

# **JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES**

## **Membership**

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

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

**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, 18 February 2015

**Time:** **9.30 am**

**Venue:** Committee Room 1 & 2 - Guildhall

**Contact:** Toni Birkin

**Direct Dial:** 01223 457013

**PLEASE NOTE THE EARLIER THAN NORMAL START TIME**

## **AGENDA**

### **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 - 12)**

To confirm the minutes of the meeting held on 21<sup>st</sup> January 2015 as a correct record.

**4 Meeting Dates 2015 -16 (*Pages 13 - 14*)**

**All Committee Members may vote on this item**

**5 S/0467/13/CM Chesterton Rail Freight Sidings, Chesterton Junction, Cowley Road, Cambridge, CB4 0DL (*Pages 15 - 44*)**

**City and County Members only have voting rights on Clay Farm-Showground**

**6 14/1736/REM Clay farm Parcels 6 & 7 (*Pages 45 - 86*)**

**All Committee Members are welcome to attend the pre-application briefing**

**7 Pre application briefing: Parcels 8A & 8B Clay farm**

250 dwellings and commercial units as part of local centre.

### **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**

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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

21 January 2015  
10.30 am - 12.10 pm

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

Councillor Dryden left after the vote on item 15/4/JDCC

### Officers Present:

Head of Planning Services: Patsy Dell  
New Neighbourhoods Development Manager: Sharon Brown  
Principal Planner - New Neighbourhoods: Mark Parsons  
Principal Planner: Ed Durrant  
Senior Planner: John Evans  
Legal Advisor: Penny Jewkes  
Committee Manager: James Goddard

### Developer Representatives:

University of Cambridge: Bill Harris  
Cool Venues: Jim Kay  
SBW Architect: Hugo Keene  
IPW: Dougal Nicholls  
TPA (Transport): John Hopkins

## FOR THE INFORMATION OF THE COUNCIL

### 15/1/JDCC Apologies

No apologies were received.

### 15/2/JDCC Declarations of Interest

Name	Item	Interest
Councillor Bygott	15/4/JDCC	Personal: Alumnus of University of Cambridge
Councillor de Lacey	15/4/JDCC	Personal: Alumnus of

		University of Cambridge
Councillor Kenney	15/4/JDCC	Personal: Alumnus of University of Cambridge

### 15/3/JDCC Minutes

The minutes of the meeting of the 17<sup>th</sup> December 2014 were approved and signed as a correct record.

### 15/4/JDCC Lot 2, North West Cambridge 14/1722/REM

The Committee received a reserved matters application for 'Lot 2' located within land between Huntingdon Road, Madingley Road, and the M11, North West Cambridge.

The Senior Planning Officer presented the reserved matters application for 264 key worker units comprising 100 one bedroom units, 161 two bedroom units and 3 four bedroom units, 1,983sqm of commercial uses A1, A3 and A4, flexible social space and ancillary estate office, alongside car and cycle parking, landscaping, public realm, utilities and associated ancillary structures, pursuant to outline approval 13/1402/S73.

The Committee noted the updates published in the amendment sheet, including revised conditions:

Condition 1 – Minor alteration to trigger:

Prior to the commencement of development, except for any underground enabling works, of each individual building hereby approved and identified below samples of the materials to be used in the construction...

Condition 2 – Minor alteration to trigger:

Prior to the commencement of development, except for any underground enabling works, of each individual area of public and private realm approved and identified below samples of the materials...

Condition 11 - Revised plan number:

NWC1- TLA- LB- ZZZ- XX- DRG- LD- 0305



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

- i. Discussion of the merits of the application design. Most Members welcomed it.
- ii. Some wider discussion regarding Areas of Major Change and Green Belt Policy.
- iii. The phasing of developments meant that appropriate commercial and residential infrastructure was implemented at an early stage with appropriate levels of housing.
- iv. Restrictions on vehicle delivery times were welcomed.
- v. The provision of key worker tied housing reduced some of the demand for affordable market housing. There was a recognised housing need for 'post-docs', to encourage them to come to Cambridge from around the world. Noted that the overarching strategy had been addressed at outline application stage.

