the approach being taken to meet the Council's requirement for 10% renewable energy is fully supported. The proposal meets Local Plan Policy 8/16 Renewable Energy in major new developments and Condition 31 attached to the outline permission, as a 10% carbon reduction will be achieved through on-site renewables.

8.1.37 Surface and Foul Water Drainage

8.1.38 A drainage strategy has been submitted which outlines the approach for both foul and surface water drainage for the site. The overall strategy has been developed to manage surface water run off as close to its sources as possible utilising both conventional and SUDs systems.

8.1.39 A Key feature of the drainage system will be the rainwater harvesting system whereby rainwater is collected, stored and then pumped to its point of use in this development, to be used as non potable water rather than mains water in the residential and commercial uses.

8.1.40 The rain water harvesting system will use water from the brown roofs which drain towards the individual internal quad courtyards to a rill feature. These will hold a permanent level of water of approximately 250mm and will be covered by a metal grate for maintenance and safety. The rills will drain direct to the grate underneath the central green quad.

8.1.41 All adoptable and private highway drainage will be captured via permeable block paving or directly into the central SUDS feature (green quad) from the adopted highway. The use of the permeable paving with granular sub base and reed beds to the central storage area will provide a two stage SUDS natural cleansing process of the surface water run off before off site discharge via the site wide attenuation ponds.

8.1.42 A swale running alongside the commercial units adjacent to Hobsons Square will provide additional attenuation to cater for this part of the site which is fairly low level and is unable to reach the inverts of the main attenuation vessels under gravity. The green roofs of Royce, Searle and Minton will drain directly into the adjacent swale structure before being discharged via the downstream surface water network.

8.1.42 A drainage strategy was submitted with the application, which detailed the principles of the drainage system and technical details. The city council will be managing some elements of the drainage system and conditions 5, 6, 7 and 8 require all technical details and specifications to be submitted. Details of the management arrangements are set out in Table 6.

8.1.43 The City Councils Sustainable Drainage Officer supports the approach put forward with regard to the surface and foul water drainage. The SUDS elements are considered to be well integrated into the landscape proposals and the drainage principles are in accordance with the

objectives proposed in the site wide drainage strategy. The proposal is therefore considered acceptable and compliant with Cambridge Local Plan 2006 Policy 4/16.

8.1.44 Waste and Recycling

8.1.45 The waste and recycling strategy for the building has been developed in line with BREEAM, Code and RECAP principles to meet the capacities required. The residential waste will be collected via the existing City Council refuse arrangements. Refuse vehicles will enter the site using the main entrance and use the adopted tertiary street which bounds the central park at the heart of the site and access road to the north to collect the waste which will have been moved to the relevant collection points by either individual residents, estate management arrangements or by the commercial leaseholders. The high density of the site is such that a large proportion of the waste and recycling will be collected in bin stores. Careful consideration has been given to the bin store locations to ensure they all fall within the 10m drag distance required and their integration into the quad layouts. These details are discussed in more detail below.

8.1.46 Hawkes, Hill, Adams, Godwin and Maynard Keynes Quads – Residential Waste

8.1.47 For the duplex apartments in the above quads general waste and recycling storage facilities are provided in a shared communal bin store with residents dropping off their waste at the nearest bin store facility. The furthest a resident will need to walk to use the shared waste facility is 30 metres (walking diagonally across each quad) and this will only affect one unit in each quad. This is considered acceptable and in accordance with RECAP guidance, which states 30m distance as the maximum. All the bins stores are located within the required 10m drag distance of an adopted road. The estate management company will ensure that the communal bins are kept aligned to ensure easy access and tidy. All the bin stores have been designed to meet capacity and incorporate the appropriate number of bins and will be kept safe and secure with a code. This is considered acceptable.

8.1.48 All individual houses will have their own bin stores conveniently located in the undercroft parking area. Those dwellings are all located adjacent to the adopted road adjacent to the Green Quad and along the entrance road so refuse collection will take place from the threshold. This is considered acceptable.

8.1.49 Royce, Searle and Minton Quads – Residential Waste

8.1.50 The individual apartments in Royce, Searle and Minton quads have shared refuse storage and collection facilities. In all cases the refuse and recycling storage facilities are conveniently located within easy access for users and the capacity of the storage facilities is considered in accordance with RECAP guidelines. The bin storage locations for Minton and Searle are within the 10m of access points for collection by refuse vehicles.

However, one of the bin store facilities for Royce falls outside of this distance and will the bins will be moved to the collection point by the estate management company.

8.1.51 All footpaths adjacent to the bin stores will be on a level surface and the path for collection will be 1.5 metres which is suitable for access. There is some conflict with bin stores located in Hill, Godwin, Maynard Keynes and Minton where collection access is slightly limited by car parking spaces and refuse operatives will need to drag the bins along the pavement rather than have clear access into the road. The application has considered this issue but because of the density of the site the car parking has not been able to be reconfigured. On balance, it is considered that as the refuse operatives will not need to drag the bins any further, it is a more awkward manoeuvre rather than a longer distance or negotiate any high kerbs, whilst not ideal it is considered acceptable.

8.1.52 Commercial Waste

8.1.53 Refuse storage for the commercial units in Searle and Royce will be accessed separately from residential units. Individual refuse storage areas are located adjacent to each commercial unit and the bins will be moved by Management to a refuse collection area located at the northern corner of Searle close to the adopted highway for ease of collection. All bin stores can be conveniently accessed by staff via sliding doors with a code access that will be used by the management company and refuse operator to ensure they are safe and secure. A management system will be in place to ensure that the bins are moved to the refuse collection point adjacent to the main vehicular entrance. The capacity of the bin stores has been calculated and all bins are aligned and can be accessed conveniently. Once leased the commercial units may choose to use the Council waste collection services or another provider, however, collection arrangement points will remain the same.

8.1.54 The refuse and recycling arrangements meet capacity requirements and are considered to be well integrated into each of the quads and commercial units. As such, the refuse and recycling arrangements meet Cambridge Local Plan Policies 3/1 and 4/13 and the requirements of the Clay Farm Design Code 2011.

8.1.55 Residential Amenity and Environmental Health Issues

8.1.56 Though a predominantly residential scheme, four commercial units are proposed together with an electricity substation and water Plant for the CHP unit and the impact of these uses on residential amenity is assessed in turn.

8.1.57 Noise Assessment

CGB

8.1.58 A noise assessment has been provided which indicates that the main source of traffic noise impacting on the development will be to those units located in the Minton and Royce quads from the Cambridge Guided Busway which runs to the south of the proposed development. However, as the noise is intermittent and levels are considered satisfactory to not impact on residential amenity. The boundary treatment to the gardens fronting this edge and additional planting strip adjacent to this boundary will further reduce any potential noise issues.

Community Centre and Hobsons Square

8.1.59 Bedroom windows within the Searle and Royce blocks are in close proximity to the community centre within Hobson's Square. The community centre brings together a variety of uses into one building some of which may have the potential to impact on the residential amenity of these residential units, although conditions attached to the community centre permission do seek to limit any potential impact. Noise exposure on these facades has not been calculated within the application. Condition 63 of the outline permission (07/0620/OUT) requires a noise attenuation scheme detailing the acoustic noise insulation to be submitted to indicate how any potential noise levels will be limited.

Commercial Uses

8.1.60 The 1st and 2nd floor residential units within the Searle and Royce blocks above the commercial uses are likely to be the most affected in residential amenity terms by any noise generated by the uses proposed. The windows to these blocks can be opened and mechanical ventilation to these units has not been provided meaning that noise from either footfall to the commercial units or servicing may have an impact on the amenity of these residents. However, the majority of the uses proposed A1 (retail) and A2 (financial and professional services) are unlikely to generate late night noise with any footfall likely only during working hours. The hot food takeaway (A5 use) does have the potential to generate some late night noise and all units will require servicing of some kind. In order to help control the impact on residential amenity, conditions 10 and 11 will restrict the opening hours of the uses to reduce any amenity impact. Condition 13 requires a servicing strategy to be submitted which will enable the impact of any servicing to be assessed, this condition restricts the use of HGV's to smaller vehicles and will control the hours of servicing. Condition 63 of 07/0620/OUT requires the provision of a noise insulation scheme for the floor levels between the residential and commercial uses to be submitted to further limit and impact on residential amenity.

