



CAMBRIDGE
CITY COUNCIL



Cambridgeshire
County Council



South
Cambridgeshire
District Council

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 and Kenney, 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, 17 December 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**

Sustainability update –Emma Davies, City Council

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 - 14)*

To confirm the minutes of the meeting held on 19th November 2014 as a correct record. *(Pages 7 - 14)*

All Committee Members may vote on this item

4 14/1410/REM: Public Realm for Darwin Green Local Centre *(Pages 15 - 60)*

All Committee Members may vote on this item

5 C/05001/13/CC/C1 Land at Chesterton Sidings *(Pages 61 - 78)*

All Committee Members may vote on this item

6 S/2296/14/OL: Orchard House, High Ditch Road, Fen Ditton, Cambridge *(Pages 79 - 96)*

All Committee members are welcome to attend the pre-application briefing

7 Pre Application Briefing: Darwin Green One Local Centre

Pre submission briefing for the Darwin Green One Local Centre (Reserved Matters)

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).

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

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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

19 November 2014

10.30 am - 1.05 pm

Present: Councillors Bard (Chair), Blencowe (Vice-Chair), Avery, Baigent, Dryden, C. Smart, Ashwood, Hipkin, Kenney, Bygott, de Lacey, Nightingale and Van de Weyer

Officers Present:

Head of Planning Services: Patsy Dell

New Neighbourhoods Development Manager: Sharon Brown

Senior Planner – New Neighbourhoods: Sophie Pain

Urban Design: Jonathan Brookes

Principal Planner (New Neighbourhoods): Kirsty Carmichael

Senior Technical Officer: Ben Walther

Legal Advisor: Penny Jewkes

Committee Manager: Toni Birkin

Other Officers Present:

Urban Design & Conservation Manager: Glen Richardson

Cambridgeshire County Council, Highway Engineer Development Control: Ian Dyer

SCDC Senior Planner: Katie Parry

SCDC Planning Team Leader: Paul Mumford

FOR THE INFORMATION OF THE COUNCIL

14/61/JDCC Apologies

Apologies were received from Councillor Price and Councillor Reynolds. Councillor Orgee was present as a substitute.

14/62/JDCC Declarations of Interest

Councillor	Item	Interest
Smart	14/66/JDCC	Personal interest was declared as she was the Executive Councillor when this scheme was first proposed
de Lacey and	14/65/JDCC	Personal interests were declared

Bygott		as they were Cambridge University Alumni.
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14/63/JDCC Minutes

The minutes of the meeting of the 17th September 2014 were agreed as a correct record.

14/64/JDCC 14/0028/OUT Land at the Corner of Hatherdene Close and Coldham's Lane

The Committee received an application for outline planning permission for up to 57 residential dwellings including houses and apartments, open space, landscaping and a new vehicular access from Coldhams Lane to land at the corner of Coldham's Lane and Hatherdene Close, Cambridge

The Committee noted the following oral amendment to the report: at paragraph 8.52, the number of aircraft movements for 2011 should read as 21,768 rather than 51,768. Secondly, at paragraph 8.92 this should be amended to read that officers at the County Council have reviewed the amended transport assessment and agree that it has addressed previous concerns. This is confirmed within the comments from the Highways and Transportation team found on page 55 of the agenda in the response dated 15th July 2014 and at paragraph 8.24.

Trevor Dodkins of Phase 2 Planning addressed the Committee in support of the application.

Ward Councillor for Cherry Hinton, Councillor Ashton addressed the Committee and made the following comments:

- i. Six previous applications for this site had been rejected.
- ii. Local residents have a number of concerns.
- iii. While not against any development of the site, the scale and density causes concern.
- iv. Three storey dwellings would dominate the area and impact on neighbours.
- v. Previous applications were rejected on the grounds of traffic impact and nothing has changed.
- vi. A previous suggestion of a mini roundabout at the Neath Farm Development on Rosemary Lane has never been delivered.

- vii. The area already suffered from congestion which was acknowledged by the report.
- viii. Residents were unhappy with the limited consultation opportunities.

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

- i. Public transport in the area was poor.
- ii. A travel plan for the development would be essential.
- iii. Consideration needed to be given to linking both cycle and pedestrian routes for this development to existing communities.
- iv. The Cambridge East Area Action Plan and the Local Plan both identified this site as viable for development.
- v. Acknowledged that this application was an outline proposal which might look very different when it returned to Committee with detailed plans.
- vi. Requested that future reports in relation to the Reserved Matters should express building heights as AOD (Above Ordnance Datum – the overall height of a building relative to the average sea level).
- vii. Concerns were expressed that allowing this development would constrain future development of the airport.
- viii. Several Members felt that there was insufficient information on which to make a decision and suggested deferring a decision.
- ix. Concerns expressed regarding the impact of additional traffic upon Coldham's Lane
- x. Consideration of whether the site adjacent to an operating airport will provide an acceptable environment for the future residents in terms of noise and comprehensive consideration of the types of aircraft and proposals to increase aircraft movements into and out of the airport
- xi. Flood risks were discussed.
- xii. Concern that both the market and affordable homes should be achieving more than Code Level 3.

In response to Members' questions the Senior Planner Officer and the New Neighbourhoods Development Manager responded as follows:

- xiii. Officers had worked closely with Marshall's Airport and part of the site was unsuitable for built development due to the Primary Radar systems. The plan takes this into account and it would be covered in the informative.
- xiv. The Ecology Officer was satisfied with the proposed bats protection measures.
- xv. The Code 3 requirement would be a minimum and Officers would be working with the developer to achieve more if possible. In addition, the Housing Standards review was moving away from the code system.

- xvi. Discussions had taken place with the Highway Authority regarding a shared entrance with Hatherdene Close. Increasing traffic through this junction close to a signalized junction was not preferable. This layout also allows for future development of the Cambridge East site and co-ordinates with the wider masterplan.
- xvii. A noise assessment would be undertaken prior to the submission of a reserved matters application to determine the noise levels and recommendations of suggested mitigation measures. The current use of the airport is low and the proposal by the airport is to increase. For this reason, it is more appropriate to undertake the assessment closer to the time of developing the site. However, there is no principal objection to the proposed development on the grounds of noise.
- xviii. Previous applications for this site had been rejected as they were ahead of the master plan for the area, and at that point in time, the site had been part of the green belt.
- xix. The application was compliant with the long term coordinated development plan for the area.
- xx. Local consultation had taken place and Officer's had attended the Cambridge East Community Forum on several occasions to discuss the proposals.

The Senior Technical Officer stated that noise mitigation measures could be achieved by acoustic design features of the buildings.

The Highway Engineer, stated that whilst the development would have an incremental impact on traffic in the area, this was not regarded as sufficiently significant enough to warrant either refusal of the application or traffic improvement measures and that the Area Corridor Payments, which this development will contribute to are in place to provide improvements from incremental growth in specific areas

The Head of Planning noted the concerns of Members and suggested that they test the application against the following criteria: Local Plan compliance, technical consultees lack of objections and that any approval would be subject to detailed approvals at a later date. Officers would be closely scrutinising the detailed applications to follow.

The Committee agreed to make the decision today but wanted their misgivings noted.

The Committee:

Resolved (by 8 votes to 6 with 0 abstentions) to grant the application for outline planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions and completion of a S106 agreement as recommended by the officers.

14/65/JDCC S/1996/14/FL: Field Station, Huntingdon Road, Cambridge

The Committee received an application for full planning permission for Field Station, Huntingdon Road, Cambridge. The Application sought permission for the refurbishment and replacement of redundant buildings for continued Class B1b (Business) use.

The Committee noted the following corrections to the report:

- i. The renumber the conditions from condition 8 on so that they become sequentially numbered from then on.
- ii. Condition 2 amended to read as follows (additional word in bold and underlined).

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 external surfaces of the buildings, shall be submitted to **and** approved in writing by the local planning authority.

- iii. The brackets around the reason for condition 3 to be removed.

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

- iv. Were satisfied that there were no resident concerns.
- v. Noted that further applications could be received for this building as the rest of the site evolved over time.

The Committee:

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 and the amendment to condition 2.

Councillor Blencowe chaired 14/15/JDCC and only City and County Councillors voted on the item.

14/66/JDCC 14/1201/REM: Land between Long Road and Shelford Road (Clay Farm/Showground Site), Cambridge

The Committee received a reserved matters application for Land between Long Road and Shelford Road (Clay Farm/Showground Site), Cambridge.

The Committee noted the following updates:

Paragraph 8.1.60 (page 34) of the report, the following text be amended to:

The windows to these blocks can be opened but mechanical ventilation to these units has been provided providing residents with the option to use the mechanical ventilation system rather than opening their windows if they are affected by noise from either footfall to the commercial units or servicing of the commercial units.

Paragraph 8.1.2 (page 26) of the report text be amended to: *The issue of letterbox provision for all tenures has been well considered to ensure they are conveniently located for all residents and commercial uses and all units will have letterboxes which can be accessed from the street.*

The Committee received a representation in objection to the application from Ms Ceri Galloway.

The representation covered the following issues:

- i. Residents of Foster Road had concerns.
- ii. Plans had an urban feel and this was an extension to a village.
- iii. Development was out of keeping with the area.
- iv. The Foster Road allotment site already had a heavy foot fall.
- v. Local residents worked hard to keep the area free from litter and dog waste but may not be able to keep the environment pleasant with this number of additional properties.
- vi. The development would be overbearing.
- vii. Bio diversity would be damaged.
- viii. The green path would be used for car parking.
- ix. Conflicts would arise if the right of way was narrowed.
- x. The fifteen feet of mitigation land along the busway would be built on.
- xi. The development would have an impact on the ecology of the area particularly the local bat population.

- xii. Links to the new development would result in increased pedestrian use of the path adjacent to the Foster Road allotments/Chicken Plots.

Joanna Thorndyke (Applicant's Agent) addressed the Committee in support of the application.

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

- xiii. Recognised the concerns of the residents of the Foster Road area.
- xiv. Suggested that this was a very good proposal as it was high quality, tenure blind and included 50% affordable housing.
- xv. Requested that sites in this area be given names that placed them in Trumpington.
- xvi. Expressed concerns about the limited parking provision.
- xvii. Proposed that using the City Deal as a way to improve bus priority on routes into Cambridge could support car free living.

In response to Members' questions the Principal Planner (New Neighbourhoods) said the following:

- xviii. The Internal space provision of all the units meets recognised standards and internal storage space has also been well considered. All properties have access to outdoor amenity space in the form of balconies, terraces and a private courtyard area.. The properties also have internal cycle and buggy storage in the entrance halls.
- xix. The majority of dwellings have access to 1 car parking space and there are 8 units, 4 in Royce block and 4 in Searle block which are car free. The site is located in the central area of Clay Farm, close to public transport links and strategic pedestrian/cycleways and as such parking provision is considered acceptable in this location. Visitor parking is provided and this is limited through a condition on the outline permission to a maximum number on the Clay Farm site overall. A Traffic Regulation Order (TRO) will ensure parking is managed across the whole of the Clay Farm site and an interim parking management plan will be in place to ensure car parking is managed on site in the short term.
- xx. The outdoor private amenity space of ground floor units in the Minton Court and courtyard amenity space will receive limited amounts of daylight during the winter months of the year. However, given that this is
- xxi. An issue in the winter months only until March and the availability of additional amenity space (Green Quad, Hobson's Square, Clay Farm Green Corridor) it is considered acceptable. All units meet the internal daylight and sunlight assessment criteria.

- xxii. In order to formally reduce the width of the public right of way, the applicant will need to apply for a modification order which would be subject to public consultation.
- xxiii. The road along the western boundary of the application site is a 'green lane'. It is designed to be a shared street with low vehicle speeds to encourage pedestrians to use this as an additional route to the existing Right of Way which will be reduced in width and hard surfaced. The green land will also include a linear band of allocated car parking for the adjacent residential units and enhanced landscaping along the boundary.
- xxiv. An estate management company will be established and management of car parking on non-adoptable roads will form part of its management strategy. An interim traffic management plan and in the longer term Traffic Regulation Order will be in place to ensure inconsiderate parking will not result in obstructions to emergency vehicles and pedestrians.

The Committee:

Resolved (by 8 votes to 0 with 1 abstentions) 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.

The meeting ended at 1.05 pm

CHAIR

Application Number	14/1410/REM	Agenda Item	
Date Received	8th September 2014	Officer	Mr John Evans
Target Date	3rd November 2014		
Ward	Castle		
Site	Darwin Green One Cambridge		
Proposal	Construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT.		
Applicant	Barratt EC & The NW Cambridge Consortium of Landowners		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none">1) This reserved matters application complies with the outline parameter plans and Design Code requirements.2) The design and appearance of the square will create a high quality public realm for the new local centre.3) The design of the square meets the needs of all travel modes; motorists, cyclists and pedestrians, and will function effectively for future users of the space.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, known as Darwin Green 1 (DG1, previously NIAB), is a 52.87 Ha site situated on land between Huntingdon Road and Histon Road. It is located on the northwest fringe of the City bounded by Huntingdon Road to the southwest, Whitehouse Lane and a public footpath to the northwest. Histon Road is to the north and residential development forms the existing urban edge along the eastern boundary. To the north of the site is the Darwin Green Two site within South Cambridgeshire District Council (SCDC), which does not currently have outline permission.

- 1.2 The DG1 site was previously used for large-scale crop trials run by the National Institute of Agricultural Botany (NIAB). The southern corner of the site consisted of playing fields for Christ's and Sidney Sussex Colleges' Sports Ground. The site is not within a Conservation Area, and does not contain any listed buildings or protected trees.
- 1.4 The DG1 site is allocated for housing within proposals site 9.03 in the Cambridge Local Plan 2006. The Draft Cambridge Local Plan 2014 allocates the site as an area of major change, proposals site R43. The entire site benefits from outline approval (07/0003/OUT) and a Design Code.
- 1.5 This reserved matters application relates to an irregular shaped parcel in the centre of DG1, covering an area of 0.56 Ha. The 'square' public realm will form part of the new local centre, as set out in the parameter plans and Design Code, between the Primary Street North and Tertiary Street.
- 1.6 The site is currently an agricultural field with a concrete farm access track from north-east to south-west. There is a small fenced enclosure in the north west corner containing a metrological instruments station and a pylon supporting overhead cables.

Site Background

- 1.7 Outline permission was granted and a S106 Agreement completed on 18 December 2013 for a mixed use development of up to 1593 dwellings, primary school, community facilities, retail units, transport infrastructure and open subject, to completion of the S106 agreement. Full permission was also granted for the balancing pond and access from Histon Road.
- 1.8 The JDCC has since determined two strategic conditions, namely; the Design Code (Condition 7) and the Youth and Play Strategy (Condition 9). In addition to this a number of other strategic conditions have been discharged and are currently being considered relating to the whole site. The site wide infrastructure reserved matters has also been approved.

2.0 THE PROPOSAL

- 2.1 Reserved matters approval is sought for the construction of the DG1 public square, with hard surfaced pedestrian and cycle areas, access roads, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to the original outline approval 07/0003/OUT.
- 2.2 The square relates to a 0.56 area of public realm situated within the proposed local centre for DG1. The public realm is rectangular in shape with four spurs continuing onto the adjoining streets. The square will form the public realm of the local centre and will be enclosed by the proposed supermarket to the north, retail units to the east, library to the south and health centre to the west.

- 2.3 The proposed public realm is designed on shared space principles. It includes a central area designed to facilitate outdoor events approximately 1000 sq m in area.
- 2.4 The hard landscaping comprises a series of banding across the public realm, from a mix of grey block paving (laid stretcher course). The carriageway surface will be laid with grey block paving laid in a herringbone pattern.
- 2.5 The public realm includes a series of rain gardens, tree planting, channel drains, seating and refuse bins. Pebble bollards delineate the carriageway across the shared space zone to the north east of the site.
- 2.6 Vehicle access to the square will be by a circuitous two-way road passing Primary Street North and School Lane. This vehicle route allows access through to the Central Park Pavilion car park and residential apartments above the retail units for private motor vehicles.
- 2.7 The public realm provides two bus stops, five blue badge car parking bays, two service and delivery bays and 54 bicycle parking spaces.

The application is accompanied by the following supporting information:

1. Design Code Compliance Statement
2. Planning Statement
3. Landscape specification
4. Landscape Management and Maintenance plan
5. Lighting scheme
6. Drainage and Level details
7. Surface water Drainage Strategy
8. Adoption plan
9. Square Construction details
10. Public Art Delivery Plan
11. Ecology Statement

Amended Plans

- 2.8 Amended plans have been received with the following changes and additional information:
- Pedestrian and Cycle Movement Addendum note.
 - Amended landscape plan showing large 'pebbles' and extra-large 'Pico Pebble seating.
 - Minor alterations to adoption plan.
 - Minor alterations to general arrangement plan to include several additional items of street furniture alongside the vehicle route.