In response to Members' questions the Principal Planner and the Senior Planning Officer said the following:

- i. The courtyard areas were secluded and semi-private in nature, so people from outside the development were unlikely to visit them as public open spaces. The areas were not gated, so people (ie non-residents) could walk through.
- ii. 62 cycle parking spaces were available for local centre visitors. An additional 84 were allocated for the food store (separate application). These would cater for different bike sizes.
- iii. Some on-street car parking would be available in phase 1 of the development. Phase 1 had a Parking Strategy setting out allocated parking for key worker and market housing, plus visitors to these. Parking would be controlled by Traffic Regulation Orders in primary and secondary streets to prevent 'fly parking' by commuters.
- iv. The Ridgeway cycle route 'quality setts' were designed to encourage cyclists to slow down in areas where the public realm would be shared with pedestrians, the surface material would not physically slow down cyclists.
- v. Officers anticipated there would be sufficient retail outlets as part of the phase 1 development. The site only required complementary facilities, the food store was over and above the required provision.
- vi. The rills were expected to be dry for most of the year. Species of plants for the development were chosen with this in mind.
- vii. The University of Cambridge was responsible for managing rills to prevent them becoming clogged with litter. The University had a good public realm management record. Most rills were located in private areas. An informal request could be made to the University of Cambridge

asking them to ensure the rills did not become clogged with litter, but this could not be made into a formal planning condition.

- viii. Public areas, access ways and courtyards were overlooked by buildings to discourage crime. There was provision in adjacent Lots 1 and 4 for youth and play facilities. S106 would trigger areas coming forward when sufficient housing was in place (youth and play facilities were already approved by JDCC).
- ix. The Applicant had undertaken a letterbox study to ensure a majority of property letterboxes were accessible from the street. Deliveries could also be made to people's front doors eg items ordered on-line.
- x. The mix of housing for phase 1 was based on immediate key worker needs. Therefore most were 1-2 bedrooms, with a few 4 bedroom units in shared houses. 3-4 bedroom houses were expected as part of market house proposals in later phase 1.
- xi. Key worker housing was only available to university staff who met eligibility criteria. This policy had been in place since 2003.

The Head of Planning Services noted Councillor's concerns regarding tied housing, but reassured them issues had been considered at previous JDCC committees through the outline application and S106.

- xii. The impact of building heights had been considered in the design to avoid the creation of wind tunnels.
- xiii. Public transport provision would change over time, but a Sunday bus service was expected. The Principal Planner undertook to check public transport facilities and inform JDCC Members.

#### The Committee:

**Resolved (by 13 votes to 0 with 2 abstentions)** to grant the reserved matters application in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the amended conditions recommended by the officers.

#### **15/5/JDCC Pre Application Briefing: Newmarket Road, Cambridge**

The Committee received a presentation from the developer on the proposed Newmarket Road Ice Rink.

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

1. The ice rink was considered an interesting proposal. It could increase city amenities.
2. The ice rink is proposed to be located on the Newmarket Road Park&Ride site. What would be the impact on car parking capacity at the Park&Ride site?
3. Queried bus service provision to the ice rink, especially in the evenings. If this was limited, people may have to commute on foot or by car.
4. Asked if there was sufficient parking capacity for event visitors, as well as sport competitors eg for teams and their supporters.
5. Queried provision of coach parking and drop-off points.
6. Queried building access point locations. Why was the entrance at the back of the building, away from drop-off points.
7. Asked if the ice rink could still be located in Newmarket Road if the Park&Ride site were to move.
8. Queried the impact of the proposed permanent ice rink on the temporary Christmas one.

The meeting ended at 12.10 pm

**CHAIR**

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## Item 4 – Committee Dates – 2014/15

The proposed dates are:

2014/15	Committee Meeting	Development Forum	Control
May	20 <sup>th</sup>	As required	
June	17 <sup>th</sup>	As required	
July	15 <sup>th</sup>	As required	
August	19 <sup>th</sup>	As required	
September	16 <sup>th</sup>	As required	
October	21 <sup>st</sup>	As required	
November	18 <sup>th</sup>	As required	
December	16 <sup>th</sup>	As required	
January	20 <sup>th</sup>	As required	
February	17 <sup>th</sup>	As required	
March	16 <sup>th</sup>	As required	
April	20 <sup>th</sup>	As required	
May	18 <sup>th</sup>	As required	

Members are requested to contact the Committee Manager in advance of the meeting if they have any comments regarding the above dates.