Water Plant and Electricity Substation

8.1.61 A water plant is required as part of the rainwater harvesting and CHP system and is located on the ground floor of the Royce quad. An electricity sub station is located on the ground floor of the Searle block. This is a shared facility serving the development site and the community centre. These plant rooms are not located adjacent to any habitable

rooms and conditions 62 and 63 of the outline permission limits any plant noise levels and requires noise insulation details to be submitted.

Odour

8.1.62 The A5 use (hot food takeaway) will be located at ground floor level within the Royce block. A ventilation and extraction statement has been submitted and this concludes that the ventilation exhaust shall be incorporated into the building design and will discharge at the roof top and this information is acceptable at this stage. However, this will not be sufficient alone to contain odours and depending on the type of cooking adequate layers of filtration will also be required. As such Condition 30 of 07/0620/OUT will apply which requests further extraction specifications to be submitted prior to the development of the commercial units. The details submitted will need to meet the requirements of Annex B and C of DEFRA guidance on the control of odour and noise from commercial kitchen exhaust systems.

Air Quality

8.1.63 There are considered to be no issues with regard to air quality.

Contamination

8.1.64 Intrusive investigations were previously undertaken on the proposed community centre site as part of the site wide Clay Farm investigations during the outline application stage. The investigations have confirmed the absence of significant contamination from the site. During the pre-application stage of the proposal the environmental health officer responsible for contaminated land officer provided comments on the outstanding information required to discharge condition 57 of the outline permission and further information was provided by the applicant with the application which is acceptable. However, some parts remain outstanding and this information will need to be provided prior to commencement of development.

Construction Management

8.1.65 The proposal shares boundaries with existing properties on Foster Road and with the Foster Road allotments. Therefore control of the construction process will be need to be managed carefully to ensure that the impact on residential amenity is minimised. Conditions 59 and 60 of the outline permission requires the submission of a detailed construction management plan prior to the commencement of development and will include hours of working and details of construction traffic routes to ensure that any impact on residential amenity can be assessed and controlled.

8.1.66 Subject to the attached conditions the proposal is therefore considered acceptable in terms of environmental impacts and in accordance with Cambridge Local Plan 2006 policy 4/13 which seeks only to permit development which does not lead to significant adverse effects on health,

the environment and amenity from pollution or which can minimise any significant adverse effects through the use of appropriate reduction or mitigation measures.

Public Art

8.1.67 The Clay Farm Public Art Strategy (November 2010) does not require the provision of public art on this site, given its density and proximity to the community centre and public art on Hobsons Square.

Scheme Management and Maintenance

8.1.68 An estate management company will be formed to provide services to residents of both tenures to ensure that the development is maintained to a high standard. This will include the upkeep of un-adopted roads and sewers, landscape, car parking management and enforcement, green roofs, rainwater harvesting system, PV Panels, waste management for commercial units, door entry systems and internal and external common areas and unadopted roads and Table 2 provides further details. Access to the internal quad areas will be provided via the entrance vestibules. This management company will also manage the affordable units. The City Council's Housing Strategy Team is still finalising the exact details of these requirements.

8.1.69 The main access road into the site and around the central green will put forward for adoption by Cambridge County Council. All other streets are non adoptable and will be managed by the management company.

Table 6: Management Strategy

Area to be Managed and Maintained	Management Responsibility
Main vehicle access into the site and road around the Central Green Quad Street lighting on adopted roads	Cambridgeshire County Council
Foul water networks	Anglian Water/Estate Management Condition 6 requires details to be submitted.
Upkeep of non adopted roads Lighting on non adopted roads Upkeep of non adopted sewers Building maintenance and management arrangements Maintenance and management of all landscape elements Central quad rill area Car parking management and enforcement Operating, maintenance, metering of communal plant such as boilers	Estate Management Company

for district heating and boosted water system Green/brown roofs PV panels Waste management for commercial units Snow and ice removal Window cleaning Door entry systems Car park gates Internal and external common areas Non adopted drainage features Rainwater harvesting system Communal bin stores to ensure they are kept aligned and tidy	
Landscape (apart from the central rill) and central drainage tank in the Green Quad Drainage storage crate underneath Central Green Quad Affordable units	Cambridge City Council The Council will retain the freehold of all of the affordable housing and the commercial units on the site.

8.0 **CONCLUSION**

The Quad Scheme will be a highly sustainable, high quality, mixed use development for the Southern Fringe which is well integrated with the adjacent community centre and neighbourhood square.

The proposed development accords with the wider site parameter plans and the Clay Farm Design Code 2011 approved for the outline permission (07/0620/OUT) and Cambridge City Council Local Plan (2006) policies and is therefore considered acceptable.

9.0 **RECOMMENDATION**

APPROVE subject to the following conditions:

<p>1. Approved Plans</p> <p>The development shall be carried out in accordance with the following approved drawings and technical documents as outlined on the decision notice.</p> <p>Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.</p>
<p>2. Letter boxes</p>

No development of Royce, Searle and Minton quads shall commence until details of how the letter boxes will be made accessible to non residents have been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out incorporating the approved details.

Reason: In the interests of the accessibility of the postal facilities (Cambridge Local Plan (2006) policies 3/7 and 3/12).

3. Fire Hydrants

No development of a residential building shall commence until a scheme for the provision of fire hydrants have been submitted and approved in writing by the local planning authority. The approved scheme shall be fully operational prior to the first occupation of the development/phase, or as agreed in writing with the local planning authority. No development shall take place otherwise than in accordance with the approved scheme.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors (Cambridge Local Plan 2006 saved policies 3/7, 3/12, 8/18 and 9/3).

4. Interim Parking Arrangements

Prior to the occupation of any dwelling, details of the Interim Parking Management Arrangements (prior to any formal adoption) for the Highway shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- a) how parking within the development is to be managed and controlled so that it occurs within designated vehicular parking bays;
- b) how the proposed measures are to be publicised to potential purchasers;
- c) how the subsequent enforcement of parking that occurs outside designated vehicular parking bays is to be managed;
- d) what transitional arrangement will be put in place and secured with the Highway Authority to ensure that such arrangements or similar continue.

Prior to the use of any highway for access to a residential property, the submitted Interim Parking Management Arrangements shall be implemented in accordance with the approved details.

Reason: To avoid the proliferation of parking across the site that is uncontrolled and can limit the proper functioning of the site, to ensure that parking management of the site is consistent at an early stage in its development, in the interests of sustainable travel choice and to ensure that the site does not become a parking refuge for commuters (Cambridge Local Plan policies 3/1, 3/7, 8/2 and 8/11)

5. Surface and Foul Water Drainage and Rainwater Harvesting

Prior to the commencement of the development, apart from any enabling works agreed by the Local Planning Authority, full construction details and

specifications for the surface and foul water drainage and rainwater harvesting shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the details for the foul and surface water rainwater harvesting scheme are acceptable by the Local Authority. (Cambridge Local Plan 2006 Policies 3/7 & 3/11)

6. Drainage Management Arrangements

Prior to the commencement of the development, apart from any enabling works agreed in writing by the Local Planning Authority, a plan indicating the management arrangements for each element of the drainage infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason : To ensure the management arrangements for the site drainage system are satisfactory (Cambridge Local Plan 2006 Policies 3/7 & 3/11)

7. Permeable Paving

Prior to the commencement of development, apart from any enabling works agreed in writing by the Local Planning Authority, full construction, specification details and calculations for all adoptable areas with permeable paving shall be submitted indicating that these areas will meet the relevant British Standard BS 7533-13;2009 to be trafficked by refuse vehicles. These details shall be approved in writing and implemented in accordance with such approval.

Reason: To ensure that the construction details of the permeable paving are built to adoptable standards (Cambridge Local Plan 2006 Policies 3/7, 3/11)

8. Swale & Bridges over Swale

Prior to the commencement of the development, apart from enabling works previously approved in writing by the Local Planning Authority full construction details of the swale and bridges to include planting plans and sections shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the details of the swale and bridges are satisfactory. (Cambridge Local Plan Policies 3/11, 3/8).