- Draft Public Art Delivery Plan.
- Quantitative study of cycle movements through the square.
- Removal of bus stop retaining wall.

3.0 SITE HISTORY

Reference	Description	Outcome
Reference (City Council)	Description	Decision
07/0003/OUT	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Approved
S/0001/07/F	Formation of vehicular, pedestrian and cycleway access from Histon Road to serve the urban extension of the city between Huntingdon Road and Histon Road, Cambridge, together with drainage and landscaping works.	Approved
14/0063/FUL	Construction of vehicular road link across the north-west green corridor of consented development 07/0003/OUT to provide access to the proposed secondary school parcel of land within South Cambridgeshire District Council.	Pending consideration
14/0086/REM	Reserved matters of 07/003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site.	Pending consideration
Reference (South Cambridgeshire DC)	Description	
S/0165/14/FL	Relocation of Balancing Pond within the Darwin Green two development site.	Withdrawn
S/0166/14/FL	Temporary vehicular access to serve the proposed Secondary School.	Pending consideration
S/0168/14/FL	Provision of Foul Pumping Station,	Withdrawn

Utilities Compound and Cambridge Road Access Works as part of the Darwin Green One development.

S/0169/14/FL	Resurfacing and landscaping works to a section of Public Rights of Way 135/3 on the boundary of Cambridge City Council Outline Planning Consent 07/0003/OUT.	Approved
S/0174/14FL	Formation of a Landscape Mound adjacent to and south of the A14 to be formed from excess spoil from the Darwin Green One development	Withdrawn

4.0 PUBLICITY

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

A pre application briefing was provided to JDCC on 18 December 2013.

The DG1 Local Centre working group was set up to allow collaborative discussion with end users of the local centre and square. Stakeholders included Cambridge City Council, NHS Property Services and Cambridgeshire County Council Libraries and Education. A **Square Design Brief** was formally agreed and approved in June 2014.

The scheme has been assessed at a detailed level for adoption by the City Council's Streets and Open Spaces Team.

5.0 POLICY

5.1 Relevant Development Plan policies:

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/3 3/4 3/6 3/7 3/10 3/11 4/13 8/1 8/2 8/4 8/6 8/10

5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations:

Central Government Guidance	National Planning Policy Framework March 2012 The National Planning Policy Framework (NPPF) sets out the Government's economic,
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	<p>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.</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95</p>
Supplementary Planning Guidance	<p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Public Art (January 2010)</p>
	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge City Council (2011) - Open Space and Recreation Strategy</p> <p>Green Infrastructure Strategy for the Cambridgeshire Sub-Region (2006)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
Information Guidance	<p>Square Design Brief June 2014</p> <p>Informal Planning Policy Guidance: Food Store</p>

	Provision in North West Cambridge
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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.

For the application considered in this report, there are no policies in the emerging Local Plan are of relevance/the following policies in the emerging Local Plan are of relevance:

Policy 55: Responding to Context

Policy 56: Creating Successful Places

Policy 59: Designing Landscape and the Public Realm

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Comments on Application as Submitted

- 6.1 Street lighting design will be covered by an agreement under Section 38 of the Highways Act 1980.
- 6.2 The Highway Authority would seek that the area that the applicant offers for adoption by the Highway Authority to the south east of the vehicular route though the square be increased to provide a 2m wide strip, so that if required in the future the Highway Authority will have sufficient land to provide a suitable footway in this location.
- 6.3 The Highway Authority also seeks that the land being offered for adoption between the main vehicular route though the square and the primary route north be of such a width that it can accommodate a 6.1 m wide carriageway and two 2m wide footways, to give the Highway Authority comfort that if required in the future these can be provided in land under its control.
- 6.4 The Walking and Cycling Note provided by the applicant is not acceptable to the Highway Authority. However, the Highway Authority has been in discussions regarding a revised note.

Comments on application as amended

- 6.5 The Cycling and Walking note is now considered acceptable.
- 6.6 The revised adoption plan is now acceptable.

Head of Refuse and Environment

- 6.7 No objections. Disturbance during demolition/construction of this phase including noise, dust and vibration is covered by conditions 52, 55, 56 and 57 of the outline planning permission (07/0003/OUT).
- 6.8 Careful acoustic design is required of the noise sensitive premises in close proximity to the square to ensure events do not harm local amenity in accordance with condition 58 of OUT permission 07/0003/OUT.
- 6.9 At present parts a) to c) of the contaminated land condition of the outline for this reserved matters application have been complied with.

Urban Design, Landscape and Streets and Open Spaces comments

Comments on application as submitted

- 6.10 The overall approach to vehicle speed, circulation of different modes and servicing on the square complies with the Design Code and is supported in design terms.
- 6.11 The design proposal is considered within the context of the masterplan, to ensure that the design of the space is sufficiently robust and allows for a multi-functional and flexible shared space for the surrounding community.
- 6.12 The proposed shared space approach adheres to the Design Code and is supported. A number of minor amendments are required to address the issues to ensure that the square will be capable of adoption by the relevant adopting authorities.
- 6.13 The design proposal for the square is assessed to ensure that the space is sufficiently robust and allows for flexibility to accommodate appropriate spaces, access and entrances for the range of uses and activities within the local centre as it evolves.
- 6.14 The proposed design of the square is supported, however there are a number of amendments needed identified below:
- Cycle connectivity around the bus stop requires improving.
 - Pebble design to be conditioned.
 - The 'plough lines' could create problems for visually impaired people. Thicker bands could be used to emphasise pedestrian crossing points.
 - Removal and relocation of some planter beds and benches recommended

to improve circulation through the Square.

- 6.15 Various amendments are sought to meet the standards of adoption expected by Cambridge City Council, including the use of uplighters.

Comments on application as amended

- 6.16 The proposals for the square will create a high quality 'shared space' at the centre of the Darwin Green development. The amendments to the scheme have resolved many of the concerns raised.
- 6.17 A number of further amendments and clarifications to the specification of some elements are required to ensure the Square will be capable of adoption by Cambridge City Council. The suggested changes made to the scheme, will not compromise the shared space concept.
- 6.18 The scheme achieves the required 'shift' in the modal hierarchy to ensure that pedestrians and cyclists will have priority within the square by creating a low speed vehicle environment.
- 6.19 The use of street furniture, such as the pebbles, cycle racks, planters and lighting all help to delineate the main vehicle routes without compromising the overall concept and crucially helping to prevent vehicle overrun and 'fly parking' within the square.

Design changes

- Further details, (sections and construction details) are required to illustrate how the bus stop platform levels will be achieved.
- The planter on the northern side of the Doctors surgery will be very shaded and its installation may conflict with the detailed design of the future Local Centre buildings. The planter therefore needs to be removed.
- The introduction of additional pebbles to discourage 'fly parking' within the Square is welcomed. There are still some areas where gaps could allow vehicles to enter parts of the square. Minor alteration to planter and additional cycle rack suggested.
- Darker colour of banding should be used to help demarcate crossing points.

Specification requirements

- The Square needs to be designed to BS 7533 and to a loading capacity of 1.5msa with adequate drainage of the laying course. This matter could be addressed by Condition.
- The planting needs to be robust and look good year round and be easy to maintain in accordance with Policy 3/11. The planting palette for the

planters, together with the provision for the maintenance of herbaceous species within the Management Plan should be conditioned.

Cycling and Walking Officer

Comments on application as submitted

- 6.20 The shared space ethos of the square is welcomed. Some aspects of the design needs to be improved for cyclists and pedestrians. Outlined below are the issues with regards to cyclists and pedestrians and suggested changes:
- Current position of bus stop wall blocks cyclists coming through the supermarket car park.
 - Further re-positioning of some planting beds required to improve connectivity for cyclists.
 - Some concerns with the safety of having parking and a loading bay either side of the designated pedestrian crossing point.
 - The wayfinding signage proposed needs to be moved so that it is not in the middle of the desire line for cyclists.

Comments on application as amended

- 6.21 Principle of development still supported, but some further amendments required:
- The bus stop issues still requires resolving
 - The location and number of planters is too cluttered.
 - The proposed pebbles set back from the edge of the carriageway will make cycle and pedestrian movement constrained to the east.
 - More cycle parking for the health centre recommended.
 - Position of loading bay remains a concern.

Drainage Officer

Comments on application as submitted

- 6.22 General support of the proposals for the drainage of the square, which utilise a combination of robust linear drainage channels and rain gardens. There is a concern over the manhole covers and they should be detailed such that they can be lifted without the use of a hydraulic cover. i.e. split covers should be used where inset covers are specified.

- 6.23 There are concerns about the structural depth of the square. There appears to be no means of preventing vehicles from driving off the highway and onto the square. The structural depth of the square is not adequate to prevent deformation and structural failure of the pavement. Even if vehicles are prevented from general access, access will be required for maintenance and deliveries, the structural depth is not sufficient for this purpose either. The design needs to be to BS 7533 and to a loading category of 1.5msa with adequate drainage of the laying course. The application is not supported as it stands.

Comments on application as amended

- 6.24 The drainage proposals are in accordance with the site wide surface water drainage strategy and we are supportive of the application in drainage terms.
- 6.25 The structural design of the square is insufficient in depth. This may be dealt with at a later stage by way of a condition requesting structural calculations to a national standard for the square to the satisfaction of the adopting body.

Senior Sustainability Officer

- 6.26 Use of sustainably sourced materials with robust construction methods is supported. Some further explanation of what is meant by sustainably sourced materials, with reference to the Green Guide to Specification is recommended. Reference is made to the use of FSC certified timber for integrated seating elements, but it would also be useful to see reference to Green Guide ratings for hard landscaping materials.
- 6.27 Reference to the integration of sustainable drainage is welcomed, and the use of the linear rain gardens is supported, although it is noted that there are some concerns about the structural depth of the square. I also support the specification of energy efficient LED lighting.

Environment Agency

- 6.28 The Environment Agency has no objection, in principle, to the proposal provided that all surface water is discharged in line with the agreed site drainage strategy.

Public Art Officer

- 6.29 The public art delivery plan identifies two options for the local centre/square commission of the overall DG1 scheme for public art.
- The PADP proposes two concepts and locations for the permanent work. One would be a work, which is embedded within the hard landscaping of the Square and the other is a proposal for an intervention within the glazing of the new library.

- We have concerns about how a work can be integrated within the hard landscaping.
- The proposal for the library offers a genuine opportunity for the artist to realise a work, which is of quality and complies with our policy. However, this work will need to be agreed with the Library Service.
- In terms of support for the options, we recommend that the library becomes the focus for the public art commission for the Local Centre and this is taken forward as a soon as possible.
- If a work is developed for the library, the public realm around the library must be designed to complement that work and be very simple in nature.
- The PADP is being presented to the Council's Public Art Panel on 9 December and this may bring forward further comments.
- The PADP will need revising to contain details of the artwork and process. It should also have an indicative timetable, which includes milestones and key dates within it.

Cambridgeshire Quality Panel (Meeting of 5 August 2014)

- 6.30 The Cambridgeshire Quality Panel minutes are attached to this report as Appendix 2. A response to the issues raised by the Panel are summarised at the end of the Design subsection.

Disability Consultative Panel (Meeting of 26 August 2014)

- 6.31 Blue badge parking bays. The Panel expressed some concern that as older and disabled people frequently use medical centres and libraries the allocated 5 bays outside these facilities would not be sufficient.
- 6.32 Benches. A mixture of styles would be preferable as some pedestrians need arm rests as well as appropriate back support. The Panel welcome the proposed use of a robust metal and styles intended to inhibit skateboarders.
- 6.33 The sight and hearing impaired in particular find navigating these spaces extremely difficult. Only with a clear delineation can pedestrians hope to safely share a space with cyclists.
- 6.34 Tactile paving at the rain garden. The Panel would not recommend the use of blister paving as this is usually associated with crossing points
- 6.35 Colour contrast banding. Plough lines, those which direct people towards crossings and traffic should be of a different thickness and contrast to those that are decorative.

- 6.36 Pedestrian crossings. The Panel feel strongly that pedestrian crossings should be designed as zebra crossings to allow the elderly and vulnerable to cross with as much safety as possible.
- 6.37 Vehicular access to the school. In such a well-connected area, the Panel questioned why the design did not reflect a stronger emphasis on pedestrian and cycle drop-off. Instead, vehicular movement to and from the school appears relatively easy.
- 6.38 'Pebble' bollards. If designed to be at low level, these may be problematic for blind or partially-sighted pedestrians who when using a stick, may not be able to fully 'read' their surroundings.

Access Officer

- 6.39 Crossing points should be made clearer with darker plough lines.
- 6.40 An Equality Impact Assessment has been carried out to identify how the design affects different people using the space and those most vulnerable.

South Cambridgeshire District Council

- 6.41 No objections. The square in its current location and size only incorporates approximately half of the frontage of the supermarket. However, it is noted that moving the square will lose the direct connection to the central park and would no doubt cause significant issues to the placement of the other community focused buildings that are currently located around the square. It is also noted that significant pre-application discussion have taken place in the developing of both the square and the supermarket.
- 6.42 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.

7.0 REPRESENTATIONS

- 7.1 No representations have been received.

Girton Parish Council

- 7.2 No objections.

Histon and Impington Parish Council

- 7.3 The Committee only looked at aspects that may directly affect Histon and Impington, these covered drainage, traffic, noise and impact on retail. It was felt none of these will have a detrimental impact on Histon and Impington therefore the Committee will not be submitting formal comments.

- 7.4 The representations can be summarised as follows:
- 7.5 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.

8.0 ASSESSMENT

- 8.1 From the consultation responses and from my inspection of the site and the surroundings, I consider that the main issues are:
1. Principle of development
 2. Compliance with parameter plans
 3. Context of site, design and external spaces
 4. Disabled access
 5. Public Art
 6. Renewable energy and sustainability
 7. Residential amenity
 8. Refuse arrangements
 9. Highway safety
 10. Car and cycle parking
 11. Third party representations
 12. Planning Obligation Strategy

Principle of Development

- 8.2 The principle of these development has already been established through the 2013 outline planning permission.
- 8.3 Local Plan policy 9/8 within the 2006 Local Plan allocates the DG1 site for mixed uses, to include complementary uses, which includes the square. The proposed principles of access, with vehicles entering the site from Huntingdon Road, and the expansion of public transport, is in accordance with Cambridge local plan 2006 policy 9/8 and the new policy framework in the draft Cambridge Local Plan 2014.

The outline conditions which this reserved matters application must be in accordance with are:

Condition 1 Landscaping
Condition 5 phasing
Condition 7 Design Code
Condition 14 Landscaping within the built up area
Condition 17 Tree and Hedges Protection
Condition 18 Tree Protection
Condition 27 Renewable Energy
Condition 35 Surface water strategy
Condition 52 Construction Method Statement
Condition 65 Underground recycling facilities
Condition 69 Public Art

These matters are discussed in the relevant subsections in the report.

Compliance with Parameter plans

- 8.4 The parameter plans and associated statements, which were approved as part of the outline application, fix the key principles for the development. The Parameter Plans relevant to this application are:
- Land Use (3.1)
 - Number of storeys (3.2)
 - Landscape (3.3)
 - Access (3.4)
 - Urban Design Framework (3.6)
- 8.5 The Urban Design Framework and Land Use parameter identify the location of the square, with the main site access road and bus service running east to west through the space. The square shall be fronted by 'key building frontages' which will form the local centre. The proposed siting of the square is in complete accordance with these key parameter plan requirements.
- 8.6 The access plan sets out the main traffic routes (the Primary Streets) and the key pedestrian and cycle routes. The Landscape Plan defines the shape and extent of the Central Park and Green Corridors. All of the vehicle routes were included within the Infrastructure reserved matters application 14/0086/REM approved earlier this year. The proposed layout of the square accords with these broad parameters.
- 8.7 The Storey Height Parameter plan identifies the frontage to the north, east and west to be up to four storeys, and up to three storeys to the south. These parameters affect the design of the square in terms of the nature of its enclosure and shadow impact, which is discussed in the design subsection below.
- 8.8 The Quality Panel have commented that the supermarket and its accompanying car park might have led to a reconsideration of the location of the Square, which they felt could have been moved opposite the car park, linking to the school. Whilst it is recognised there are alternative narratives for how a square could be accommodated within DG1 local centre, the size, layout and function of the application proposal complies with the vision and principles in the Design Code and parameter plans. Significant levels of stakeholder consultation has been undertaken at the outline application and Design Code stages.