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## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

**Report by:** Head of Planning Services

**Date:** 18<sup>th</sup> February 2015

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<b>Application Number</b>	S/0467/13/CM	<b>Agenda Item</b>	
<b>Date Received</b>	04/11/2013	<b>Officer</b>	Georg Urban
<b>Target Date</b>	04/02/2014		
<b>Parishes/Wards</b>	Parishes Council: Milton Ward: Milton		
<b>Site</b>	Tarmac Lafarge Aggregate Rail Terminal and Coated Roadstone Plant, Chesterton Rail Freight Sidings, Chesterton Junction, Cowley Road, Cambridge, CB4 0DL		
<b>Proposal</b>	Reconfiguration and consolidation of the existing minerals processing and transfer operation including the installation of covered mineral storage bays, alterations and extensions to existing feeder unit, new office, welfare and workshop buildings, reconfiguration of site circulation and parking area, new boundary fencing and other works associated with relocating rail sidings to serve the mineral processing site.		
<b>Applicant</b>	Brookgate Land Limited on behalf of Lafarge Tarmac UK		
<b>Application Type:</b>	<b>Ancillary Minerals Development</b>	<b>Departure:</b>	Not Applicable

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.

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Brookgate Land Limited is applying for planning permission on behalf of Lafarge Tarmac UK for the reconfiguration of an existing aggregates depot at Chesterton Sidings in Cambridge. The main issue is the impact of noise generated by trains delivering material to the site.

**Recommendation** It is recommended that planning permission be granted, subject to:

1. the draft planning conditions set out in Appendix B
2. the completion of a legal agreement to satisfactorily secure the provision of an off-site fixed noise barrier (draft heads of terms are contained in Appendix C)

## **1.0 INTRODUCTION**

- 1.1 This planning application seeks approval for the reconfiguration of the aggregate delivery operation, plant feed hoppers and aggregate storage facilities at the existing rail terminal and coated roadstone plant situated on land at Chesterton Sidings, Cambridge. Changes are also proposed to staff car parking and vehicle circulation and include a new means of enclosure around the facility. The existing production capacity and road access to the site would remain unchanged.
- 1.2 Approval of this application would enable existing rail sidings to be re-positioned, thus releasing a significant tract of derelict former railway sidings land to be re-developed for new land uses.

## **2.0 AREA CONTEXT / SITE DESCRIPTION**

- 2.1 The application site is located in the northern fringes of Cambridge. The surrounding area is characterised by a mix of uses. The Cowley Road industrial estate and a business park are located to the west. Cambridge sewage treatment works and the A14 Trunk Road beyond it lie to the north of the site. To the south, the site abuts the area known as Chesterton sidings, part of which will be the site of a new transport interchange. Immediately to the east are the northernmost part of a currently derelict railway sidings area (referred to as the “Freightliner Sidings”) and the Ely to London main railway line (running in roughly north to south direction). The nearest residential development lies 180m to the south east, beyond the main railway line, and is accessed off Fen Road, Chesterton. In January 2014, South Cambridgeshire District Council granted a planning permission for the change of use of land to form seven additional caravan plots immediately to the north of the existing residential properties, about 170 metres southeast of the application site boundary.
- 2.2 Whilst the application site is wholly located within the district of South Cambridgeshire, the boundary between South Cambridgeshire and Cambridge City Council runs along the northern and western site boundaries. The land to the east of the main railway line lies within the Cambridge Green Belt.
- 2.3 The application site measures 1.38 hectares and is currently occupied by the mineral rail terminal and coated roadstone plant operated by Lafarge Tarmac UK Limited. Equipment on the site includes the asphalt plant rotary drier, mixer and associated bag houses, bitumen tanks, fuel tanks, a cold feed canopy including a bank of eight hoppers, and a chimney stack. The hoppers and other elements are connected to the asphalt plant by means of ducting, pipework and conveyor belts. The existing site layout site encompasses a row of aggregate storage bays located to the north of the feed hoppers, a reclaimed asphalt addition facility, a number of offices, a workshop and stores, a weighbridge, staff car park and a shed which provides secure parking for the loading shovel when not in use.