9. Tree Pits

Prior to the commencement of development the details and specifications, for tree pits for all ground floor trees in Royce and Searle (podium structures) including those for the root barriers/protection to adjacent hard

<p>surfaces and foundations shall be submitted and approved by the Local Planning Authority.</p> <p>Reason: To ensure that the details and specifications of the tree pits are satisfactory (Cambridge Local Plan 2006 Policies 3/11 and 4/4)</p>
<p>10. Opening Hours - A5 Use</p> <p>The opening hours shall be between 09.00 hrs and 23.00 hrs Monday to Sunday</p> <p>Reason: In the interests of the amenity of nearby residents and occupiers (Cambridge Local Plan 2006 Policies 4/13 & 8/10)</p>
<p>11. Opening Hours - A1 & A2</p> <p>The opening hours shall be between 07.00 hrs and 23.00 hrs Monday to Sunday</p> <p>Reason: In the interests of the amenity of nearby residents and occupiers (Cambridge Local Plan 2006 Policies 4/13 & 8/9)</p>
<p>12. Shopfronts</p> <p>Prior to the occupation of the commercial uses, large scale drawings of all joinery (doors, window frames, etc.) and other elements of the shopfront shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that the appearance of the building is appropriate. (Cambridge Local Plan 2006 policies 3/4 and 3/12)</p>
<p>13. Servicing Strategy for the Commercial Units</p> <p>Prior to the commencement of development, apart from enabling works agreed in writing with the local authority, a detailed servicing strategy shall be submitted to indicate how the commercial units (A1 x 2, A2 and A5) shall be serviced. The strategy shall include the following details;</p> <ul style="list-style-type: none"> a) A plan which identifies waiting/loading/collection bay(s) for the delivery/ servicing vehicles visiting the commercial units. b) A tracking (swept path analysis) drawing showing the anticipated route of the delivery vehicles to the loading bay(s) identified in criterion (a). This analysis should show the path of the largest capacity vehicle anticipated whilst complying with criterion (c) below, along with the walking route from the loading bay(s) to the commercial units.

- c) The units shall not be serviced by Heavy Goods Vehicles (HGVs)
- d) Confirm there will be no deliveries or collections to or from the commercial units outside the hours of 07.00 hrs and 21.00 hrs Monday – Saturday and there shall be no deliveries outside the hours of 09.00 hrs and 13.00 hrs on Sundays and public holidays.

The deliveries and collections for the commercial units shall be carried out in accordance with the approved servicing strategy.

Reason: In order to secure an appropriate means of access for collection and deliveries to the commercial units, to ensure highway safety and to protect residential amenity (Cambridge Local Plan 2006 Policies 3/6, 3/7, 8/2, 8/9)

14. Lighting

Prior to the commencement of a residential building, a detailed outdoor lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall specify the method of lighting (including details of the type of lights, orientation/angle of the luminaries, the spacing and height of lighting columns/fixings), the extent/levels of illumination on adjacent land through the submission of an isolux contour plan and measures to be taken to contain light within the curtilage of the site. No apartment buildings facades shall be lit by up-lighting. The scheme shall be implemented in accordance with approved details.

Reason: In the interests of visual amenity and to ensure that the development will not result in unacceptable light pollution (Cambridge Local Plan 2006 policies 3/11, 4/13 and 4/15).

Informatives

All relevant outline conditions apply 8, 15, 29, 30, 33, 34, 36, 37, 52, 53, 57, 58, 59, 60, 61, 62, 63, 64 & 65

To satisfy the relevant outline conditions 07/0620/OUT (Odour/Fume Filtration/Extraction), details should be provided in accordance with Annex B and C of the “Guidance on the control of Odour and Noise from Commercial Kitchen Exhaust Systems” prepared by Netcen on behalf of the Department for Environment, Food and Rural Affairs (DEFRA) dated January 2005 available at <http://webarchive.nationalarchives.gov.uk/20130123162956/http://www.defra.gov.uk/environment/quality/noise/research/kitchenexhaust/documents/kitchenreport.pdf>

Dust informative

The demolition phase may give rise to dust and therefore the applicant is advised to ensure that appropriate measures are employed to minimise the spread of airborne dust from the site. Further guidance can be obtained from:

- Council's Supplementary Planning Document – "Sustainable Design and Construction 2007":
https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/SustainComSPD_WEB.pdf
- Control of dust and emissions from construction and demolition - Best Practice Guidance produced by the London Councils:
http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp

Plant noise insulation

To satisfy standard condition C62 (Noise Insulation), the rating level (in accordance with BS4142:1997) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L_{90}) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises. Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

Lighting

To satisfy the lighting condition the artificial lighting scheme for the approved use shall include details of any external lighting of the site such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises both on and off site. This information shall include layout plans / elevations with luminaire location annotated, full vertical and horizontal isolux contour maps, hours and frequency of use, a schedule of equipment in the design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact off-site and at proposed residential premises and at artificial light sensitive premises in

accordance with the Institute of Lighting Engineers 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011'.
Advice from the Council's Biodiversity Officer and the Highway Authority should also be sought.

Contaminated Land Guide Informative

The Council's document 'Developers Guide to Contaminated Land in Cambridge' provides further details on the responsibilities of the developers and the information required to assess potentially contaminated sites. It can be found at the City Council's website on

<http://www.cambridge.gov.uk/ccm/content/environment-and-recycling/pollution-noise-and-nuisance/land-pollution.en>

Hard copies can also be provided upon request.

Contact details

To inspect any related papers or if you have a query on the report please contact:

Author's Name:	Kirsty Carmichael
Author's Phone Number:	01223 457291
Author's Email:	kirsty.carmichael@cambridge.gov.uk

APPENDIX A: GOVERNMENT AND ADVICE

National Planning Policy Framework (NPPF) March 2012

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making

Supplementary Planning Documents and Material Considerations

Cambridge City Council (May 2007) – Sustainable Design and Construction

Cambridge City Council (January 2010) – Public Art

Cambridge City Council (January 2008) Affordable Housing SPD

Material Considerations

Cambridge Southern Fringe Area Development Framework (January 2006)

APPENDIX B: SUPPLEMENTARY PLANNING DOCUMENTS AND MATERIAL CONSIDERATIONS

Supplementary Planning Documents

Cambridge City Council (May 2007) – Sustainable Design and Construction
Cambridge City Council (January 2008) - Affordable Housing
Cambridge City Council (January 2010) – Public Art
Cambridge City Council (2010) – Cycle Parking for New Residential Developments

Material Considerations

Cambridge Southern Fringe Area Development Framework (January 2006)

APPENDIX C: INTERNAL CONSULTATIONS

Consultee	Comment on further Amendments/information submitted (where appropriate) received on the 22.09.14 and 21.10.2014	Comment on original submission
Housing		<p>The tenure plan accords with the Councils SPD of 75% rented and 25% intermediate.</p> <p>The high density of the development with 50% affordable housing has given rise to some clustering issues. The Council's Affordable Housing SPD confirms cluster sizes of between 6 to 25; however 2 blocks are clusters of 26 and 27 affordable homes with another block containing 30 affordable homes. Given that this application is providing 50% affordable housing at a high density level trying to meet all the Council's planning obligations has meant a compromise on the cluster sizes for the affordable housing has been made and Strategic Housing is happy to accept the cluster sizes on this application.</p>
Landscaping & Arboriculture (incorporating Streets and Open Spaces comments)	<p>A more simplified landscape scheme is supported. The landscape management and maintenance plan has been updated. A condition requiring tree pit details should be applied.</p> <p>Additional information was submitted on the 22.10.14 and landscape and streets and open spaces officers are satisfied all details are now acceptable.</p>	<p>Further information and construction details are required for the podiums, courtyards, together with detailed specifications, planting plans and the automated irrigation specification and maintenance.</p>
Sustainability	<p>A plan indicating the location of the green and brown roofs has been provided and all details with regard to sustainability are acceptable.</p>	<p>The scheme is supported but the officer is concerned that the green roofs and rainwater harvesting may be designed out because of technical difficulties.</p>
Sustainable Drainage	<p>Further information has been provided and the drainage officer now supports the application subject to conditions.</p>	<p>An objection is made to the application due to a lack of information about the rainwater harvesting element and its adoption, the landscaping in</p>