Integration with approved infrastructure application 14/0086/FUL

- 8.9 The infrastructure application approved in June 2014 included all principle access roads linking Huntingdon Road and Histon Road (Primary Street North and South). This approved application secured a temporary link to Windsor Road to ensure the cycle route remains open while the

surrounding parcel is developed and the permanent link provided. This temporary link will be provided through the square.

- 8.10 In my opinion, the principle of the development is acceptable and in accordance with the approved parameter plans approved under 07/003/OUT.

Context of site, design and external spaces

- 8.11 The key design issue is the design, appearance and function of the proposed public realm. This sections sets out how the square complies with the Design Code requirements.

Design vision

- 8.12 The design of the square seeks to represent the agricultural past of the site, thereby creating a site specific narrative. This is achieved through an interpretation of the former field boundary which bisects the site with the design of the linear rain garden. Banded paving follows this theme, referencing plough lines and the site's recent agricultural past. The Quality Panel applaud the 'plough line' concept which gives a clear guiding vision for the space, which will create local distinctiveness, in accordance with Local Plan policy 3/4.
- 8.13 The applicant has developed the idea of plough lines running in different directions and densities, to demarcate crossing points and identify the shared surface area, as suggested by the Quality Panel. The 'hedge line' feature has been enlarged in response to the Panel's comments which provides a strong line to define the key north to south pedestrian movement and delineate the pedestrian areas immediately outside the retail units to the east of the site.
- 8.14 The design of the square will serve as a community hub for the development, It is designed to cater for social activities with relatively long dwell times, such as sitting and socialising, with potential for tables on the public realm in association with the retail units. The square is also appropriately designed for more functional needs, with bus stops and key pedestrian and cycle routes integrated into the layout with an appropriate range of shops and services surrounding the public realm. It follows the philosophy of shared space, giving all modes, pedestrians, cyclists and vehicles, a more equal status. The approach taken accords with the vision objectives set out within the Design Code and with the principles of design of external spaces set out within Cambridge Local Plan policy 3/7.

Public Realm street hierarchy and layout

- 8.15 The shared space approach is also achieved through 'self-reading' streets which do not rely on enforcement and signage. A key tool to achieving the low speed environment is the introduction of 'carriageway events'. This principle for maintaining low vehicle speeds follows from the recently approved infrastructure application 14/0086/FUL.

- 8.16 The carriageway 'events' approaching the square from the primary street include the narrowing of the highway, a change in surface material to block paving, the position of the bus stop and an indicative crossing point adjacent to the supermarket. The design approach of the square therefore demonstrates shared space principles, which is mandatory principle of the Design Code, (p48).
- 8.17 The shared space approach is evidenced by the Transport Assessment of the outline permission and the likely numbers of vehicles using the space. The bus gate to the north of the Primary Street ensures that vehicles will not dominate the space as a through route between Huntingdon Road and Histon Road. In taking this approach the scheme gives appropriate priority to walking and cycling within the development, in accordance with Cambridge Local Plan Policy 9/8 and the Design Code principles (Design Code p 48).
- 8.18 The square includes a relatively large central space measuring approximately 1000 sq m in area. This flexible space is consistent with the indicative concept plans for the square contained within the Design Code (p 116) and would be suitable for a range of activities or events throughout the year. This provides a high quality space appropriate for its context, in accordance with Local Plan policy 3/11 and a desirable asset within the City Council's management.

Movement and Circulation

Pedestrians

- 8.19 The square is a pedestrian focused area. The design of the square will ensure their priority in the public realm.
- 8.20 Three semi formalised crossings are integrated into the design of the square to ensure the space is easily navigable by vulnerable users. The crossing points are positioned on the basis of key desire lines. These crossings are flush with the level of the road but are reinforced visually through the width of the banding. In taking this approach the hard surfacing and landscape elements are designed for ease of use by all users, with due regard for safety, in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.
- 8.21 The shared space approach achieves a pedestrian orientated environment across the public realm. This environment is achieved by traffic speeds of below 15 mph with low level 25mm kerbs and bespoke hard surfacing. The majority of the proposed square will be shared space. The scheme includes a small section of shared surface to the east, where large pebble bollards mark out the bus route and access to the pavilion car park. It is considered that the design of this area through its paving and pebble bollards will not lead to conflict between different users.

- 8.22 Some concerns are raised with the design of planters in the north section of the square. The Cycle and Walking officer considers this space to be too congested and difficult for cyclists and pedestrians to navigate. However, the siting of the planters will moderate speed of cyclists and encourage an assessment of the environment and other users, in keeping with the shared space principles. Officers consider the scheme achieves a pedestrian friendly environment and is in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.
- 8.23 Notwithstanding the above, the angle of planter number 5 could be improved by reversing the angle of its southern end to improve pedestrian movement. This minor alteration is secured through the discharge of landscape condition 7.
- 8.24 Some concerns have been raised regarding the legibility of the 'plough line' bandings throughout the consultation period. It is considered that the plough line banding is a strong design response to its future context. This is because the orientation of the banding clearly indicates all modes are entering a different 'shared space'. Crossing points are denoted with a denser banding, which can be further strengthened with a darker colour as recommended by the Council's Access Officer. This can be ensured through the imposition of condition 6. Generally, the correct balance between formalising the interactions with pedestrians and cars has been achieved, with the design of the plough line bandings.

Cyclists

- 8.25 The square accommodates a strategic cycle route which follows north-west to south-east across the public realm. It is intended cyclists can continue their journey through the square without dismounting. However, the strategic siting and design of street furniture combined with the directional banding of the plough line paving will encourage the moderation of speed and behaviour across the public realm.
- 8.26 The approach taken to manage likely cycle flows is considered to be appropriate. Street furniture has been arranged to reflect the key nodes for seating, to moderate cycle speeds and delineate routes across the space. The shared space scheme needs to carefully balance the number and locations of street furniture. Whilst it is recognised the strategic cycle route runs through the public realm, compromise in the overall design is essential to moderate speed in the interests of pedestrians, in particular vulnerable users. In so doing, the design solution accords with the principles for movement and streets within the Design Code (p 48).
- 8.27 The design approach taken to accommodate cyclists is also supported by a quantitative analysis likely to occur at peak times through the square. The submitted study concludes an estimation of 125 cycle movements during the evening and morning peak hours, which would equate to approximately two per minute. The County Council Highways Authority have considered this study and are broadly content with the underpinning methodology, subject to minor revisions. Even allowing for a greater

modal shift towards cycling the number of cycle journeys is considered to be low to moderate. As such, the potential for conflict between pedestrians and cyclists is unlikely to be significant, based on the evidence submitted. Committee will be updated via the amendment sheet on the minor revisions to the study methodology.

- 8.28 Some concerns have been raised regarding the proposed wall defining the northern bus stop, which was required to manage the change in levels from the bus stop kerb. It was considered a barrier to connectivity. Amended plans have been received removing it from the pavement. Final details of levels and be ensured through the imposition of a suitable planning condition 9.

Motor Vehicles

- 8.29 Motor vehicles will be guests within the public realm. The design of the square in combination with the impact of the bus gate will reduce the likely number of vehicles passing through the square and will help to promote relatively low vehicle speeds.
- 8.30 The scheme has a carriageway through the majority of the space. The design of the motor vehicle corridor is subtly integrated into the public realm design, thereby retaining the underlying principles of shared space envisaged in the Design Code. The design of the carriageway alerts motorists to moderate speed. For example the raised table upon entering the square, heritage paving and the direction of the plough line banding inform the motorist they are entering a different space, requiring a greater appreciation of surroundings, assessment of risk and moderation of speed.
- 8.31 The proposal includes a circuitous vehicle route from the square which links through to the proposed primary school. The proposed Tertiary Street was agreed as part of the Design Code (p 173). The square should be as connected as possible, to create a 'full and accessible urban environment' (Design Code p 116) which includes vehicles to help enliven all routes into the public realm. Vehicle access to the main health centre and flat block will be from the Tertiary Street, therefore a single route to the square would not be desirable.

Shade Analysis

- 8.32 The applicant has considered the impact of shade and orientation on the use of the space, seating dwell time and the locations of tree planting. The north-west end of the square will enjoy the sunniest aspect, which has resulted in tree planting for shade and seating for people to congregate. This will increase the likely dwell times of people using the space, increasing vitality and footfall. In so doing, the landscape design relates to the character and function of the spaces and surrounding buildings, in accordance with Cambridge Local Plan 2006 policy 3/11.

Integration with local centre buildings

- 8.33 This reserved matters application is for the public realm only. It is therefore important to consider the way in which the proposed space will integrate with the built form, thresholds and entrances of the buildings which will enclose the space.
- 8.34 The Quality Panel expressed doubt as to whether this application can be considered in isolation to the local centre scheme. It is considered that the proposals demonstrate comprehensive development for three reasons.
- 8.35 Firstly, there is a good level of consensus for the location of uses around the square and their operational needs were established through the production of the Square Design Brief. This shared document considers the end user requirements for the retail, library and health centre buildings and their indicative frontages. I am satisfied that through the Local Centre Working Group, there is an appropriate level of co-ordination of the adjacent local centre application.
- 8.36 Secondly, the uses which will occupy the square, their locations and indicative building heights, are imbedded in the parameter plans and Design Code. From these established parameters there is no doubt as to the use and function of the square and the relationship of buildings which will enclose its edges. It is from this shared understanding the analysis of context which accompanied the application was based.
- 8.37 Thirdly, the application is accompanied by an appropriate level of graphical analysis which demonstrates how thresholds of the adjacent buildings will integrate a detailed level. For example, indicative sections demonstrate adequate width for tables on the street adjacent to the retail units, if this is desired in the future.

Deliveries

- 8.38 The retail units to the north east of the square will be serviced from the front using the delivery bay which is provided in the carriageway. This servicing arrangement was agreed in the Design Code and is intended to avoid conflict with other users (Design Code p 116). Given the size of the units there is unlikely to be a requirement for large HGV's. Servicing is expected to be made by light vehicles with a limited a frequency. Officers are satisfied that the design of the design makes adequate provision for servicing, and is in accordance with Local Plan policy 8/2.
- 8.39 The Highway Authority has considered the possibility of delivery vehicles causing an obstruction during peak hours. They would be reluctant to propose a waiting restriction that precluded deliveries during peak hours because of their limited number. A low level of conflict is expected between users.
- 8.40 Delivery hours will be scrutinised and if necessary controlled through the assessment of the local centre application which is likely to be submitted in the next few months.

Hard and Soft Landscaping and Materials

- 8.41 The Council's Landscape Team consider the proposed materials palette high quality with imaginative and appropriate integration of SUD's. Contrasting grey block paving is proposed, 'Beta Silver Haze', laid stretcher course across the public realm. In my view this will provide a high quality finish which can be easily maintained in the future.
- 8.42 Following comments from the Quality Panel, the scheme seeks to minimise clutter by combined street furniture. For example, the planting beds accommodate seating, which rationalises street furniture across the space. The Council's Landscape Team fully support this approach, which reinforces the plough line concept without unnecessary clutter. Following amended plans a limited number of addition pebble bollards have been added for management reasons, but this does not compromise the overall design approach.
- 8.43 Tree planting has been positioned to provide shade in the most sunny areas of the square adjacent to the supermarket. The scheme employs the concept of 'wind blown trees', which avoids a rigid pattern of tree planting. The Quality Panel and Landscape Team are fully supportive of this approach. This demonstrates the landscape elements have been appropriately considered for their context, in accordance with Cambridge Local Plan policy 3/11, part C.
- 8.44 The Landscape Team wish to ensure that the planters contain a greater proportion of year round species to ensure the square is attractive during the winter months. Final details of the planting palette, management plan and pebble bollard sizes, can be agreed through the imposition of a suitable planning condition 7.

Sustainable Drainage

- 8.45 The Council's Sustainable Drainage Officer has considered the proposals for the drainage of the square is satisfied the scheme successfully integrates with the site wide surface water drainage strategy. The proposal utilises a combination of robust linear drainage channels and rain gardens to ensure runoff is managed and mitigated in accordance with SUD's principles.
- 8.46 Some concern has been raised regarding the structural depth of the square required for its intended purpose. Final consensus on this technical matter for adoption can be ensured through the imposition of condition 3.

Lighting

- 8.47 The design of the square has considered the use of the space during the night time. A lighting strategy has been submitted which proposes an appropriate level of luminance for key pedestrian and cycle routes into the square. In so doing, due regard has been given to lighting, safety and an

uncluttered appearance, in accordance with Local Plan policies 3/11, part C and 4/15.

- 8.48 The Council's Streets and Open Spaces Team are concerned with the maintenance implications of up-lighters for the trees in the square. Given their limited number and positive contribution to the character of the space at nighttime, the lighters reasonably necessary. The imposition of condition 4 is therefore suggested.
- 8.49 The lighting specification will be energy efficient LED lighting, which is supported in energy efficiency and adoption terms, in accordance with Local Plan policy 3/1.
- 8.50 It is anticipated that opening hours of the library and supermarket may extend into the evening which will aid vitality and viability of the square outside of usual daytime opening hours.

Adoption and Management

- 8.51 Some concerns have been raised by the Council's Streets and Open Spaces Team regarding the potential use of the public realm for parking and the impact of parking management on the quality of the public realm. The square will be adopted by Cambridge City Council. The design of the space, street furniture and soft landscaping has been through a process of extensive consensus building with key stakeholders, to ensure the public realm is a positive asset for the Council.
- 8.52 The potential issue of car parking on the public realm is discouraged by three factors; the design of the surface treatment of the carriageway and public realm; the position of street furniture and other features and the Traffic Regulation Order (TRO), which will regulate car parking of the carriageway and immediately adjacent public realm. Following amended plans introducing a limited number of additional features, there is consensus that the balance of measures to address this issue is appropriate, subject to very minor alterations. An additional cycle rack is suggested between the pebbles and the cycle racks on the northern boundary of the southern half of the Square to serve the health centre, which will suitably discourage vehicles from this area.
- 8.53 Street signage is intended to be kept to a minimum in the interests of reducing clutter, both within the square and across the DG1 development. The TRO is likely to be advertised at the main access and entry points into the square.

Quality Panel

- 8.54 Quality Panel considered this scheme on 5 August 2004. Over-all, the Panel felt that at that stage of the design development the square was constrained by previous decisions and had not reached its full potential. The Panel made a number of recommendations which are addressed below in table 1:

Table 1: Quality Panel Issues and officer responses

Issues raised by Quality Panel	Officer response
<p>Principle of the location of the square questioned.</p> <p>Alternative layouts suggested.</p> <p>Comparisons of other squares desirable.</p>	<p>The parameter plans and Design Code fixes the location of the square. The design code also takes account for a larger supermarket on DG1 (Appendix, Supermarket Option, p 172).</p> <p>There is consensus with key stakeholders on the design and location of uses around the square, through the Local Centre Design Strategy.</p> <p>The design code compliance statement analyses the size of the square with comparable spaces.</p>
<p>Panel recognised the range of services in the square.</p> <p>Size of the square to work as a community space with so many outdoor uses.</p>	<p>The square accommodates functional elements requires of the space, whilst retaining an open area 1000 sq m in area, which would be suitable for a range of outdoor events.</p>
<p>Viability of the secondary retail units</p>	<p>This reserved matters application is for the public realm only. The local centre reserved matters application will include the four secondary retail units to the northeast of the square. The Interim Planning Policy Guidance on Foodstore Provision in NW Cambridge (IPPG) identifies capacity for a foodstore up to 2000 sq m (net) which would not prejudice the proposed local centre for Darwin Green.</p>
<p>Signage should be minimised</p>	<p>Both the applicant and the County Council embrace minimal signage across the DG1 development and the square.</p>
<p>Impact of bus frequencies on the square</p>	<p>The estimated 15 minute bus intervals will ensure the square is well connected.</p> <p>There is a range of seating across the square, much of which is secluded from</p>

	the path of motor vehicles.
Plough line concept supported. Different direction banding suggested.	<p>The plough line concept has been developed as recommended, with stronger demarcation of crossing points.</p> <p>The Urban Design Team support this approach. It represents a successful compromise between the shared space concept and the needs of partially sighted people.</p>
Drop off provision to be clarified	<p>The square incorporates a dedicated loading bay for deliveries to the retail units.</p> <p>There are five disabled bays within the public realm which was agreed through the Local Centre Design Strategy.</p>
Clarification on design of strategic cycle route	<p>Please see paragraph 8.25.</p> <p>The design of the space encourages cyclists to moderate speed through principles of shared space.</p>
The panel suggested integrating features such as rills and seating to reduce clutter.	The applicant has responded positively to this suggestion. Many features are dual function such as the rain gardens with attached seating and cycle parking.
Public art commission should feed into the final designs.	A draft Public Art Delivery Plan has been submitted.
Development of bollard design recommended	The application proposes pebble bollards to delineate areas of vehicle access. These have been increased in size so they can be more clearly seen by all users.