- 2.4 The northern and eastern site boundaries are defined by a chain link fence. Along the western boundary, a series of 3m high precast concrete panels form a push wall parallel to the aggregate delivery railway siding. The southern boundary of the site is not defined.
- 2.5 Vehicular access is from the west via a dedicated access road off Cowley Road. The access road runs parallel to the railway siding and the western site boundary to a gate in the north west corner. On arrival at the site, lorries pass over a weighbridge and follow an internal one-way system around the site. Following loading, they again pass over the weighbridge and exit the site via the north western gate.
- 2.6 Dry stone for use in the asphalt plant is brought to the site from Mountsorrel Quarry in Leicestershire by means of an aggregates train which currently uses the sidings to the west of the application site. Each train delivery consists of approximately 1300 tonnes of material. Once the train has been manoeuvred into the sidings, aggregate is unloaded by means of an on-train inclined conveyor which swings out sideways over the concrete push wall. This allows materials to be discharged from the train directly into the application site. The aggregate is then transferred by loading shovel to the storage bays north of the feed hoppers.
- 2.7 Other raw materials used in the coated roadstone production process, such as bitumen and filler, arrive by road. The main products produced at the site are asphalt (road macadam) and dry aggregates for use in a wide range of general construction applications. The materials produced at the site are exported by road.

### **3.0 RELEVANT PLANNING HISTORY**

- 3.1 Planning permission for a coated roadstone plant was first granted in 1988 under reference S/00644/88/CM. This included the provision of a rotary dryer, loading hoppers, bag filter, exhaust stack, open stock piling areas for aggregates and ancillary development such as an office and weighbridge. Aggregates to be used in the manufacture of asphalt (road surfacing materials) were delivered to the site by rail. Other materials such as bitumen and filler arrived by road along the haul road access from Cowley Road, Cambridge. The same route is used for the distribution of the finished product.
- 3.2 In July 2005, an application for the installation of hot storage bins at the coated roadstone plant site was approved (reference S/00828/05/CM) and implemented.
- 3.3 Temporary planning permission for the use of a mobile concrete batching plant in the northern part of Chesterton Sidings, adjacent to the current application site, was granted in October 2005 under reference S/00876/05/CM. The erection of the mobile plant was proposed

in anticipation of major roadworks on the nearby A14 Trunk Road. The planning permission for this plant was never implemented and therefore lapsed in October 2010.

#### Other relevant permissions

- 3.4 On 29 January 2014 South Cambridgeshire District Council granted a planning permission (reference S/2150/11) for the permanent residential use of an area of land originally used as a coal yard and most recently as a waste transfer station on land off Fen Road, Chesterton, north of the existing residential properties. Once implemented, this decision would bring residential development closer to the Tarmac Lafarge rail terminal and coated roadstone plant than hitherto was the case.

### **4.0 THE PROPOSED DEVELOPMENT**

- 4.1 The proposed development involves the reconfiguration and consolidation of the existing aggregates rail terminal and coated roadstone plant at the site.
- 4.2 It is proposed to use the railway sidings located to the east of the site for future aggregate deliveries. This would require the refurbishment of the existing track infrastructure which has not been used for some time and has fallen into disrepair. The related works would be classed as permitted development by a railway operator and therefore do not form part of the application. However, in order to facilitate this change, the general arrangement of the application site is to be reconfigured to suit the new aggregates delivery arrangements, as well as moving the existing staff car park to allow access to an adjacent area of largely derelict railway sidings land.
- 4.3 The material storage bays would be moved from their current location (north of the feed hoppers) to the southern site boundary, and their number would be increased. In addition, the existing storage bays would be moved from the western to the eastern side of the site. This is required due to the proposed relocation of the rail sidings from the west side to the east side of the site.
- 4.4 The reclaimed asphalt pavement (RAP) addition facility would be moved to the south of the site. The cold feed canopy covering the hoppers would be dismantled and reassembled so that it allows the hoppers to be fed from the south side, rather than from the north as under the existing arrangement. The existing asphalt plant, chimney and hot storage facility would remain unaffected by the proposals and would remain in its current location and orientation.
- 4.5 It is also proposed to install a 180 metre long free standing “environmental screen” along the southern site boundary, which is intended to act a visual screen as well as mitigating noise from the site. The proposed screen would be 8m high to the eaves and would be of a similar design, construction and colour (light green) as the cold feed canopy.