		<p>association with this, details of the drainage elements in the Central Quad, the use of the grate beneath the swale which is not supported, confirmation that any permeable paving will be capable of being trafficked by refuse collection vehicles.</p> <p>Inconsistencies should be amended, an EA protocol be provided and justification for green roofs not being acceptable.</p> <p>Further comments dated 01/09/14 to further drainage information provided; rainwater harvesting info is still required, together with details of the tanks, rills, grated channels in the green quad, and provision of green roofs.</p>
Cycling and Walking	Clarification has now been provided. The addition of a low kerb between the footway and car parking is acceptable.	The design is supported but there are a few concerns regarding the cycle links to the CGB, clarification with regard to links to the square and access to the cycle parking to the rear of the garages is quite narrow.
Environmental Health	A further boundary treatment has been included in order to minimise noise from the CGB and this is considered acceptable.	<p>The environmental health officer has made a number of comments regarding the potential impact of noise from the CGB, community centre/Hobson's Square and commercial uses and is satisfied with the information provided by the applicant at this stage, subject to further information being submitted under conditions 30, 62 and 63 of the outline permission.</p> <p>C57 – Contamination – The application has provided sufficient information to discharge parts a-c of this outline condition.</p>
Urban Design & Conservation	Additional information provided in response to the urban design officer comments. A further meeting was held on the 7 th Oct and further information submitted. The scheme is now	The overall approach to the design concept of QUAD is supported. However, a number of issues need resolving with regard to provision of a design code compliance statement, 3D views, shadow analysis, elevational details ROW and levels and

	supported by urban design officers.	further information provided before it is acceptable.
Waste & Recycling	Further clarification has been provided and all outstanding waste issues have now been addressed.	The application is supported subject to a number of issues being addressed. These include, clarification of furthest distances from bin stores, reconfiguration of bin store access, the responsibilities of the estate management strategy and bin numbers.
Access	Further clarification was provided with regard to concerns raised but as fire fighting lifts will not be provided the objection still stands.	The access officer objects to the scheme on the basis that the homes should be built to Lifetime standards and Part M of building regs and does not provide information on how wheelchair users will escape from a flat in the event of a fire, the car parking spaces should be located closer to entrances and how will visually impaired people way find.
Ecology	Further information was included and additional information provided with regard to the location of bat and bird boxes. No objection.	No objection but clarity is required regarding the planting and maintenance of the ponds which should be referred to as reed beds and the location of bat and bird boxes.

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

APPENDIX D: EXTERNAL CONSULTATIONS

Consultee	Comment on Amendment (where appropriate)	Comment on original submission
Cambridgeshire Fire and Rescue Service	N/A	The Fire Service has asked for their standard fire hydrant condition to be applied to any approval.
Police Architectural Liaison Officer	The combined lobby and cycle store is now considered acceptable. No objection.	No objection but has made a number of comments relating to; communal entrance and access doors which should meet SBD minimum standards and access control is required to ensure cycle security and maintenance access for the shared lobby accessing stairways and lifts together with better surveillance. External mail boxes could resolve the requirement for a trade button. Cycle storage arrangements are accepted within duplex entrances of Royce, Searle and Minton. However, the cycles parked within a shared lobby accessing stairways and lift will not provide enough security despite the doors meeting SBD requirements (response dated 16.09.14)
Cambridgeshire County Council		The Right of Way Officer has objected to a reduction in the width of the existing Right of Way which runs along the western boundary of the development.
Highways Authority	County Highways have no comment to make.	County Highways have no objection.
Ministry of Defence Safeguarding -		No objection.

Cambridge Airport		
Natural England		No objection

*The above responses are a summary of the comments that have been received.
Full details of the consultation responses can be inspected on the application file.*

APPENDIX E: NEIGHBOUR AND OTHER REPRESENTATIONS

The owners/occupiers of the following addresses have made representations:

	Comment on Amendment (where appropriate)	Comment on original submission
124 Foster Road	The neighbour has provided a further reiteration of her points on the application.	The neighbour objects to the planning application because of its impact on biodiversity because of its impact on existing wildlife corridors, the design of the development which is considered 'soulless', the lack of a gateway to the existing allotments, the impact of light pollution, integration of the new community and concern that the development does not encroach on the strip of green land next to the CGB is not built on.
Foster Road Allotment Society	One further comment made with regard to the provision of details with regard to the decorative gateway to the allotment should be provided.	The society support the application and have been in discussion with the developers and agreed a way forward to minimise impact on the allotments by; providing a new fox proof fence along the adjacent fence, to provide information to residents about the allotments and using dog litter bins. However, they are concerned that provision has not been made to; increase the width of the planting to the boundary at the end closest to Foster Road and protect the false acacia tree, and

		to discuss the lighting scheme in advance of the application.
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The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

APPENDIX F: OUTLINE CONDITIONS

NO DEVELOPMENT TO COMMENCE

Number	Condition	Decision/ Date
5	Phasing Plan approval	JDCC Jan 2011
6	Design Code approval	JDCC Feb 2011 Final discharge May 2011
11	Green corridor (Strategic) approval	JDCC Nov 2010
23	Allotments & Comm Gardens	JDCC Nov 2010
38	Strategic site surface water strategy approval	JDCC Mar 2011
40	Ground water	November 2010
41	Ecol Cons Man Plan approval	October 2010
57	Contaminated land assessment	January 2011
58	Strategic CEMP	September 2011
69	Archaeology	Fieldwork completed and Assessment Report approved.

APPENDIX G: DESIGN CODE COMPLIANCE

This application has been developed in accordance with the parameters as set out in the Clay Farm Design Code and approved by Cambridge City Council May 2011. The applicant has submitted a Design Code Compliance Statement which sets out how the development accords with the development.

Page	Design Code Requirement	Proposed scheme – compliance with Design Code
12	Land Use - Local Centre	The proposal includes a mix of residential and 540 sqm of commercial space which is consistent with the land use requirements for the local centre.
13	Block Structure	The block structure is consistent with that for the Hobsons Square character area and provides a sense of enclosure for Hobsons Square
27-29	Residential and Visitor Car Parking –	Parking is provided in a variety of different configurations around the development. This includes on street parking, on plot parking under building structures and in landscaped parking courts. All parking is overlooked and subject to natural surveillance. Parking throughout the development is allocated with the exception of visitor spaces. Visitor parking for cars and motorcycles is in shared public on street parking spaces consistent with design code requirements.
36	Street Furniture	Street furniture will be selected in accordance with the Design Code and will be robust and easy to maintain.
37	Landscape – Trees in parking areas	A distinct and legible landscape hierarchy is proposed which is created through the careful selection and specification of species and the design of spaces. The palette of proposed plants and trees will contribute to the character of the area.
41	Youth and Children’s Play strategy	The proposal is in keeping with the youth and play strategy and provides a LAP in the Central Quad with natural play features.
42	Surface Water Drainage	A comprehensive SUDS drainage system is proposed.
44	Waste and Recycling:	All bins area discreetly and securely located in easily accessible locations.
45	Utilities	An electricity sub station has been incorporated discreetly into the proposal. This will also provide electricity to the community centre.
46	Sustainable Development	The scheme will be highly sustainable meeting Code Level 5 requirements in keeping with key principles for this area of the Clay Farm scheme.
	CHARACTER AREA - HOBSON SQUARE	
	Building design principles	The materials in this character area will be predominantly contemporary in nature with stronger bolder colours and the proposed scheme is in keeping with this.
78	Key Parameters	The residential development at the western boundary adjacent to existing properties should be sympathetic in scale with existing properties. In this area it is 2 storeys in keeping with the design code.
82	SUB-CHARACTER AREA – Trumpington Edge	
86	Building Plots and typologies	The proposal is in keeping with design code principles being predominantly apartment accommodation reducing in scale and massing along the western boundary with the existing settlement. All proposed roofs are flat in keeping with the character area, these will incorporate PV panels, green and brown roofs. The proposal features mainly apartments with some houses along the western boundary. Gaps between buildings are minimal with central courtyards containing podium parking. This is in accordance with the design code.
88	Streets, Public realm and landscape	A clear logical hierarchy of tertiary streets, green lanes and mews are proposed throughout the development. Road materials have been selected to accord with the Local Authority Adoption Criteria. The street hierarchy meets that proposed together with the planting schedule and species.

APPENDIX H: CAMBRIDGESHIRE QUALITY PANEL COMMENTS

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Clay Farm Parcel 21

Date: 26th September 2013

Venue: Marketing Suite, Cambourne Business Park, Cambourne

Time: 13:15 - 16:15

Quality Panel Members

Simon Carne (Chair)
Canda Smith
George Hazel
David Pritchard
Meredith Bowles

Panel secretariat and support

Judit Carballo (Cambridgeshire County Council)
James Tipping (Cambridgeshire County Council)

Local Authority Attendees

Kirsty Carmichael (Principal Planning Officer, Cambridge City Council)
Glen Richardson (Head of the Joint Urban Design and Conservation Team,
Cambridge City Council)

Applicant and Representatives

Teresa Borsuk (PTEa Architects)
Sarrah El Bushra (PTEa Architects)
Colin Raymond (PEP Consulting Engineers)
Sam Archer (AECOM)
Robert Myers (Robert Myers Associates)
Joanna Thorndike (Hill Residential)
Nick Parkinson (Hill Residential)

1. Scheme description and presentation

Architect/Designer	PTEa Architects
Developer	Hill Residential
Planning status	Pre Reserved Matters

2. Overview

Clay Farm Parcel 21 is located within the Clay Farm site which forms part of the Southern Fringe expansion of Cambridge, to the south west of the community building and to the north of the guided busway. The site lies within Hobson's Square character area.