8.55 The design recommendations and requests for further clarity made by the Quality Panel have been thoroughly addressed since the August presentation. The changes to street furniture and plough line banding have been extensively discussed with the Urban Design and Conservation Team and the Streets and Open Space Team. Officers are satisfied that the concerns raised by Quality Panel have been suitably addressed.

Disabled access

Equality Impact Assessment

- 8.56 Inclusive access is fundamental to the design of the square. Officers have carried out an Equality Impact Assessment (EqIA) to identify people most affected by the development and measures to ensure the scheme is as inclusive as possible.
- 8.57 Shared space environments can be particularly difficult for blind and partially sighted people to navigate. This is because the absence of kerbs providing tactile information and clearly defined crossing points can potentially make the space difficult to navigate for these users of the space.
- 8.58 The square has been designed with a 25mm kerb edge to the road, which provides an appropriate guide for the visually impaired and guide dogs, without compromising the principles of the shared space. The square does include crossing points with raised studs at either end to warn pedestrians that they are entering a zone with motor vehicles. In addition, lozenge paving will be used to define the edge of the rain gardens warning of a small drop in level to the planting within the drainage feature. In designing the public realm in this way the application provides ease of use by all users, in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.
- 8.59 The EqIA also identifies people with limited mobility as a vulnerable user group. The design of street furniture within the square seeks to moderate the speed of cyclists passing through the space from the strategic cycle route. For example the raised planting bed (feature 10) encourages cyclists to moderate speed when entering the square from the north east. In so doing the 'shared space' philosophy is maintained so that vulnerable users have an equal status in the public realm, in accordance with Cambridge Local Plan 2006 policies 3/11 and 8/4.

Public Art

- 8.60 The approved public art delivery plan for DG1 includes five overall commissions; local centre/square, Gateways and Mapping, central park, allotments and an artist in residence scheme.
- 8.61 The local centre/square commission has an appointed artist who is integrating ideas relating to crop planting and seeds research into a permanent commission. The Public Art Delivery Plan specifies two options for the local centre commission. These relate to etchings incorporated into the public realm or within the elevation of the library which will address the square.
- 8.62 The Council's Public Art Officer considers the library proposals to be a potentially strong commission with significant public benefit. The scheme requires further consensus with the needs of library services and will be presented to the next available Public Art Panel in February. Public art

across all five commissions on DG1 is managed through the discharge of condition 18 of the outline permission 07/0003/OUT.

- 8.63 The proposal demonstrates a high quality scheme for public for the local centre/square commission can be successfully integrated, and is compliant with Cambridge Local Plan (2006) policies 3/7 and 10/1 and the Public Art SPD 2010.

Renewable energy and sustainability

- 8.64 The Council's Senior Sustainability officer is supportive of the proposals overall. Use of sustainably sourced materials with robust construction methods is supported and further details of sustainable sourcing can be clarified through the final discharge of materials required through the imposition of condition 2.
- 8.65 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.66 The proposed public realm will not have any adverse impact on neighbouring amenity. Construction related activities can be adequately controlled and mitigated through the discharge of planning conditions attached to the outline planning permission.
- 8.67 The lighting specifications for the square detail mainly low level lighting which is considered to have minimal impact on the amenities of future occupants for apartments around the square.
- 8.68 It is intended that the square can provide an opportunity for events and festivals throughout the year. The impact of specific events would be managed through assessment of a temporary events notice under the Licensing Act 2003.
- 8.69 The possible impact of noise from the square from events and general traffic impacts would be mitigated by acoustic design of residential properties affected through the discharge of condition 58 of 07/0003/OUT.

Contaminated land

- 8.70 Intrusive investigations previously undertaken at the outline stage confirmed the absence of significant contamination with the exception of discreet areas around the former pavilion and the farmers offices. However, these areas are not inside the Public Square application boundary. A watching brief will therefore be kept for any unexpected

contamination encountered during the works, secured through the ongoing discharged of condition 52 of the outline permission 07/0003/OUT.

Amenity for future occupiers of the site

- 8.71 The square will provide a high quality public space to the benefit of public amenity for new and existing residents.

Refuse Arrangements

- 8.72 The square accommodates 14 refuse bins around the square in logical locations, in reasonable proximity to benches and key pedestrian through routes.
- 8.73 The outline planning permission requires detail of the underground recycling facility to be agreed (condition 65). The discharge of this condition was assessed under the infrastructure application 14/0086/REM. The underground recycling facility is to be located adjacent to the proposed sports pavilion to the east of the square.
- 8.74 The proposal makes adequate provision for refuse and is compliant with Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.75 The design of the square is predicated on the low speed environment and likely traffic flows through the space agreed at the outline stage. The Design Code anticipates the speed for the Primary Street North/bus route will be 20 mph. Crucial to the success of Primary Street is the bus gate which will be situated to the north west of the site along the Primary Street. Low traffic speeds are encouraged through the square through design rather than regulation. In so doing, the design approach is consistent with the philosophy of shared space set out within the Design Code.
- 8.76 Some concerns have been raised by the Walking and Cycling Officer regarding visibility for pedestrians around the central crossing point. The applicant has provided an amended cycling and walking note which examines in detail the potential risk to cyclists and pedestrians at the crossing point. While visibility will be reduced in the event of an articulated lorry occupying the loading bay, the likelihood of such a vehicle servicing the secondary retail units is very low. If such a servicing vehicle was required, the vehicle would be stationed for only a limited period given the size of the retail units. The County Highways Authority fully support the design of all crossing points given the overall design of the square and the low traffic speeds which are envisaged. It is therefore considered that the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

Car Parking

- 8.77 There are no public car parking spaces within the public realm. Public car parking is to be provided within the adjacent supermarket car park, the final number of car parking space will be evidenced within the applicants Transport Assessment, although this is expected to be approximately 190. The management of the car park will be undertaken by the supermarket operator and there is likely to be a period of free car parking subject to time restrictions.
- 8.78 In the event that the proposed supermarket is delayed or does not come forward for development, officers will be securing the provision of suitable alternative car parking arrangements through the local centre application, which is expected in the next two months. Phased temporary provision may be appropriate and will be secured through the local centre application where parking demand is generated.
- 8.79 The Delivery and five disabled car parking spaces are to be accommodated within the carriageway to minimise encroachment onto the square. This provision is considered appropriate and the spaces are located in convenient locations around the public realm. Indicative levels of car parking generated by the local centre uses overall are summarised in table 1 below:

Table 1: Indicative car parking demand and provision for the local centre

Uses within the square	Provision within the supermarket car park	Disabled provision	Local Plan standards
Supermarket (up to 2000 sq m net)	Approximately 190	10*	1 space for every 50 sq m up to 1400 sqm and 1 per 18 sq m thereafter
Secondary Retail	0	1*	Up to 10
Community Rooms	1	2*	Up to 10
Health Centre	18	2*	30
Library	2	2*	On merit
Total required 193	213 indicative	5*	

**** 5 shared disabled spaces in square, agreed by stakeholders in the Local Centre Design Strategy***

- 8.80 In my view the design of the square makes adequate provision for disabled car parking within the public realm, with wider provision to be made

available in the supermarket. As such the application complies with the aspirations of key stakeholders through the Local Centre Strategy, and accords with Cambridge Local Plan Policy 8/6 and the Design Code principles.

Cycle Parking

8.81 The Design Code set out the cycle parking standards which are based on those within the Cambridge Local Plan 2006, (design Code p 58). In my view, the amount of visitor car parking is appropriate for the uses proposed and accords with the Design Code standards. Staff cycle parking will be incorporated to the rear of the individual uses within the local centre application.

8.82 The proposed cycle parking provision for the local centre overall is set out in table 2 below:

Uses within the Square	Visitor cycle parking	Staff Cycle parking	Design Code Standards
Supermarket, (up to 2000 sq m net)	89	10	1 space per 25 sq m (gross area up to 1500sqm) thereafter 1 space per 75 sq m
Secondary retail (500 sq m)	15	5	1 space per 25 sq m (gross area up to 1500sqm) thereafter 1 space per 75 sq m
Community Rooms	7	2	1 space per 15 sq m
Health Centre	20	5	2 spaces per consulting room, 1 for every 3 members of staff
Library	10	2	1 space per 15 sq m

8.83 Visitor Cycle parking is logically positioned around the square, without prejudicing the likely design of shopfronts and entrances anticipated in the local centre scheme coming forward.

8.84 The Council's walking and cycling officer has suggested the scheme would benefit from additional cycle racks near to the health centre. This could be

provided through the imposition of a planning condition 2. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.85 No neighbour representations have been received.

Planning Obligation Strategy

- 8.86 This reserved matters application does not trigger contributions under the Council's Planning Obligation Strategy. Contributions have been secured under the outline permission 07/0003/OUT.

9.0 CONCLUSION

- 9.1 The design, layout and shared space approach of the square accords with the parameter plans, the principles set out within the Design Code, the Local Plan policy framework for external spaces, and the aspirations of end users of the space through the Local Centre Design Strategy. A high quality public realm will be provided, inclusive for all users and fit for purpose for adoption by the City Council.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 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.

2. No development shall commence until details of the surface finish and colour of visitor bicycle parking and further provision of bicycle parking adjacent to the proposed health centre, for use in connection with the development hereby permitted, shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

3. Prior to the commencement of the development, full details of the structural depth of the square, which demonstrates an adequate loading capacity in accordance with BS 7533, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: In order that an appropriate public realm is provided for all transport modes, Cambridge Local Plan 2006, policy 3/11.

4. Prior to the commencement of development details of uplighters or alternative illumination for tree planters 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.

Reason: In order to provide a high quality public at night time, Cambridge Local Plan 2006 policy 3/11.

5. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

6. No development shall take place until samples of the materials of the three crossing points across the carriageway have been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

7. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

8. 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 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 Local Plan 2006 policies 3/4, 3/11 and 3/12)

9. Prior to the commencement of development revised details of levels and a section of the bus stop in the north west corner of the square, 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.

Reason: In order to provide a high quality public at night time, Cambridge Local Plan 2006 policy 3/11.