Outline approval has been granted for up to 2,300 houses, community, sports, recreation and education facilities and open space on the Clay Farm site.

Clay Farm Parcel 21 comprises:

- A maximum of 209 new homes and 540m² of commercial/retail space (A1, A2, A5 uses).
- 50% of the homes are to be affordable housing.
- The new residential accommodation is to achieve a minimum of Code for Sustainable Homes Level 5 and the commercial/retail designed to BREEAM Excellent standard.
- A Sustainable Urban Drainage system with a minimum of two treatment stages before the surface water is discharged from the Development Site.
- There is to be a post completion process to monitor the implementation of CoSH, BREEAM and the sustainable drainage.

Cambridge City Council noted that the scheme is moving forward positively, supported by two pre application discussions held on 11th July 2013 and 17th September 2013. Officers support the overall concept design of the scheme and the innovative design approach being taken.

Cambridge City Council owns the freehold of approximately 6.75 acres of land at the centre of Clay Farm. The "Quad" proposal will be approximately 4.35 acres. Members are promoting this City Council owned site to deliver the Council's vision for the City:

- Caring for the planet
- A good place to live, learn and work
- Where people matter

A Reserved Matters application is scheduled to be submitted in November 2013, aiming to start construction by late spring 2014.

3. Cambridgeshire Quality Panel views

Introduction

The Panel welcomed the Council's vision for the Development site and supported the Quad concept of the scheme. The Panel welcomed the opportunity to see this scheme at such an early stage. Quality Panel involvement early on provides an excellent opportunity to ensure that the Quality Charter principles are embedded into the scheme and can then be taken through to the more detailed planning stages.

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter. The comments below include both those raised in the open session of the meeting and those from the closed session discussions.

Community

The Panel were very supportive of the Council's vision and the ways in which the "Quad" concept addressed it. The Panel welcomed the manner in which all dwellings are designed to lifetime home standards, the minimisation of lifts and maintenance costs through the design of the affordable apartments, and the even distribution of affordable and market dwellings within the Quads. Where there are mixed tenure Quad blocks, the Panel questioned how the management between affordable and market housing will be undertaken.

The Panel noted that there are no requirements for a formal children play area in this development parcel, however the Panel welcomed the inclusion of shared semi-public green spaces for all ages to enjoy. It was acknowledged that formal play areas will be provided throughout the wider Clay Farm development.

Connectivity

The Panel highlighted the favourable location of the development within easy access to Cambridge Guided bus, bus services, cycling and walking access to Cambridge centre, Trumpington Village and Addenbrookes.

Given the excellent levels of public transport, the Panel were concerned that car parking was tending to dominate parts of this particular development. The Panel understood that parking was proposed at a maximum level but that only 2 car club spaces were proposed.

Given the Council's aspirations, the high level of affordable units and the potential to develop an exemplary scheme, the Panel strongly recommended that the amount and layout of car parking be reconsidered. Specific recommendations included:

- Reduction in parking spaces, particularly on the west and south boundaries. These are remote from dwellings, leading to increased traffic movement on the streets.
- Increase the numbers of car club spaces
- Consider offering free membership to car club for the first residents occupying the development and a bonus for public transport use.
- In removing parking spaces, additional car club spaces should be considered.

The Panel noted that there are a number of SMART technology solutions currently being developed (e.g. smart parking, smart mobility) and recommended that these were investigated further and encouraged. This could be an exemplar model for the rest of the Clay Farm development.

The Panel noted that there had been changes from the initial competition entry to the current scheme. These were not all welcomed and reconsideration of the earlier scheme was recommended. Specific points included:

- The provision of parking spaces on the north east and south east corners, which reduced the sense of enclosure to the scheme
- The relationship to the Community Building. This reduced the sense of enclosure to the Community Centre's main entrance.
- The quantum of car parking at this location could undermine the quality of that entrance.
- How the space around the large tree to the east of the main green square would work was not convincingly argued.

The Panel noted that the applicant had already liaised with the Community Centre promoters. This relationship should be reinforced and lead to a more favourable outcome.

Car parking doesn't have to be on streets to be successful, although having 'on road' parking is not detrimental to the development. It was also suggested by the panel that continental Europe should be looked to for good examples of parking integrating with residential developments.

The Panel also noted that the relationships between the Quads to the East of the development should be reconsidered in the light of comments on the car parking and spatial leakage.

Character

The Panel highlighted the consistency of the Quad scale and variety of internal space. The Panel considered this had been very well planned with individualistic squares hidden within the quads that are commonly found in Europe.

The Panel were supportive of the initial competition scheme and welcomed the quality of the materials suggested, including the range of varying colours that would provide a distinctive character. The development of elevations and the suggestion that the materials might change to lesser quality options was not supported. It was stressed that a long life and high quality of material and detailing was essential. The Panel have no doubt that this can be achieved. Particular praise was given to the 'inside-outside' contrast to the Quads. The Panel recommended getting the right balance between variety and individuality as too much colour could blight the design. The Panel acknowledged the aspiration that materials would be locally sourced were practicable. The Panel were supportive of the way in which elevations were developing to respond to orientation.

The Panel noted the importance of 'naming' in providing an identity and sense of place. The Panel also welcomed the naming of Quads after famous Cambridge people.

The Panel noted the minor adjustments in the scale of the public green space, since the initial scheme presented to the competition. The original scheme submitted to the competition was preferred.

Climate

The Panel were very supportive of the Climate Strategy planned for this development and their aspirations to achieve Code level 5. It is understood that different sources of energy are being considered, but gas is seen as the appropriate fuel. The change from a central gas boiler for each Quad to individual boilers for each unit was noted and the resulting requirement for flues might adversely affect the overall appearance.

The incorporation of drainage systems including the use of swales was welcomed by the Panel.

The Panel noted that the land promoter is still open about who will be managing the site.

The Panel welcomed the proposal to use a "soft landings" approach to the early years of the development. The proposal to develop a separate site with a typical group of units in advance of the main build was also noted and welcomed.

4. Conclusion

The Panel were very supportive of this scheme. Of particular praise was the initiative of doing something both different and also well argued, which manifested into the exemplar "Quad" design concept. There were some questions about the definitions of spaces provided, but otherwise the scheme was considered excellent.

The Panel highlighted that the site is very well connected providing a variety of sustainable transport options. The Panel also considered that the exemplar scheme has a very simple concept in a very sustainable location.

The biggest concern raised by the Panel was the quantum and layout of parking. It was suggested that consideration should be given to either reverting to the initial competition scheme or preferably making a radical change to the overall parking numbers. How will the proposed parking arrangement work in relation to vehicle movement within the scheme?

The development of a sense of Community in the development should be strong. This aspect seems to have been very well considered. The Quad concept could provide a new model for this form and density of development.

The Panel made the following specific recommendations (further details of which can be found above):

- Address parking design, numbers and siting.
- Consider variety of materials for the quads. Too much and too different may detract from the quality of the scheme.
- Offer public transport bonus or free car club membership for residents when they first move into the development.
- Liaise with Clay Farm Community Centre about the interface at car parking located to the north east of the site.
- Revisit the layout of the initial competition scheme.

The Panel welcomes the intention of the applicant to return to the Panel at a later stage with more detailed proposals. It was also recommended that the returning scheme could be programmed with a return for the Community Centre, which is working on a similar timetable.

On-going Panel input is important and will help to refine and develop the general principles, which are being set out in this review.

APPENDIX I: CAMBRIDGESHIRE QUALITY PANEL COMMENTS

CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Clay Farm Parcel 21, “The Quad”

Date: 6th May 2014

Venue: Council Chamber, East Cambridgeshire District Council, Ely

Time: 13:30 - 16:00

Quality Panel Members

John Worthington (chair)

David Prichard

Lynne Sullivan

George Hazel

Steve Platt

Simon Carne

Panel secretariat and support

Judit Carballo – Cambridgeshire County Council

James Tipping – Cambridgeshire County Council

Nicholas Wyke – Cambridgeshire County Council

Local Authority Attendees

Kirsty Carmichael - Principal Planning Officer, Cambridge City Council

Jonathan Brookes – Principal Urban Designer, Cambridge City Council

Applicant and Representatives

Alan Carter – Head of Housing and Strategy, Cambridge City Council

Teresa Borsuk – Executive Director, PTEa Architects

Sarrah El Bushra – Associate, PTEa Architects

Sam Archer – Associate Director, Sustainable Development Group AECOM

Robert Myers – Director, Robert Myers Associates

Jamie Wilding – Development Manager, Hill Residential

Brian Brooks – PEP Consulting Engineers

1. Scheme description and presentation

Architect/Designer	PTEa Architects
Developer	Hill Residential
Planning status	Pre reserved matters

2. Overview

Clay Farm Parcel 21 is located within the Clay Farm site which forms part of the Southern Fringe expansion of Cambridge, to the south west of the community building and to the north of the guided busway. The site lies within Hobson's Square character area.