Contact details

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

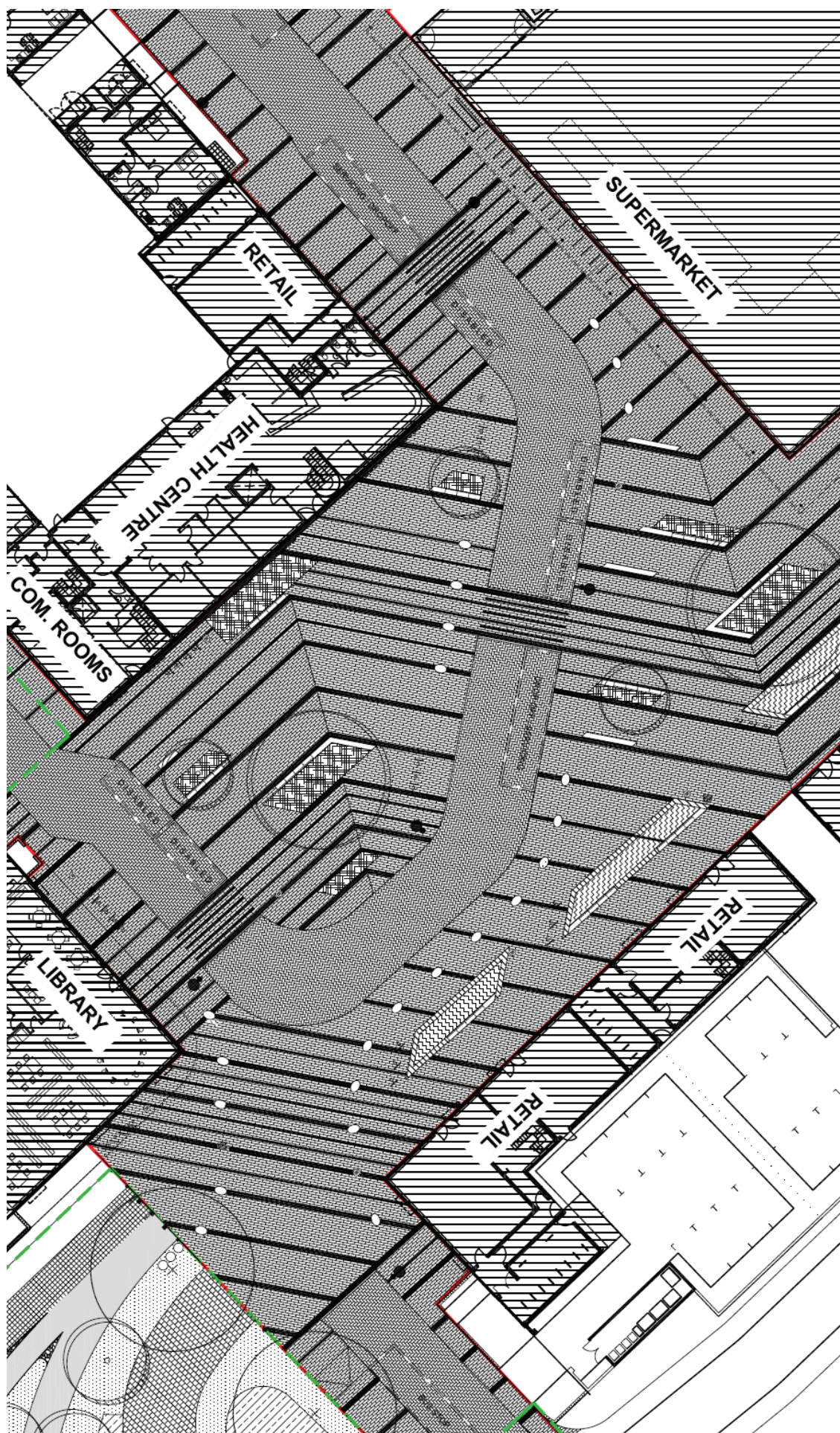
Author's Name: John Evans

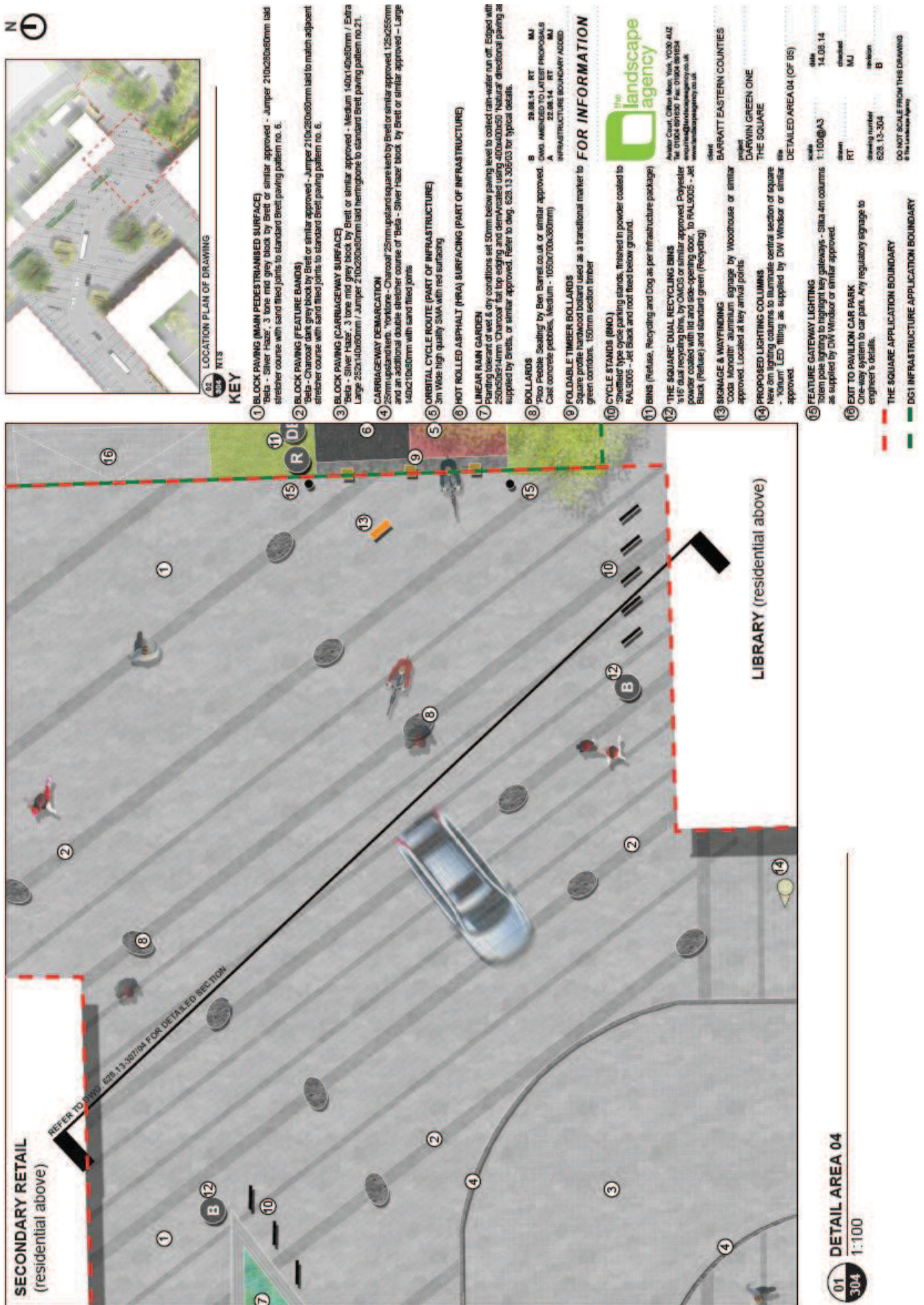
Author's Phone Number: 01223 457293

Author's Email: john.evans@cambridge.gov.uk



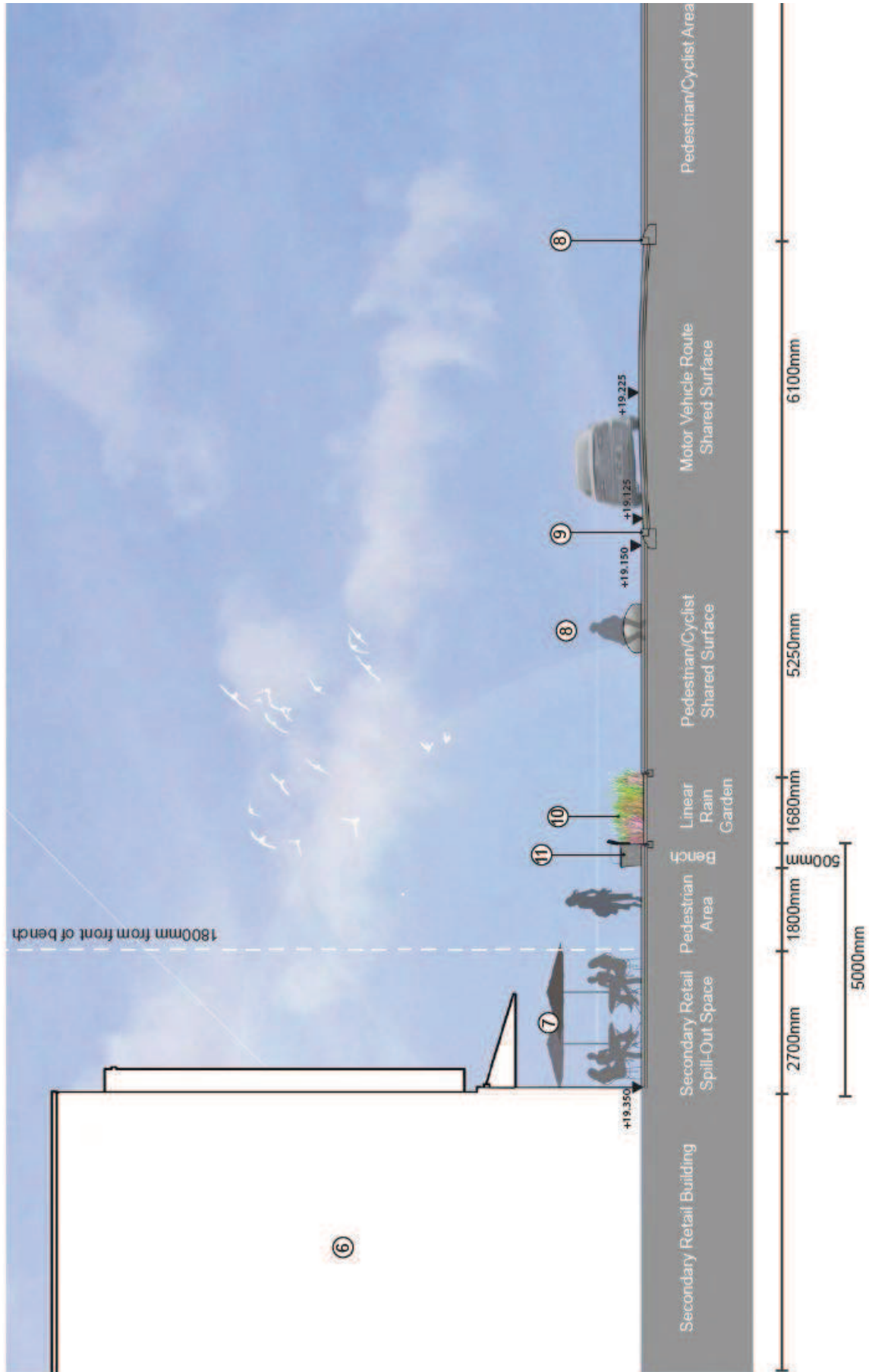






01 312 ILLUSTRATIVE SECTION 06 OPTION A: Indicating possible secondary retail spill-out area with tables & chairs

1:100







CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: Darwin Green One Square

Date: 5th August 2014

Venue: Shire Hall Room 128, Cambridgeshire County Council

Time: 13:00 – 16:00

Quality Panel Members

Robin Nicholson (Panel Chair)

Canda Smith

David Prichard

David Birkbeck

George Hazel

Nick James

Panel secretariat and support

Judit Carballo – Cambridgeshire County Council

Stuart Clarke- Cambridgeshire County Council

Local Authority Attendees

Elizabeth Rolph- Principal Planner, Cambridge City Council

Nelia Parmaklieva – Senior Urban Designer, Cambridge City Council

John Evans – Senior Planner, Cambridge City Council

Charlotte Witheford – Landscape Architect, Cambridge City Council

Jon Finney – Development Control Engineer, Cambridgeshire County Council

Applicant and Representatives

Mark Sperrin – Barratt Eastern Counties

Sean Martin – Barratt Eastern Counties

Matt Jarvis – The Landscape Agency

Ian Bishop – Woods Hardwick

Mark Reeves – Mark Reeves Architects

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Robin Base – Mark Reeves Architects

Sarah Collicott – ArtScape Management

Marcia Whitehead – Bidwells

Adam Halford – Bidwells



1. Scheme description and presentation

The provision of a square (approximately 40m x 70m in size) within the local centre of Darwin Green 1 to include a shared space for pedestrians, cyclists and vehicle users and to provide the setting for local centre uses. The square aims to provide a unique and distinctive focus to the development and will be a hub of activity and an important local destination for shopping, meeting and eating as the vibrant community heart. The square will promote activity and allow for a variety of different uses from informal seating to potentially hosting markets and community events.

Architect/Designer Mark Reeves Architects

Applicant Barratt Eastern Counties

Planning status Pre determination Stage

2. Overview

The outline application for 1,593 homes and related infrastructure, community facilities and open space was approved in December 2013. The Design Code has been approved and other strategic conditions discharged. An Infrastructure application has recently been approved for the details of all the main roads across the site, the central open space and green corridors and the first allotment. On request by City Council officers, all details for the square were excluded from this application as it was felt further detailed work was required on this.

Cambridge City Council states that pre-application discussions are ongoing for the Square. Pre-application work has also commenced on the surrounding local centre buildings. While the Council's preference would have been for these to be progressed together, Barratt's are keen to progress the square in advance as it is critical to the delivery of the infrastructure. Cambridge City Council officers advised that the current designs for the surrounding local centre buildings are unacceptable and will require a comprehensive review.

Early delivery of key infrastructure will ensure that the new residents have the facilities necessary to create a new community in north west Cambridge but also to integrate with the existing surrounding communities.

3. Cambridgeshire Quality Panel views



Introduction

The Panel welcomed the opportunity to review the proposals for 'The Square' at Darwin Green. The Panel had previously considered aspects of the wider Darwin Green 1 development, the primary school, the supermarket and emerging local centre designs.

The applicant commenced their presentation with an update on where they are at in the development process. An outline planning consent has already been granted for the development with a signed Section 106 Agreement in place. There is also a recently approved infrastructure application consented.

Context for the square is established through the consented Parameter Plans and Design Code.

The supermarket and primary school are not yet consented schemes. The local centre will come back to the Quality Panel, once designs have been refined further.

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.

The Panel began by regretting that the insertion of the supermarket store and its accompanying car park had not led to a reconsideration of the location of The Square, which they felt could have been moved to be opposite the car park, linking to the school; however they accepted that the scheme was probably too far advanced for such a change at this stage. The Panel suggested that officers investigate whether the parameter plans fixes the 'Square' in this form and location.

The Panel expressed considerable doubt as to whether an application for the Square can be considered in isolation from the surrounding buildings (local centre).

Community

The Panel recognised that there are a good range of services in the local centre and square providing for a library, supermarket and secondary retail units, health and community rooms as well as the adjacent primary school. It was questioned whether the size of the square was sufficient to work as a community space with so many potential outdoor uses.

The Panel did question the secondary retail units viability, given the other provisions within the square, and suggested the units needed to be flexible in design to accommodate others uses if they failed to let. Could the retail units be located elsewhere? It was explained that the 5 retail units were a requirement for the scheme.

The Panel highlighted that although the session was to consider the square rather than the wider local centre the relationship between the wider local centre uses such as the primary school and the square was poor.

The revised entrance to the supermarket was considered an improvement on the previous design to integrate the supermarket better with the square, although views of the square

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from the supermarket entrance were small. The provision of a canopy feature on the supermarket was welcomed but over-all the relationship of the supermarket, square and local centre needs to be improved.

It was considered disappointing that housing provision over-looks the supermarket car park on the southern edge.

The potential uses for the space were welcomed; for example a farmers market was mentioned, however, comments were later made on the impact of these uses arising from vehicles and buses (see Climate section).

Connectivity

The applicant explained that four options were considered for the road passing through the square, with the preferred option being the diagonal route. The Panel commented that they would have liked to have seen actual examples of similar sized squares and how they worked as a comparison.

The Panel observed that the square is well connected to the rest of the development and the surrounding area through a regular bus service operating through the square itself and a network of cycle and pedestrian links.

It was stated that the square should have a feeling of 'a people place' and not just a road with extended pavements. The applicant responded that it was intended that the car should feel out of place – it is a shared space.

The Panel noted the complex movement patterns and expressed their concern that extensive signage might be needed; they wished to ensure it would be minimised to avoid clutter.

The Panel very much supported the 'plough line' concept (responding to the historic agricultural use of the site) and encouraged the applicant to continue to explore the idea of running 'plough lines' in different directions to the current proposed design; the applicant's final slide was a sketch of such an idea.

Clarification was sought by the Panel on how cycle routes from the orbital cycleway would permeate through the square to the central park and in particular negotiate the rill, planters and other features, without yellow lines. The applicant explained that there was a clear route that would be obvious to cyclists and pedestrians using the space.

The Panel raised concerns over managing cycle, pedestrian and vehicular space and gave an example of pedestrian spill from farmer's market events onto the road which large buses will be using. So, what impact will large buses, operating at regular intervals (every 15 minutes in each direction) have on the square?

The applicant was encouraged to think further about the bollard treatment proposed to delineate the route for the bus to/from the bus gate and for cars accessing the sports pavilion car park. Could public art be used here? Concern was expressed for cyclists not being sufficiently warned about the road at this point and potential conflict.

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Clarification was also sought by the Panel on how the drop off provision will work in the square for all users including disabled users, delivery/servicing and drop off. Likewise, the same clarification was sought on the bus stop locations. It was explained that most car users would park in the supermarket car park, which will be a shared facility with disabled provision within the square itself. The design of the bus stops needs to allow for disabled users which requires a raised kerb, so better locations to the periphery of the square would be more appropriate rather than within the Square itself.

The Panel reiterated it is better to integrate features together such as cycle stands, seating, rills, signage and public art where possible to avoid unnecessary clutter.

Character

The Panel agreed that the designs felt like lots of 'small ideas', many of good merit, but there was no over-arching 'big idea'. The design seemed fussy in places.

The Panel supported the idea of plough lines, which should be explored further as a key element of the design but wondered whether residents would understand this design feature as currently proposed. They also supported the concept of tree patterns through the square, which should use native species but be mindful of maintenance requirements if they are to be adopted by the local authority (same issue with the raised planters). Not all the Panel members were convinced by the feature tree proposed and the self-watering if the planters were semi-raised. The applicant advised that they were talking to the City Council Parks Team.

The applicant explained their hedge line reference in the scheme. The Panel suggested they either use as a key feature it or lose it – it is maybe one idea too far.

There was a real lack of detail design which will be needed for the reserved matters application; for example clarity on the design of the rills is needed.

The Panel supported the appointment of a public artist commission and would be interested to see how that work feeds into the final designs.

The inclusion of a lighting strategy was welcomed by the Panel to enhance the design and character of the square. The materials used, banding, raised planters, bollards and cycle stands will all inform the sense of place and character of the development.

Climate

The Panel acknowledged the shade analysis and micro-climate work that had been undertaken and the recognition to utilise the sunniest parts of the square. However, places of shade would be important in summer sun, especially as a result of climate change and there would also be a need for shelter in sudden or heavy storm events.

The Panel asked how buses would impact on the square environment in terms of air quality from the diesel vehicles as well as noise.

There was support for the use of recycled materials by the applicant.

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The Panel stated there was a need for an irrigation strategy for the green elements of the scheme and clarification was provided by the applicant on tree planting provisions to not use constraining tree pits where possible. Planting would reflect the seasons and be used to encourage bio-diversity.

The Panel noted it was difficult to comment without the detail of buildings surrounding the square.

4. Conclusion

Over-all, the Panel felt that the square was constrained by previous decisions (supermarket inclusion for example) and had not reached its full potential.

The Panel questioned the need for a review of the masterplan for the uses and connectivity around the square and local centre and whether the square and local centre applications can be brought forward separately. The Panel suggested that splaying the southern flank of the square could have some real benefit in linking the supermarket entrance better to the Square.

The lack of a big idea is constraining the design, although there is a good range of facilities being provided. Council members will benefit from getting more detailed design proposals and will need to see, as a minimum, proper sections through the buildings that define the Square.

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

- Consider relocating secondary retail units or provide better links from the supermarket with the design of the local centre and square. The design of the square must reflect its context with the local centre and supermarket.
- Ideally, the square would be moved to incorporate the school and supermarket but it was recognised that this is not possible (but the Panel wanted this to be noted).
- To continue to explore how the banding (plough lines) and other features raised can best serve the square designs.
- Minimise clutter by combined street furniture where possible.
- Provide clarity on the management of pedestrian, cyclist and vehicle movements in and around the square.
- Welcome the changes to the supermarket entrance and canopy and encourage the final designs to interact with the square as much as possible.
- Develop bollard design to provide clarity on delineation of space and perhaps incorporate a public art element.
- Provide a diagram /picture that show examples of other well-known squares with exact dimensions.

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The Panel asked for it to be noted too that future presentations should not rely as heavily on PowerPoint, rather presentation boards, models and hand outs are better for engaging with the Panel.



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JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date: 17th December 2014

Application Number	C/05001/13/CC/C1 Agenda Item		
Date Received	06/11/2014	Officer	Georg Urban
Target Date	01/01/2015		
Parishes/Wards	Parish Councils - Milton Parish Council City Ward - East Chesterton District Ward - Milton Administrative boundaries of both Cambridge City Council and South Cambridgeshire District Council.		
Site	Land at Chesterton Sidings, Chesterton, Cambridge		
Proposal	Discharge of condition condition 25 –details of footways and cycleways attached to permission dated 23 July 2014 for construction of new railway station building and associated works.		
Applicant	Cambridgeshire County Council		
Recommendation	Approve discharge of condition		
Application Type:	Discharge of Conditions	Departure:	No

The above application is reported to the Joint Development Control Committee for the Cambridge Fringes Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

1.0 INTRODUCTION

- 1.1 The Joint Development Control Committee (JDCC) resolved to approve the application for the construction of the new Cambridge Station Interchange (CSI) in December 2013, subject to the completion of a S.106 agreement. The proposal consisted of the erection of a station building with passenger waiting facilities, toilets, ticket office, retail space, amenity space, rail staff accommodation and facilities, two main line platforms and a bay platform with a footbridge (with lifts) providing access over the main lines and operational sidings from the station building to the platforms. External works included 450

car parking spaces and 1000 bicycle parking spaces as well as hard and soft landscaping and the construction of new vehicular access from Cowley Road and new pedestrian and cycle links to the surrounding area. The development would be linked to the existing guided busway network by a short length of new busway connecting to a longer section of track.

- 1.2 The S106 agreement required the developer to undertake surveys of on-street parking in the locality of the development; to complete or procure completion of the Cowley Road/Milton Road Works; to publish a feasibility report into the construction of a cycle/footbridge over the River Cam at Chesterton; to undertake off-site biodiversity mitigation measures; and to establish a local liaison forum.
- 1.3 The S.106 agreement was completed on 18th July 2014 and planning permission issued on 23rd July 2014. The permission contains a number of conditions that require details to be submitted to the planning authority for approval. These conditions are summarised in Appendix 1. JDCC Members requested that a number of specific condition discharges should be reported back to the Committee for determination.
- 1.4 This report relates to Condition 25 (one of the above-mentioned conditions), which is the requirement for details of the footways/cycle ways to be submitted to and approved in writing by the Local Planning Authority and to be implemented prior to the development being occupied. This includes a route to a minimum width of 2.5 metres along Cowley Road. The reason for imposing this condition on the consent is to ensure in the interests of highway safety and to mitigate the impact of travel to the development.
- 1.5 Prior to the submission of the footpath/cycle way design to the planning authority, the applicant engaged various stakeholders, both directly and during local liaison forum meetings. Stakeholders had the opportunity to comment on the draft design, and several of these comments were subsequently incorporated in the final design and routing of the footpath and cycle way. The applicant then formally submitted details to discharge this condition on 6th November 2014. Officers carried out consultation in the manner identified in Section 6 below.
- 1.6 The submitted details consist of the design and layout of a footpath and cycleway along Cowley Road, details of a proposed access to the route of the guided busway from Nuffield Road allotments, details of a shared footway and cycle access from Moss Bank to the station interchange site, and details of the access from the industrial estate at Nuffield Close to the guided busway.
- 1.7 The submitted design consists of a combined footpath/cycleway running along the north side of Cowley Road for two thirds of its length, before switching to the south side of Cowley Road. The footpath/cycleway would be 3.0m wide (with the exception of a short section near Milton Road, which would be 2.75m wide). The main carriageway of Cowley Road would be 7.0m

wide but widening to 7.5m at both ends, and widening further to 9.7m at the junction with Milton Road, as this junction includes a filter lane.

- 1.8 The new railway station is scheduled to become operational in May 2016. The applicant has secured funding from the Department for Transport for the construction of the footpath/cycleway, on the condition that this element is implemented before the end of the 2014/15 financial year. Approval of the scheme by Members would enable the applicant to procure the construction of the scheme.

2.0 RECOMMENDATION

- 2.1 Members are asked to:

Approve the details submitted under planning condition 25 of permission reference C/05001/13/CC.

3.0 SITE HISTORY

Reference	Description	Decision
C/05001/13/CC	Erection of a station building with passenger waiting facilities, toilets, ticket office, retail space, amenity space, rail staff accommodation and facilities. The development also includes two main line platforms and a bay platform with a footbridge (with lifts) providing access over the main lines and operational sidings from the station building to the platforms. External works include car (450 spaces) and cycle (1000 spaces) parking and hard and soft landscaping. Construction of new vehicular access from Cowley Road and new pedestrian and cycle links to the surrounding area. The development will be linked to the existing guided busway network by a short length of new busway connecting to a longer section of track which is authorised by an existing planning permission.	Approved 23 rd July 2014

4.0 PUBLICITY

Advertisement No

There is no statutory requirement to advertise the discharge of condition.

Adjoining Owners No

There is no statutory requirement to consult adjoining owners with regard to the discharge of condition, however, consultation has taken place with the Nuffield Allotment Society.

Site Notice Displayed No

There is no statutory requirement to for a site notice to be displayed for the discharge of condition.

Public Meeting/Exhibition No

The submitted details were not presented at a public meeting or exhibition, however, the applicant has carried out stakeholder engagement prior to the submission of the final design at the meeting of the local liaison forum in September 2014.

5.0 POLICY CONTEXT

- 5.1 The development plan consists of the National Planning Policy Framework 2012, the Cambridge Local Plan 2006, and the South Cambridgeshire Local Development Framework Development Control Policies DPD 2007. The relevant policies are listed below.

Cambridge Local Plan 2006

Policy 3/6 – Ensuring co-ordinated development

Policy 8/3 – Mitigating measures

Policy 8/4 – Walking and cycling accessibility

Policy 8/5 – Pedestrian and cycle network

Policy 9/6 – Northern Fringe.

South Cambridgeshire Local Development Framework Development Control Policies DPD (July 2007)

Policy DP/1 – Sustainable development

Policy DP/2 – Design of new development

Policy DP/3 – Development criteria

Policy TR/1 – Planning for more sustainable travel

Policy TR/2 – Car and cycle parking standards

Policy TR/4 – Non-motorised modes

Emerging Planning Policy

- 5.2 Both Cambridge City Council and South Cambridgeshire District Council have progressed their respective Local Plans to formal submission stage. Both documents were submitted for independent examination to the Secretary of State for Communities and Local Government in March 2014, with public hearings having taken place in November 2014. Following the submission, South Cambridgeshire District Council has proposed some major modifications (relating to housing allocations) and minor changes to the Proposed Submission Local Plan, none of which would alter the overall impact of the plan or change its general direction.
- 5.3 Both local planning authorities have included in their draft plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the Cambridge Northern Fringe East Area within which the proposed development is situated.
- 5.4 Preparation of the AAP is at an early stage with an issues and options consultation to be carried out between December 2014 and February 2015. The Plan will ultimately establish the quantum and distribution of development, site capacity, viability, time scales and phasing of development. Once adopted, this will form part of their respective local plans.

6.0 CONSULTATIONS

6.1 Cambridge City Council – Planning (incorporating the comments from the City Council’s Cycling and Walking Officer)

The City Council’s Cycling and Walking Officer would only support these proposals on a temporary basis because, in principle, she considers the disused railway track (owned by Network Rail) to the south of Cowley Road to be the most practical, accessible and safest route for the pedestrian and cyclists who will be going to and from the new station. The widening of the off-road shared path from 2.5m to 3m is welcomed although, in the long term, she considers this to be inadequate for such an important route. The long term aspiration must be for a continuous 5m path with good segregation provided between cyclists and pedestrians. She has concerns about the proposed routeing of the footpath and cycleway, which would necessitate crossing the road twice where no formal crossing facilities are available.

The link from Nuffield Road to the busway pedestrian/cycleway is welcomed, although a wider path of 4.3m could be segregated using different surfacing materials (1.8m for pedestrians, 2.5m for cyclists) which is preferable for pedestrians who generally do not like sharing paths with cyclists.

Priority for cyclists and pedestrians over the four private accesses along Cowley Road is welcomed, although the configuration of the path as it crosses these accesses needs to highlight this priority using surfacing materials, raising the carriageway and narrowing the radii. This is particularly

true of the access into the golf driving range/P&R entrance which is no longer used by buses.

6.2 Cambridgeshire County Council – Highways Development Control

Commented during the pre-submission stakeholder engagement process that given the constraints of the site and the existing uses of the road, the proposed scheme would appear a reasonable compromise until such time as the wider development brief is produced.

6.3 Cambridgeshire County Council – Road Safety Manager

No response received.

6.4 Cambridgeshire County Council – County Cycling Officer

No response received.

6.5 South Cambridgeshire District Council – Planning Officer

Does not wish to comment on the detail as this lies on land outside that controlled by South Cambridgeshire District Council. However, he would support ensuring safe access to the new railway station for cyclists and would be concerned if the temporary arrangements are less than satisfactory and in place for more than a few years. The emerging Area Action Plan should provide a longer term solution. He also points out that the use of the CGB does provide an alternative and suggests that if this is well signposted it will be well used and avoid conflicts in Cowley Road.

6.6 Sustrans

No response received.

6.7 Nuffield Allotment Society

No response received.

6.8 Cambridge Cycling Campaign

The Cycling Campaign accepts a 4m-wide shared-use access from Moss Bank, which should be considered the minimum width for a busy bounded route. Care must be taken that the bollard is not easily obscured by other people walking and cycling. The bollards on the guided busway, for example, are low and easy to miss until very close. The Cycling Campaign raises concerns about visibility around the bend, but cannot comment in detail as there is no information on what borders the path.

At the Nuffield Close entrance the Cycling Campaign suggests using flush kerbs rather than dropped kerbs at this entrance, as even a small upstand can prove a hazard for a bike if taken at the wrong angle. People with

wheelchairs, prams and wheeled luggage will also appreciate a properly flush kerb. The 1.5m metre bollard spacing is acceptable, and should not be reduced. This allows cargo bikes and tricycles to be accommodated.

Nuffield Road has enough space to separate walking and cycling. The allotments access is low use and could be used for cycling with an extension to the station, while a new pedestrian path is added. Alternatively the path should be 5m wide, with 3m for cycling and 2m for pedestrians. It is essential that markings for such a route are clear, with either height separation or different colouring for the walking and cycling routes to remove confusion.

Regarding the proposed route along Cowley Road, the Cambridge Cycling Campaign queries why the old Network Rail access (which runs parallel and to the south of Cowley Road) cannot be used. This would allow a traffic-free route for both walking and cycling, without the danger posed by side-roads or crossing a busy station access. The Cycling Campaign considers that the revised plans still fall very short of an acceptable solution for access to the train station, and therefore continues to object to them.

The 3m wide shared-use route remains narrow for two-way walking and cycling. While it is noted that improvement has been made by giving the shared-use route priority over 4 accesses, users are still required to give way to fifth.

The Cycling Campaign cannot support an uncontrolled 90 degree crossing halfway down the road. As this road is used by HGVs, and will be the main car access to the new station, it can be assumed that this will be a relatively busy 30mph route, especially at peak times. It will be a difficult and dangerous route to cross.

The off-road walking and cycling route from the Science Park will mean crossing Cowley Road three times to access the train station, in addition to the two-stage crossing of Milton Road itself. This represents a long delay for sustainable travel over a short distance, at a time where people are likely to be in a hurry to catch a train and therefore impatient.

The Cycling Campaign believes that the main carriageway could be reduced to 6m to provide more space and that the speed limit should be lowered to 20mph, but that this alone would not remove the problems of crossings and conflict at side accesses. The safest option would be to remove the interaction with motor vehicles completely by providing an alternative route for bicycle and pedestrian access parallel to Cowley Road.

Pre-submission stakeholder involvement

- 6.9 The applicant has carried out consultations with stakeholders prior to the submission of the scheme. The proposed scheme was discussed at the meeting of the Local Liaison Forum on 15th September 2014, which was attended by several local Members, a representative of the Nuffield Road Allotment Association and a number of local residents. The applicant has

also held discussions about the detailed design with the highway authority, the City Council's Cycling and Walking Officer, Sustrans and the Cambridge Cycling Campaign.

7.0 ASSESSMENT

- 7.1 This discharge of condition is being reported to this Committee in line with the working protocol agreed with Chair, Vice- Chair and Spokes (see Appendix 1). The wording of the condition is as follows:

The development shall not be occupied until details of the footways/cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented including a route to a minimum width of 2.5 metres along Cowley Road.

- 7.2 The reason for the imposition of this condition on the planning permission is that Cowley Road will be the main access route to the new station. Ultimately the station is expected to have high levels of pedestrians and cyclists accessing the site and therefore careful consideration has to be given to the width of footway/cycleway provided. The provision of a footway/cycleway along Cowley Road is important in minimising the potential conflict between vulnerable road users and the HGVs which will continue to access the aggregate rail terminals and other industrial sites off Cowley Road.
- 7.3 The key concern of the City Council's Cycling and Walking Officer (also raised by the Cambridge Cycling Campaign) is the proposed width of the footpath/cycleway.
- 7.4 The principle of improving the pedestrian and cycle access to the new station along Cowley Road formed part of the original planning consent, and the design of the path is concerned by the available width of Cowley Road, which is constrained to the north by land in private ownership and to the south by the presence of a drain running alongside it.
- 7.5 The proposed route of the footpath and cycleway runs along the north side of Cowley Road before crossing to the south side for the remainder of its length. The proposed design was the subject of detailed discussion between the applicant and consultees. Whilst consultees were strongly in support of a controlled crossing, the applicant advised that a controlled crossing would not be suitable in this location under present circumstances.
- 7.6 The Road Traffic Regulation Act 1984 provides powers to local traffic authorities to establish; alter and remove crossings for pedestrians. Zebra crossings should be considered where pedestrian flows are 1100 people per hour or less (averaged over the four highest hours) and where vehicle flows are 500 vehicles per hour or less (averaged over the four highest hours). Zebra crossings are usually used where pedestrian flows are relatively low and traffic flows are no more than moderate. The likely effect of a Zebra crossing can be tested by checking the availability of gaps in the traffic. Gaps of around five seconds are needed for an able person to cross a 7 metre

carriageway (which would be the average width of Cowley Road upon completion of the proposed works).

- 7.7 Where gaps in traffic flows are few, and waiting times long because people feel it may be hazardous to establish precedence, a Zebra crossing is likely to be unsuitable. Where traffic speeds are higher than 30 mph (Cowley road is a 30 mph speed limit), pedestrians will require longer gaps in the traffic flow or be exposed to the risk of more serious injury if precedence is not conceded for any reason. Government guidance states that Zebra crossings should not be installed on roads with an 85 percentile speed of 35 mph or above. Zebra crossings also should not be considered where there are significant numbers of vulnerable road users such as: unaccompanied children, elderly and people with disabilities.
- 7.8 While the Transport Assessment and design considerations for the development did not consider that these factors applied (because the Busway extension would be the main cycle route to the new station), the sensitivity of the decision not to incorporate a controlled crossing in design subject that s to the proviso that this will be continued to be monitored ongoing in accordance with the Council Road Safety audit policy
- 7.9 The applicant advised that in the calculation generous notional factors were applied, including that 60% of crossing movements in the road would be cycles and that average 85th percentile vehicles speeds would be between 36 and 40 mph (the speed limit on Cowley Road is currently 30mph), and that a very significant community severance impact was assumed (which in this instance does not apply as there is no school nearby). The resulting traffic flow was calculated to be significantly below that required for a controlled crossing, even when assuming a high number of HGVs.
- 7.10 As such it is considered that on the basis of the low flows of vehicles and pedestrians/cyclists the inclusion of a formal crossing in the design of the proposed pedestrian and cycle path would not be justified. Should flows be found to increase significantly above this expectation as a result of further development in the area (e.g. at Chesterton Sidings) then this would have to be considered accordingly as part of the overall consideration of Cowley Road in such circumstance. This matter may also be considered as part of the current Area Action Plan consultation. In any event, traffic flows along Cowley Road will continue to be monitored by the Highways Authority as part of the Road Safe Audit process.

Use of the former Network Rail access

- 7.11 Both the City Council Cycling and Walking Officer and the Cambridge Cycling Campaign raise the question why the former Network Rail access parallel and to the south of Cowley Road cannot be used. Whilst this route would indeed allow pedestrians and cyclists to reach the station without any interaction with motor vehicle traffic, this route is currently not available for development because it is private land owned by Network Rail and is not under the control of the applicant. For this reason, the track was not included

in the red line denoting the extent of the proposed development. It is possible that a separate agreement may be reached between the County Council as applicant for the new railway station and Network Rail as landowner of the access track. However, such an agreement and the possible resulting provision of an access along the track are outside the scope of the current consent.

8.0 CONCLUSION/RECOMMENDATION

- 8.1 The submitted design for the footpath and cycle path along Cowley Road satisfactorily addresses the criteria set out in condition 25 of the planning permission and the concerns identified by stakeholders during pre-submission consultation were taken into account where practicable. Whilst current traffic flows would not justify the construction of a controlled crossing, the situation will be monitored as part of the Road Safety Audit process, and the construction of a controlled crossing would be considered when the need arises. It is therefore recommended the submitted details be approved.