Outline approval has been granted for up to 2,300 houses, community, sports, recreation and education facilities and open space on the Clay Farm site.

Clay Farm Parcel 21 comprises:

- A maximum of 209 new homes and 540m² of commercial/retail space (A1, A2, A5 uses).
- 50% of the homes are to be affordable housing.
- The new residential accommodation is to achieve a minimum of Code for Sustainable Homes Level 5 and the commercial/retail designed to BREEAM Excellent standard.
- A Sustainable Urban Drainage system with a minimum of two treatment stages before the surface water is discharged from the Development Site.
- There is to be a post completion process to monitor the implementation of CoSH, BREEAM and the sustainable drainage.

Cambridge City Council noted that the scheme is moving forward positively, supported by two pre application discussions held on 11th July 2013 and 17th September 2013. Officers support the overall concept design of the scheme and the innovative design approach being taken.

The scheme previously went to the Quality Panel on 26th September 2013. The Panel highlighted a number of positive elements including the exemplar "Quad" design concept and the excellent connections of the site providing a variety of sustainable transport options. The Panel also made the following recommendations:

- Address parking design, numbers and siting.
- Consider variety of materials for the quads. Too much and too different may detract from the quality of the scheme.
- Offer public transport bonus or free car club membership for residents when they first move into the development.
- Liaise with Clay Farm Community Centre about the interface at car parking located to the north east of the site.
- Revisit the layout of the initial competition scheme.

Cambridge City Council owns the freehold of approximately 6.75 acres of land at the centre of Clay Farm. The “Quad” proposal will be approximately 4.35 acres. Members are promoting this City Council owned site to deliver the Council’s vision for the City:

- Caring for the planet
- A good place to live, learn and work
- Where people matter

A reserved matters planning application is due to be submitted to Cambridge City Council between May and June 2014.

3. Cambridgeshire Quality Panel views

Introduction

The Panel welcomed to see that the applicant had analysed and responded to the issues and recommendations received from the Quality Panel at the previous Panel meeting.

The Panel’s advice reflects the issues associated with each of the four ‘C’s’ in the Cambridgeshire Quality Charter. The comments below include both those raised in the open session of the meeting and those from the closed session discussions.

Community

The neighbourly friendliness of the scheme and how people will interact was questioned by the Panel. In particular, the Panel pointed out that there may be conflicts between those residing in the quads given the close proximity to each other and use of the communal space. In addition, it was also considered that the private spaces within the quads may not provide sufficient privacy given their size.

The Panel also raised matters with parking, specifically the number of allocated spaces per household, the management of those spaces and of visitors. An on-site concierge was suggested by the Panel which the developer felt was unnecessary.

The Panel noted that Cambridge City Council will manage the site initially and then transfer it privately. The applicant stated that they will probably look for a joint management with the Clay Farm Community Centre and that the “Quad Community” will be using the Community Centre facilities as much as possible.

The applicants explained that there has been a huge amount of interest from residents consulted. The dwellings are considered innovative and prospective residents are looking forward to move in.

The ambition of the City both as planning authority and developer/landlord, is that the Quad be an exemplar for development within the wider area. The Panel were pleased to see the close cooperation between the private and public sector

partners and the commitment to evaluating the development process and outcomes for others to learn from.

Connectivity

The Panel raised concerns over the level of parking provision on site and whether this meets the requirements of planning policy. The developer explained that all dwellings with the exception of 8 one bed dwellings on site would have access to at least one parking space on site. The Panel questioned whether this level of provision was sufficient given most dwellings have more than one car but was in favour of developments that are seeking to reduce car dependence. The developer explained that given the close proximity to the City Centre and good public transport connections in the form of the Cambridge Guided Busway and rail station residents would be inclined to use public transport, something the Panel expected.

The Panel questioned what parking restrictions would be used on site given the close proximity of the rail station, Addenbrooke's and forthcoming parking charges at the park and ride site. Concern was raised over how parking infringements would be dealt with and by whom. The developer explained that there will be permit parking only within the site with the majority of dwellings have secure parking. Particular concern was raised over visitor parking provision.

The Panel came up with a possible solution of leasing car parking spaces along the western boundary adjacent to the back gardens of existing properties on Foster Road so those who have them but choose not to use them can benefit. This was considered ideal for visitor parking.

Character

Lack of children play space was questioned with Panel raising concerns children will play off site in unsafe locations. The developer explained that the development would be served by nearby open space and children's play areas (LEAPs).

The materiality could be more distinctive, the timber cladding proposed was questioned by the Panel. Acknowledging this was an acceptable approach for new buildings but questioning its longevity. More details on the *ThermoWood* proposed is required, examples of the materials would have been useful.

The individuality and character of the Quads was questioned but it was accepted that they will change over time with new residents, etc. The Panel felt that examining the planning application once received in detail was essential to fully understand each Quads size and design.

A 1:50 scale drawing of the development was also considered a useful addition along with a detailed management plan for each quad to ensure each quad has its own identity and helped to understand the differences between each of the quads that is not apparent at the scale the scheme was presented to Panel.

A clear management schedule for the SUDS would be required to ensure they are not neglected.

There was some discussion about the elevations onto Hobson's Square where there were mixed views as to their success. More details were needed about materials and details of balconies, etc. to allow a better judgement to be made.

Climate

The Panel were supportive of building homes to Code For Sustainable Homes Level 5. Other efficiency measures to be considered including Grey Water Harvesting, a Water Circulating System that circulates rainwater round the system and a 'district on site heating system'.

The design of the roof elevations means the solar panels could be visible, especially by residents occupying apartments above the second floor, something the Quality Panel were keen to restrict but accept are necessary to reach CSH Level 5.

The developer questioned what 'standards' homes should be built to when the Code for Sustainable Homes standards are abolished. The Panel felt that forthcoming planning policy would reflect the new requirements. In addition, it was also recognised that some of the 'standards' would be incorporated into Building Regulations.

4. Conclusion

The Panel were supportive of the scheme and the way it has progressed since their initial review last year. The Panel applauded the landscape and the incorporation of trees, although further details are required on matters such as the specific mix of trees species and other landscaping aspects. In addition, further examples of materials being used within the development would be useful. A detailed management plan for the individual quads is required to ensure each quad has its own identity. Close examination of the planning application will be required once submitted to ensure finite details on different quads aren't missed.

The main concerns relate to car parking management and provision. How will 'illegal' parking be managed on site and by whom. Other parking concerns related to the provision of visitor parking.