9.0 BACKGROUND PAPERS

Planning application C/050001/13/CC: Planning conditions
Joint Development Control Committee Report dated 18.12.2013 with two pre-committee amendment sheets

10.0 APPENDICES

Appendix 1: Conditions for approval by JDCC
Appendix 2: Minutes of the meeting of the Local Liaison Forum – Cambridge Science Park Station access works, held on 15 September 2014

11.0 INSPECTION OF PAPERS

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

Author's Name: Georg Urban
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APPENDIX 1 - Discharge of Planning Conditions

Planning conditions are often applied to the grant of planning permission. These limit and control the way in which the planning permission may be implemented. Conditions are imposed on the grant of planning permission for regulating development in a certain way or requiring further details which weren't necessarily required at the time of granting permission, but are necessary prior to the submission of reserved matters or implementation.

Applicants are required to submit information to discharge planning conditions on the standard form entitled "Application for Approval of Details Reserved by Condition". The appropriate fee must be provided with the application. Provided that all the information that is required by the condition is submitted and this information is adequate, the local planning authority should write to the applicant to confirm that the condition has been discharged in a timely manner (normally within eight weeks). Local planning authorities cannot request information that was not stipulated by the initial planning condition.

Following consultation with the Chair, Vice Chair and Spokespersons for the JDCC it has been agreed that details submitted under the following conditions would be referred to the JDCC for determination:

- Condition 12: Scheme to deal with the risks associated with site contamination
- Condition 13: Verification report demonstrating completion of works set out in the approved remediation strategy
- Condition 14: Further remediation strategy (if required)
- Condition 15: Surface water drainage scheme
- Condition 18: Control of noise from the station PA system
- Condition 19: Control of noise from pickup point and taxi rank
- Condition 20: Hours of operation of the car park
- Condition 21: Noise Management Plan
- Condition 22: Operational noise validation report
- Condition 25: Details of footpath/cycleway along Cowley Road
- Condition 27: Details of access route through Bramblefields LNR.

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Venue	Barnash Room, Shirley Centre, Nuffield Road, Chesterton		
Date	15/09/14	Time	7.00pm
Attendees	Cllr Ian Manning (Chair), Cllr Catherine Smart, Cllr Maurice Leake, Alan Poley (local resident), Michael Bond (OCRA), Cllr Hazel Smith (SCDC/Milton PC), Elizabeth Nichol (Nuffield Road Allotment Society) Adrian Shepherd (CCC) (note taker),		
Apologies	Cllr Peter Sarris, Clive Brown (Old Chesterton Residents Association), John Bowles (Red Gate Software)		
Project Name	Busway & Cambridge Science Park Station Access Works		
Purpose of Meeting	Local Liaison Forum (LLF) – Cambridge Science Park Station Access Works		

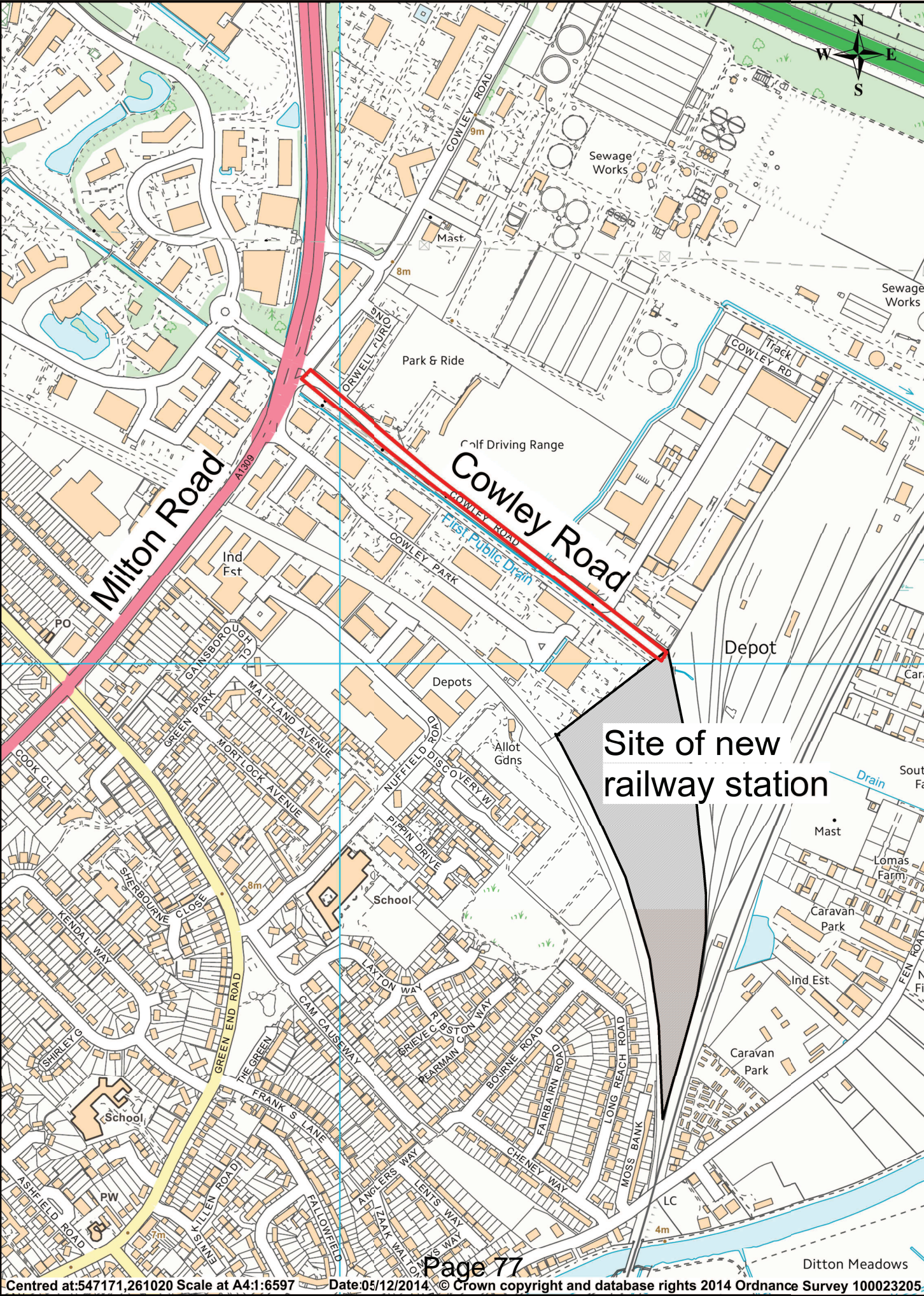
		ACTION
1.0	Minutes of the last meeting	
1.1	The minutes of the previous meeting were accepted	
2.0	Scheme Update	
2.1	IM said that he had been to speak to various people at Cambridge Business Park about the scheme, including Taylor Vinters and Redgate.	
2.2	IM said that he remained in contact with the Highways Authority to seek to put in place measures on the guidance for signing of Traffic Management under Chapter 8 of the Design Manual for Roads and Bridges for those working in the Highway.	
2.3	AS updated the forum on various aspects of progress;	
2.4	BB are currently undertaking the following works: <ul style="list-style-type: none"> • The removal of the Existing Parapet wall of the subway bridge. • Installed the required piling platform for the bored piling works. • Bored piling started last week and will continue for the following month. • Site clearance near the allotment area was completed • All site clearance “muckaway” completed. • Vibration monitoring ongoing - no significant reports. • Lines have been re-blackened out on Milton Road 	
2.5	AS noted in response to a question that the works were 2- 3 weeks behind	

		ACTION
2.6	EN noted that Nuffield Road Allotment Society (NRAS) had raised concerns with Balfour Beatty directly regarding the methodology of its sub-contractor carrying out this work	
2.7	She further explained that there was a concern about the location of the drainage attenuation excavations and whether this would have an impact on the roots of trees within the allotment	
2.8	AS said that he would look into the matter and invited to NRAS for their proposals, should they wish for a meeting to discuss the works and plans for the Nuffield Road Allotment Access further.	
3.0	Cowley Road Cycle Plans	
3.1	IM introduced the item explaining that the plans presented were soon to be put to the Local Planning Committee for discharge of condition. He said that he had been in discussion with Network Rail as to the prospect of the use of their private access track for a cycle link (between Milton Rd & Chesterton Sidings) and that he was hopeful that in the fullness of time this would be realized.	
3.2	In the meantime, as a requirement towards the actual delivery of the opening of the Station in May 2016 an interim solution, as outlined in the planning consent, would be required along Cowley Road; a cycle lane that can be delivered with the current DfT grant during the ongoing building phase, which ends in March 2015. In order to achieve this AS needs to formally submit the plans as soon as possible to Local Planning Committee for discharge of condition.	
3.3	CS noted that the delivery of CCC's measures under the condition did not then exclude the provision of the "ideal solution" later on.	
3.4	AS circulated the 2 plans showing the design and explained that CCC had developed the design of the Cowley Road cycle lane.	
3.5	AS went on to explain; The planning consent of December last year set out in Condition 25 of the planning consent stating, 'The development shall not be occupied until details of the footways/ cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented including a route to a minimum width of 2.5 metres along Cowley Road.' This condition is one of a small number which need to go back to the full JDCC committee planned for November.	
3.6	The proposed design of a 2.5 metre wide off-road shared use cycleway/footway on the northern side of Cowley Road. The route then crosses to the southern side in the vicinity of the culvert to continue eastwards, adjacent to the first public drain, to tie in with that provided by Network Rail on their land.	
3.7	As part of this design, and to address concerns raised about possible conflicts between motorists and pedestrians/cyclists, the bend at the	

		ACTION
	eastern end of the scheme will be changed to a formal T-junction, with priority given to those travelling to and from the station.	
3.8	A road safety audit has been completed for this design and recommendations put forward in this audit included providing warning to motorists of the presence of cyclists and pedestrians, ensuring good visibility at all of the accesses on the northern side of Cowley Road and providing sections of fencing between the proposed section of shared use cycleway on the southern side of Cowley Road and the First Public Drain. These measures will be reflected in the works.	
3.9	IM provided comments on the plans; He suggested that the “give way” road markings at the private access at the western end of the route should be moved back to the edge of the Highway in order to not conflict with the route.	
3.9.1	IM asked that consideration be given to the scope to widen the route to 3 meters by a reduction of the carriageway from its present 7metre width.	
3.9.2	IM said that having only just received the plans today he would give further consideration and email AS his detailed comments	
3.9.3	HS suggested that the colour of the route might be different in order to draw attention to it and improve safety.	
3.9.4	AS, responding to a question about the crossing, confirmed that there was a pinch point at the first public drain. AS by way of answering further questions went on to explain that there were a number of constraints on what could be delivered under the terms of a Cowley Road cycle planning as consented. The planning boundary for the works had been set by the land that was available for use which was on the south western side only.	
3.9.5	IM said that he would write to the City Council as landowner to ask if further land earmarked for potential development on the north could be made available.	
3.9.6	CS said that the City Council as land owner was under an obligation to obtain best value for its development land	
3.9.7	As part of a wider discussion on the development opportunities of both Network Rail and Cambridge City Council it was noted that as part of the Area Action Plan which would shortly be put out for consultation, the potential for an improved upgraded Cowley Road and use of Network Rails access track might be suggested as necessary to bring forward development particularly in Chesterton Sidings.	
3.9.8	AS undertook to seek wider comments on the plans from CCyC and	

		ACTION
	others prior to the submission to the Local Planning Authority JDCC. IM asked that they be uploaded on to the project web page alongside the minutes in order to assist this	
3.9.9	ACTION - AS to seek further comments and upload the plans to the website	AS
4.0	Nuffield Road Allotment Access Plans	
4.1	AS explained in relation to the landscape plans tabled that the planning consent of December last year set out a condition to reprove, in a similar way to that discussed at the LLF in July for the Busway it connects to i.e. habitat to replace that lost within Chesterton Sidings.	
4.2	There was general agreement that the landscaping scheme was fine ACTION AS to provide further detail regarding the swale proposed and its direction of drainage	AS
4.3	IM commented that the shared cycle pedestrian path could be made wider and that cyclists should not have to give way to cars AS noted that the engineering detail of the plans was the same as that presented previously to the LLF in relation to the lighting and that had been agreed with NRAS and the landowner. AS reiterated that CCC need their approval in order to build the works.	
4.4	EN responded that the layout had been arrived at after representation to CCC during consultation and that NRAS concerns were the safety of access to and from Nuffield Road in addition to the security of the NRAS which had been subject to anti-social behavior.	
4.5	IM suggested that Discovery Way be realigned in order to provide further benefits to cyclists. AS said that this was beyond the scope of the project and not contemplated in the planning consent.	
4.6	HS was concerned about children crossing from the Nuffield Allotment Access heading towards the school.	AS
4.7	ACTION – AS Undertook to review the design details of the shared use pathway and its general arrangements and report at the next LLF	
5.0	Any Other Business / Date Of Next Meetings Next meeting Monday 15 th September 7.00pm, Barnash Room, Shirley Centre, Nuffield Road, Chesterton All subsequent meetings will be at the same venue on the following dates unless otherwise notified in advance. 13 th October, 10 th November, 15 th December	

Location of new station and Cowley Road



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Agenda Item 6

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Head of Planning Services

Date:

Application Number	S/2296/14/OL	Agenda Item	
Date Received	29 September 2014	Officer	David Thompson
Target Date	04 December 2014		
Parishes/Wards	Fen Ditton		
Site	Orchard House, High Ditch Road, Fen Ditton Cambridge		
Proposal	Outline planning permission for the erection of 2 dwellings, demolition of existing garage, alterations to the existing access and the creation of 2 new vehicular accesses.		
Applicant	Mr and Mrs M. Bates		
Recommendation	Approval		
Application Type	Minor	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	
• Housing Mix	
• Affordable Housing	
• Impact on the character of the area	
• Impact on residential amenity	
• Highway Safety	
• Trees/landscaping	
• Changes to National Planning Policy Guidance	
Conclusion	
Recommendation	

APPENDICES

Ref	Title
A	Location and Relevant Plans

0.0 INTRODUCTION

- 0.1 The application site is located within land identified for an urban extension of Cambridge under the Cambridge East Area Action Plan (AAP) and allocated for development by the City Council's Local Plan and the District Council's Local Development Framework. As a result of this allocation the site is no longer designated as green belt. Although there are no proposals for the relocation of Cambridge airport, which would allow the wider AAP site to come forward, the allocation for the wider area is still proposed under the emerging local plans of both Councils.
- 0.2 The application is being reported to the Joint Development Control Committee for determination as under the Terms of Reference / Scheme of Delegation as there are representations from Fen Ditton Parish Council that are contrary to the officer recommendation for approval.

1.0 SITE DESCRIPTION/AREA CONTEXT

1.0 The existing site comprises one large detached dwelling, set within a relatively large plot, which is accessed from High Ditch Road. The site is located outside of the Fen Ditton development framework, the boundary of which is approximately 1.6 kilometres to the west.

1.1 The site is no longer within the Green Belt but the open land to the north (opposite side of High Ditch Road) remains designated as Green Belt. To the south of the site the land is proposed to accommodate allotments and sports pitches to serve the proposed Wing development of up to 1,300 homes, which is proposed on land north of Newmarket Road.

2.0 THE PROPOSAL

2.1 The applicant seeks outline planning permission (with all matters reserved) for the erection of 2 dwellings on the site.

2.2 The following details have been submitted with the application:

- An indicative proposed site plan
- Design and Access Statement
- Heads of Terms relating to the Section 106 Agreement

2.3 In terms of the validation requirements, regulations introduced in January 2013 removed the requirement for an applicant to provide details of the layout and scale of the proposal if these matters are reserved. As all matters have been reserved in this case, the plans provided are for indicative purposes only but do include details of the height and scale of the proposed dwellings.

3.0 RELEVANT SITE HISTORY

3.1 Planning permissions have been granted for extensions to the property although these are not considered directly relevant to the determination of this application.

3.2 S/2682/13/OL – Outline application for up to 1,300 homes and associated facilities and infrastructure (Wing), land north of Newmarket Road. Not yet determined.

3.3 C/0955/64 - Outline planning permission was refused and appeal dismissed for residential development on the site (the site was within the Green Belt at that time).