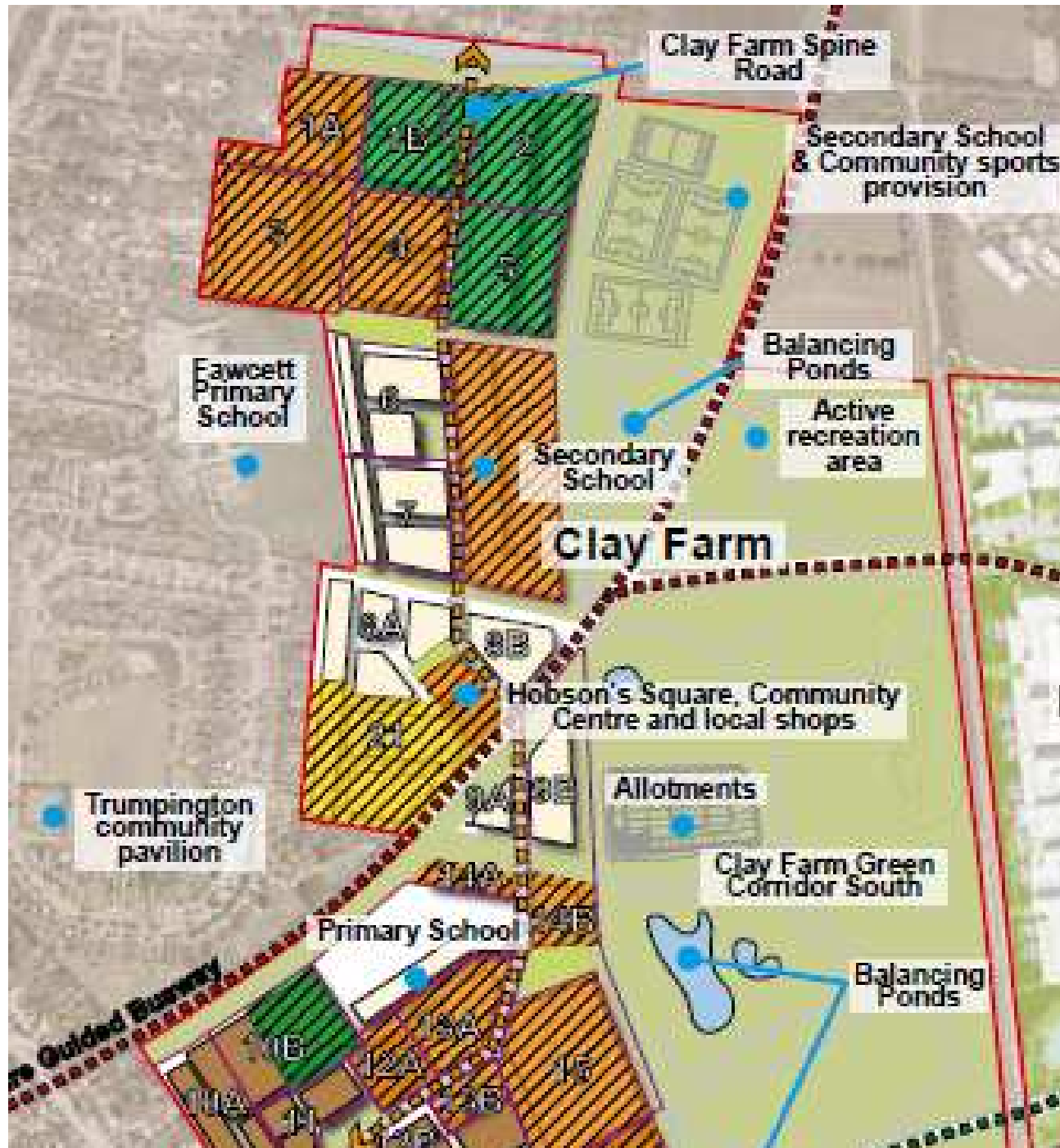
The timber cladding requires further thought to ensure it does not look out of place as the development ages. Other matters that require further consideration include the water circulating system and grey water recycling.

The Panel made the following specific recommendations:

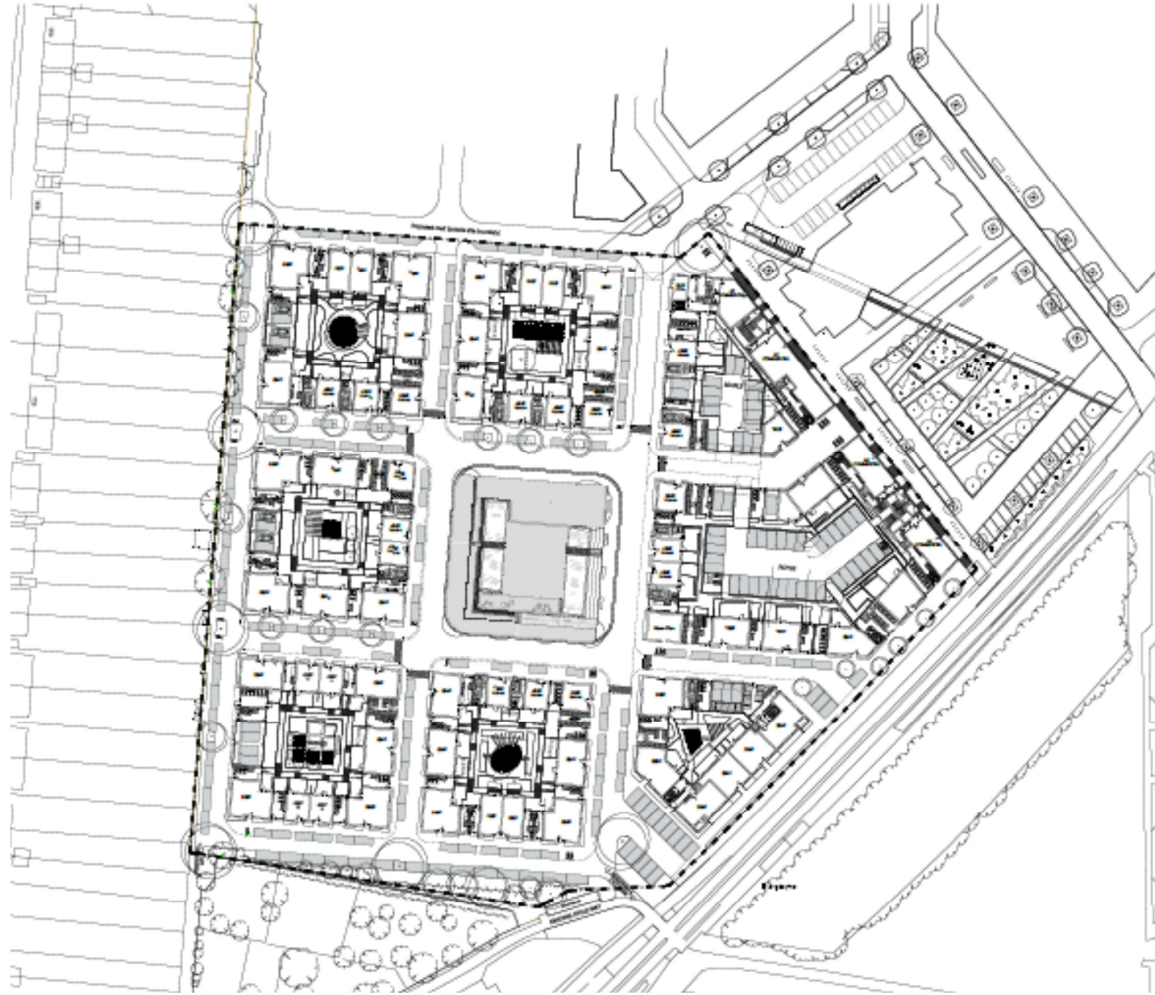
- Explore leasing car parking spaces to be included as part of a clear management strategy for overall parking provision within the site.
- Work more closely with developers within the Clay Farm developments and sharing experiences of the developments once they are completed.

Overall the Panel felt it was a good scheme and commended its design and progress.

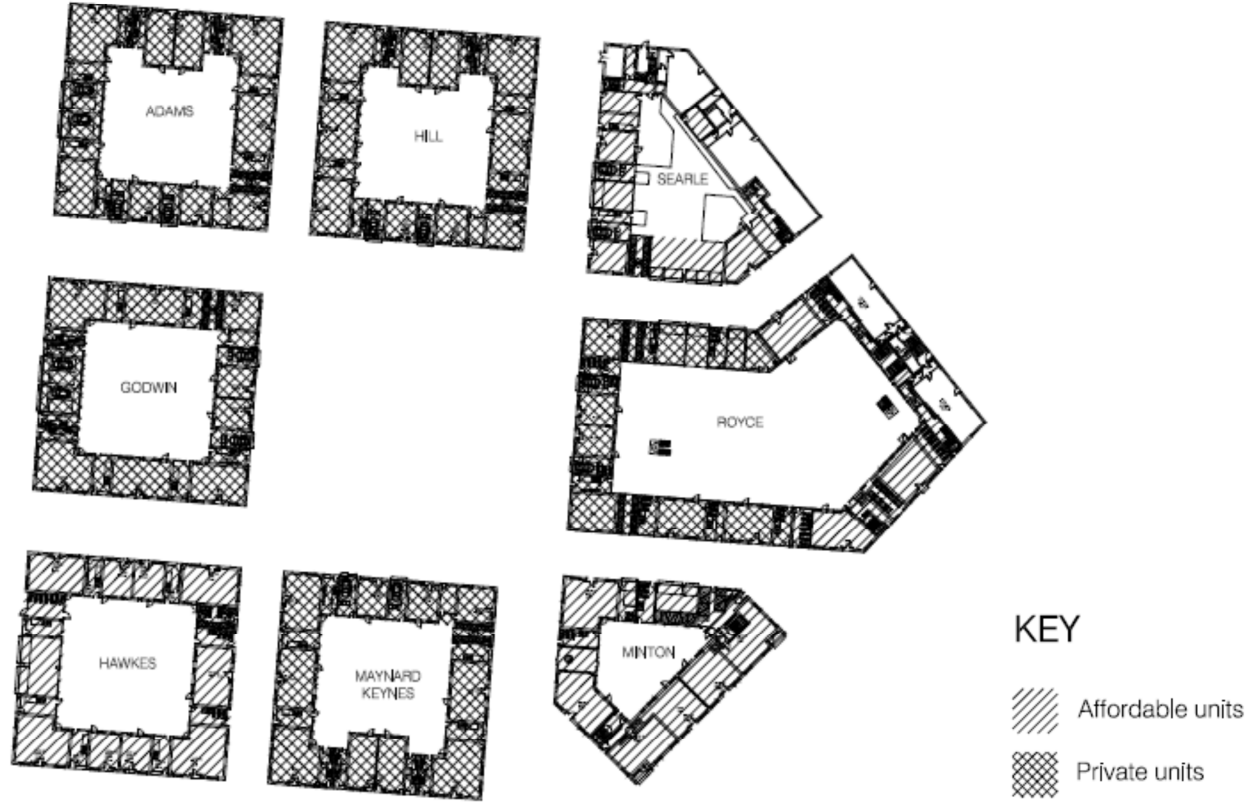
Clay Farm Context Map Showing Location of Parcel 21