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes

Site Notice 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 Cambridge East Area Action Plan

CE/1 Vision

CE/2 Development Principles

CE/3 The site for Cambridge East

CE/7 Cambridge East Housing

Core Strategy DPD (January 2007)

ST/1 Green Belt

Development Control Policies DPD (July 2007)

DP/1 Sustainable Development

DP/2 Design of New Development

DP/3 Development Criteria

DP/4 Infrastructure and new developments

DP/7 Development Frameworks

HG/1 Housing Density

HG/2 Housing Mix

HG/3 Affordable Housing

NE/1 Energy efficiency

NE/6 Biodiversity

NE/9 Water and Drainage Infrastructure

NE/10 Foul Drainage

NE/15 Noise Pollution

SF/10 – Outdoor Play Space, Informal Open Space and New Developments

SF/11 – Open Space Standards

TR/2 - Car and Cycle Parking Standards

Draft Local Plan

SS/3 –This policy would replace Policies CE/3 and CE35 of the AAP and safeguards land at Cambridge East for development in the longer-term beyond 2031 but allows for residential development to come forward within the Plan period subject to adoption

S/7 Development Frameworks

HQ/1 Design Principles

H/7 Housing Density

H/8 Housing Mix

H/9 Affordable Housing

H/11 Residential Space Standards for Market Housing

NH/4 Biodiversity

SC/4 Meeting community needs

SC/6 Indoor community facilities

SC/7 Outdoor play space, informal open space and new development

TI/2 Planning for Sustainable Transport

TI/3 Parking Provision

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.

Marshall Group (as developers of the adjacent Wing site)

No objections raised.

Internal Consultees

Trees

No objection raised.

Environmental Health

No objections raised – conditions recommended relating to the management of noise and dust during the construction process.

7.0 PARISH COUNCIL COMMENTS AND NEIGHBOUR REPRESENTATIONS

Fen Ditton Parish Council

Object – the siting of the two new houses removes the rural nature of High Ditch Road beyond the shelter belt.

Cllr Turner, South Cambridgeshire District Councillor, has indicated his support for the application

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
- Housing mix
- Affordable Housing
- Impact on the character of the area
- Impact on residential amenity
- Highway safety
- Trees/landscaping
- Changes to National Planning Policy Guidance

8.2 Principle of Development

The land is beyond the development framework of Fen Ditton. The land is within the boundary of the Cambridge East Area Action Plan, and is allocated for housing. The Cambridge East Area Action Plan is the present development plan for this application site and policy CE/3 remains extant although Policy SS/3 of the emerging South Cambridgeshire Local Plan would supersede this and advice from Planning Policy officers is that some weight can be afforded to the emerging policy. Given that the proposal would be restricted to the boundaries of the existing single dwelling and that environmental health have not raised any concerns regarding noise generated by the airport use, it is considered that the proposal accords with the criteria of policy CE/3 and the emerging policy SS/3 and would not compromise the development of the wider area covered by the Area Action Plan. The principle of development is therefore considered to be acceptable.

8.3 Affordable housing

The adopted development South Cambridgeshire (SCDC) Local Development Framework requires the provision of 40% affordable housing on sites where there is a net gain of two or more dwellings.

The Cambridge East Area Action Plan also requires 40% of dwelling in schemes to be affordable units.

This scheme seeks permission for two residential units and does not propose any affordable dwellings, contrary to the requirements of adopted policy.

However, the Action Plan is concentrated on the delivery of the wider Cambridge East development and the land surrounding the site. Given that policy CE/7 of the Action Plan refer to large scale numbers, it is not

considered appropriate to apply the criteria of that policy to this development. The erection of 2 units as proposed here would not compromise the ability to achieve the 40% target of affordable housing across the whole development area that the policy is referring to in any event.

Turning to the SCDC Local Development Framework, Paragraph 216 of the NPPF advises that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

Paragraph 216 of the NPPF advises that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The current development plan is proposed to be replaced by the emerging Local Plan, where draft policy H/9 relates to affordable housing and seeks to raise the threshold of affordable housing provision to sites of three or more dwellings.

The draft Local Plan has been approved by council for submission to the Planning Inspectorate for 'Examination in Public' and is therefore at an advanced stage in its preparation. In respect of unresolved objections, all the representations consider the proposed threshold of three dwellings too low (and seek to raise this). No representations seek to maintain (or lower) the current threshold of two dwellings and as such there are no unresolved objections to this draft policy as far as it relates to this application.

Although no detailed advice is provided on the threshold of affordable housing provision within the NPPF, it advises local planning authorities to approach decision-taking in a positive way to foster the delivery of sustainable development, and look for solutions and to approve applications for sustainable development where possible.

For these reasons officers are of the view that sufficient weight can be attributed to draft policy H/9 of the emerging Local Plan that approval of the application without affordable housing contributions would be acceptable in planning terms, assisting the delivery of small housing sites that would otherwise not come forward in the short term. The lack of

affordable housing on a scheme of this size is not considered to conflict with the policies of the Area Action Plan.

8.4 Sustainability

Although outside of the Fen Ditton village framework once the Wing development is built out the new dwellings would be nearer to the primary school, leisure and retail facilities that Wing is proposed to accommodate than those of Fen Ditton. With a new bridleway to the south of the site and an extension of the Jubilee cycleway to the east both proposed as a part of Wing there would be good pedestrian and cycle routes through to Wing's local centre. As such, it is considered that the proposed development is in a location that will meet the principle of sustainable development as defined in the NPPF.

8.5 Density and housing mix

Given the substantial size of the plot, the proposal for 2 dwellings would be significantly less than the 30 dwellings per hectare requirement of policy HG/1. Given the low density nature of the rural area, it is considered that there are exceptional circumstances in this case that ensure a lower density is appropriate in this location. The proposal does not conflict with policy HG/1 therefore.

In terms of housing mix, the current LDF policy (HG/2) suggests that at least 40% of properties in new development should be 1 or 2 bedrooms in size – equating to 1 of the 2 in this proposal. However, policy H/8 of the emerging Local Plan applies housing mix thresholds only to schemes of 10 or more dwellings.

Given that the objections received to the emerging policy are seeking further flexibility as opposed to less, it is considered that significant weight can be applied to the emerging threshold. On that basis, it is considered that the proposal could not be refused on the grounds that both properties are proposed to be four bedrooms, or larger, in size.

It is also considered relevant to consider the proposed Wing development, which would have an urbanising effect on the land to the south west of the development site. The retention of open space to the rear of the site would provide an adequate buffer to the allotments and sports pitches that are proposed directly to the south to serve Wing.

Character of the site and surrounding area

- 8.6 The site is situated in a relatively isolated location but is the westernmost of 3 neighbouring properties (Black House and Hardwicke House being the other two), which are also set in substantial plots. The site is therefore viewed within close proximity of these properties, which have similar accesses leading onto High Ditch Road.

The proposal would result in a greater density of development on the site but the indicative layout indicates that the plot is wide enough to accommodate the additional properties in the front part of the site, retaining large garden areas to the rear. This factor and the retention of relatively dense tree coverage on the northern boundary ensure that the rural character of the surrounding area would not be compromised by the proposal.

It is also considered relevant to consider that the allocation of a large area of land to the south for residential development in the future. The retention of open space in the rear portion of the site would provide an adequate 'buffer' to any future development and retain the more rural character of High Ditch Road.

- 8.7 The indicative 'frontage' view submitted with the application indicates that the property to the west of the existing dwelling would be similar in scale and design to the existing property, through the use of gables to the front elevation and a hipped roof form. The ridge height of the proposed property is shown as marginally below the existing dwelling.
- 8.8 The property to the east of the existing would have a split ridge height and would be less regular in design, with a lower eaves height. It is considered that the indicative scale is acceptable and would not result in a cramped form of development on the site when viewed from High Ditch Road.
- 8.9 The indicative position of the cart lodges to the serve the two proposed dwellings suggests that existing trees and hedgerows on the northern boundary would provide significant screening of these developments. This would soften the impact of development forward of the building line of the proposed properties to an acceptable degree.

Residential Amenity

- 8.10 There are habitable room windows in the eastern elevation of the existing property. The only first floor window serves a bathroom however, which is not considered to be a habitable room. Given the separation distance to be retained to the corresponding elevation of the proposed property in the eastern portion of the site (11 metres) and the hipped design of the roof on the indicative plans, it is considered that the proposal would not result in a loss of amenity to the residents of the existing property or the proposed development.
- 8.11 There are no windows in the western elevation of the existing property. The garage is to be removed as part of the proposal however so this elevation and the corresponding elevation of the proposed dwelling to the west would need to remain blank or with openings that could reasonably be obscured to avoid unreasonable overlooking. This is considered possible to address through the layout of the scheme, which is to be dealt with at the reserved matter stage (should this application be approved).

- 8.12 The indicative site layout indicates that the proposed properties would be of similar depth to the main body of the existing dwelling and would be positioned to avoid unreasonable overshadowing of the rear elevations of either of the proposed properties or the existing.

Highway safety

- 8.13 The indicative plans have shown visibility splays to be achieved from the separate accesses to serve the two proposed properties. The Highway Authority has indicated that they have no objection to the scheme. Adequate provision for on-site parking for both of the dwellings could be achieved in the indicative layout.

Trees/Landscaping

- 8.14 The scheme is considered to retain the trees within the site that are of the highest amenity value (all but one of the trees in the rear portion of the site would be retained). None of the existing trees on the site are subject to Tree Preservation Orders (TPO's). Additional planting is proposed on the northern boundary which will result in comprehensive screening of the front part of the site and would compensate for the amenity value lost through the removal of trees in the front portion of the site, cleared to make way for the access and parking areas associated with the proposed dwellings.

Changes to National Planning Policy Guidance and Planning Obligations Requirements

- 8.15. It is clear from the advice in section 8.3 of this report that officers are content that the proposal being considered does not conflict with affordable housing policy at a national or local level.

Policies DP/4 and SF/10 of the Local Development Framework requires applicants for residential development to make financial contributions for the provision of off-site infrastructure and open space. Policies SC/4, SC/6 and SC/7 of the emerging Local Plan would require similar contributions to be made. These contributions would be secured through section 106 agreements.

The National Planning Policy Guidance was revised on 28 November 2014 and states that neither affordable housing nor 'tariff style' planning obligations should be sought for small scale developments. Small scale within the context of residential development is considered to be 10 houses or less.

The National Planning Policy Guidance is a significant material consideration, which is considered to outweigh the provisions of the current LDF and the emerging Local Plan.

Other matters

- 8.16 The Environmental Health Officer has not raised any objections to the scheme, subject to standard conditions relating to the control of construction hours. Method statements dealing with the control of traffic and the storage of materials during the construction process can also be secured by condition. No concerns relating to drainage of surface water or foul sewage drainage have been raised, these details shall also be secured by condition.

9.0 **CONCLUSION**

- 9.1 The principle of the erection of 2 dwellings in this location is considered to be acceptable, given the designation of the land as part of the wider development site covered by the Cambridge East Area Action Plan. It is considered that sufficient weight can be given to the emerging affordable housing policy of the draft South Cambridgeshire Local Plan to ensure that no provision of affordable housing is required in this scheme of two dwellings. The proposal is considered not to conflict with the policies within the Area Action Plan given the small scale of the scheme, despite the fact that no affordable housing is proposed.
- 9.2 Whilst all matters have been reserved, the indicative layout suggests that two properties of the size proposed could be located on the site without adversely affecting the character of the site or the surrounding area. Consideration of the layout and design of the elevations at the reserved matters stage would ensure that the proposed scheme would preserve the amenity of the residents of the existing property on the site and the amenity of the two proposed dwellings. The proposal does not give rise to concerns about the impact on highway safety or environmental health

10.0 RECOMMENDATION

APPROVE S/2296/14/OL, subject to the following conditions:

1. Approval of the details of the layout of the site, the scale and appearance of buildings, the means of access and landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
(Reason - The application is in outline only.)
2. Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
(Reason - The application is in outline only.)
3. The development hereby permitted shall begin no later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.
(Reason - The application is in outline only.)
4. The development hereby permitted shall be carried out in accordance with the approved plans
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
5. 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.)
6. Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the

implementation programme agreed in writing with the Local Planning Authority.

(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)

7. Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

8. Visibility splays shall be provided on both sides of the access and shall be maintained free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the:
 - (a) highway boundary
 - (b) back of the footway
 - (c) edge of the carriageway

(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

9. No demolition, site clearance or 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.)

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.

Contact details

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

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TREE SOLUTION

T1 & T2 HAWTHORN } TREE REMOVED
T3 & T4 SLEAMORE }

NEW TREES 1-4 TO BE PLANTED
PLANT SPECIES (WILD CHERRY)
14-16cm DBH LTR.



REV B TREE SCHEDULE ADDED 08.10.2014
REV A OUTLINE PLANNING APPLICATION 20.02.2014

THE TRAM SHED, East Road, Cambridge. CB1 1BG Tel 01223 354477 Fax 01223 576077
Email: enquiries@cambridgeshire.co.uk

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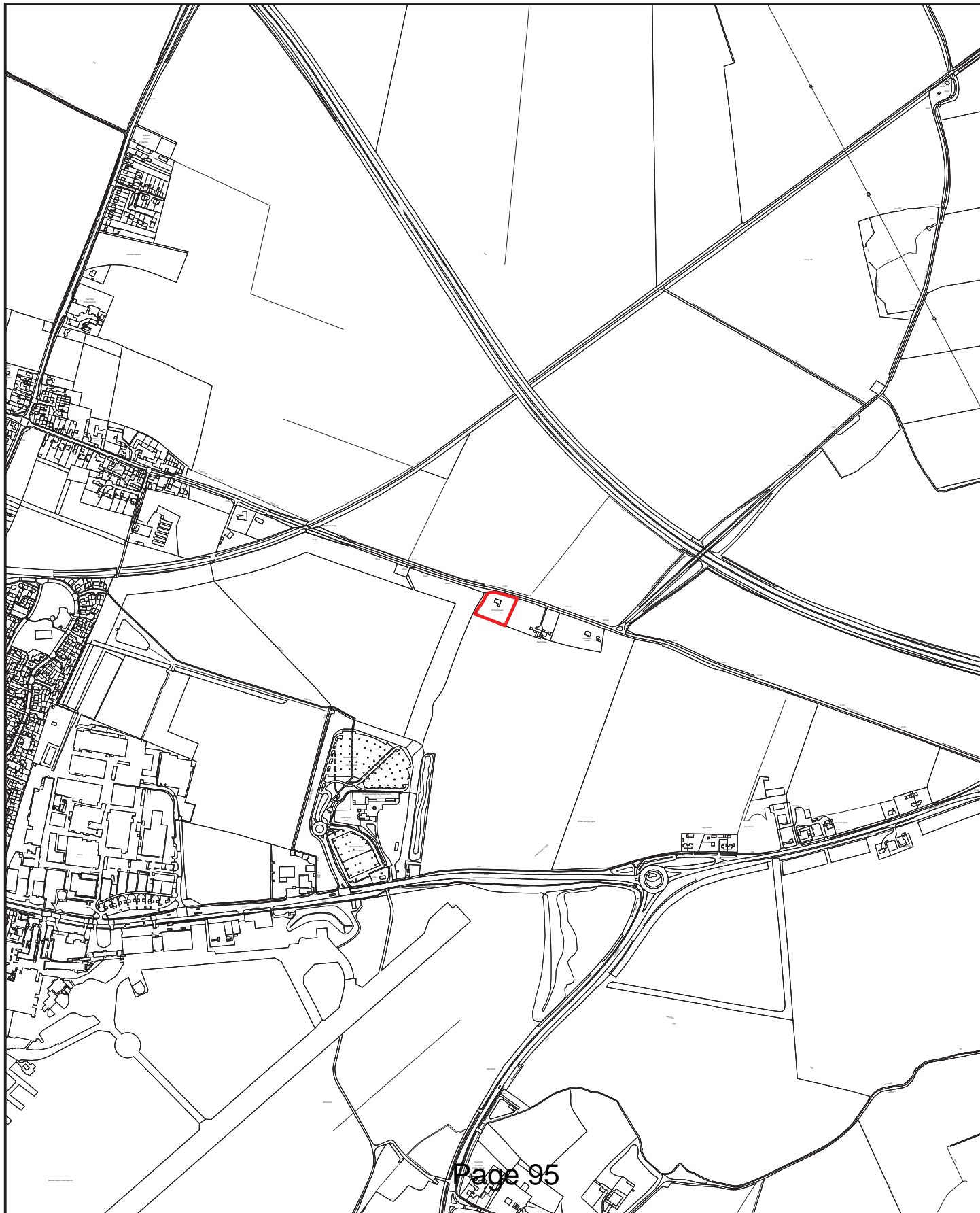
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Date of plot: 02/12/2014



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