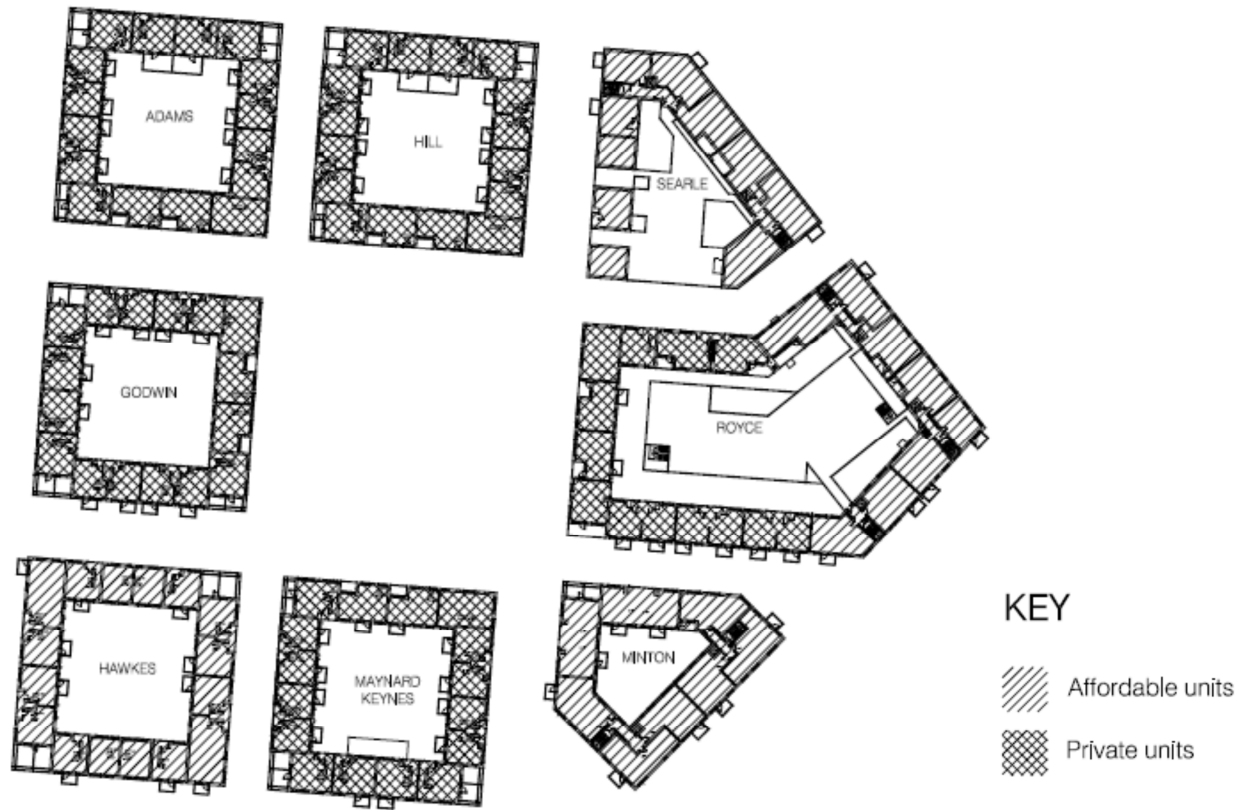
14/1201/REM Site Layout



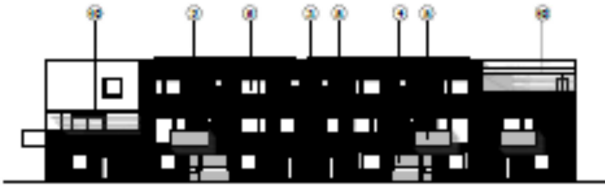
14/1201/REM Typical Tenure
Plan – Ground Floor



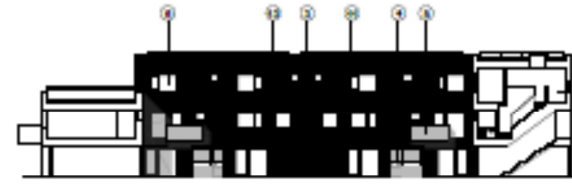
14/1201/REM Typical Tenure
Plan First Floor



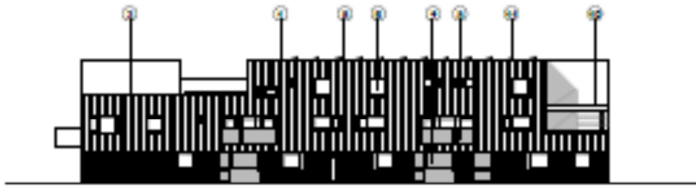
14/1201/REM – Hawkes Quad Elevation
(Affordable Units)



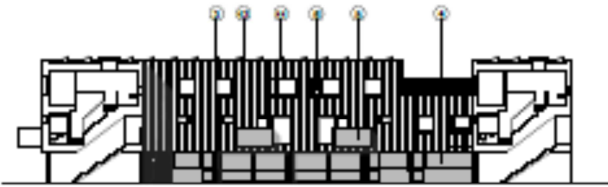
STREET ELEVATION - SOUTH



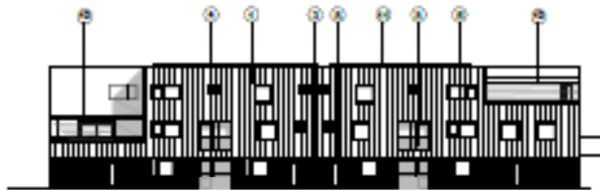
COURTYARD ELEVATION - SOUTH



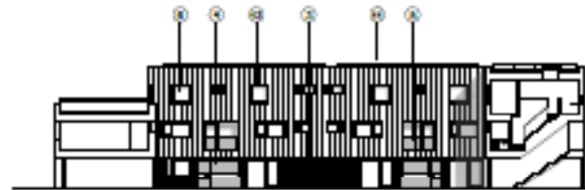
STREET ELEVATION - EAST



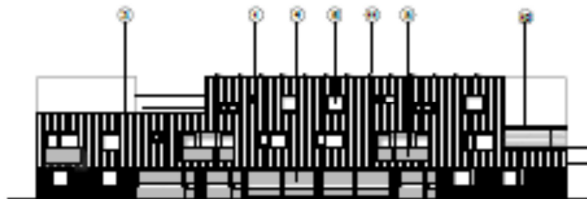
COURTYARD ELEVATION - EAST



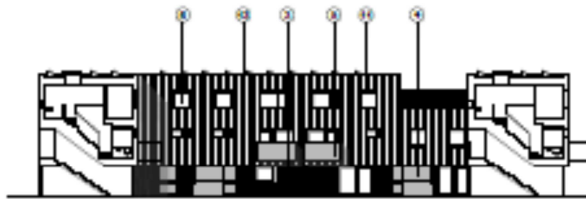
STREET ELEVATION - NORTH



COURTYARD ELEVATION - NORTH



STREET ELEVATION - WEST



COURTYARD ELEVATION - WEST



14/1201/REM Landscape Plan



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