- 4.6 The existing site offices would be replaced by a bespoke unit including offices and welfare facilities, located at the northern site boundary near the existing weighbridge, which would be retained. The staff car park would be relocated within the new boundary fence.

#### Site access arrangements

- 4.7 Vehicles would access and leave the site via the existing access road, which runs along the western site boundary to a point south east of the site, where it joins the public highway network at the eastern end of Cowley Road. It is proposed to extend the access road from the north-western corner along the northern site boundary to the north-eastern corner, where a new access to the Freightliner Sidings to the east of the application site would be created. The access to the application site itself would be relocated from the north western corner to the northern boundary. The existing access/egress point at the north western corner would remain in its current location but in the future would only be used by vehicles exiting the site.

#### Landscaping / Site boundaries

- 4.8 Due to the operational requirements and the size of the site there is limited scope for landscaping. The eastern site boundary would be used for the transfer of materials from the trains to the site. The relocated material storage bays would take up the majority of the southern site boundary and would be offset from the proposed environmental screen described above by 1 metre.
- 4.9 The existing pre-cast concrete panels along the western site boundary would be removed and a 3 metre high palisade fence would be installed along the northern and western site boundaries. Along the northern site boundary, the fence would separate the access track leading to the new access to the Freightliner siding from the main part of the coating plant.

#### Appearance/colour of plant and structures on the site

- 4.10 The existing coated roadstone plant would remain unchanged as a result of the proposed rearrangement of other elements on the site. The coating plant and the adjacent feed hopper building are currently covered in a light green (Moorland Green) metal cladding. It is not proposed to change their appearance as part of the proposed development.

#### Hours of operation

- 4.11 Under the current planning permissions, road deliveries of raw and finished materials and the operation of the concrete batching plant is permitted during the hours of 0630 to 1700 Mondays to Fridays and 0630 to 1300 on Saturdays, with the exception of routine maintenance. No operations are currently permitted on Sundays and Bank Holidays.

4.12 The proposed hours of operation are:

- For aggregate deliveries by train to the site: 0700-1230 and 1630-2230 during weekdays; and
- For the export of minerals by road: 0600 to 1600 Monday to Friday and 0600 to 1100 on Saturdays.

#### Vehicle Movements

4.13 Existing deliveries of material from the site are made using HGVs with a payload of 20t or less. The applicant advises that at maximum capacity, the site can load up to 2000t per day of dry material and 700t per day of coated material. This results in a total of 270 vehicle movements per day (135 in plus 135 out). In addition, external customers collecting material from the site generate an additional 120 lorry movements (60 plus 60 out) per day. The total number of heavy commercial vehicle movements to and from the site is therefore 390 (195 in plus 195 out). In addition to this, the 9-11 staff permanently working at the site generate two personal vehicle movements each per day.

4.14 It is not proposed to intensify the operation, therefore the number of vehicle movements is anticipated to remain unchanged.

### **5.0 PUBLICITY**

5.1 Advertisement: YES  
Adjoining occupiers: YES  
Individual letters to a total of 170 private residences and businesses on the Cowley Road Industrial Estate. No representations were received within the prescribed period  
Site notice: YES

### **6.0 PLANNING POLICY**

#### National Planning Policy Framework (NPPF) (March 2012)

6.1 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. At its heart is a presumption in favour of sustainable development. The NPPF confirms the statutory status of the Development Plan, however, it is a material consideration in decisions on planning applications.

6.2 Section 13 of the NPPF relates to the sustainable use of minerals. Mineral Planning Authorities (MPAs) are required to plan to ensure there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. In respect of existing aggregate railheads the MPA are required to safeguard these facilities to help meet the needs

of the future. Minerals plans are required to set out policies to ensure that permitted operations do not have unacceptable adverse effects on the environment and human health.

#### Local Development Plan Policies

- 6.3 The Development Plan in this instance comprises the adopted Cambridgeshire and Peterborough Minerals and Waste Development Plan (Core Strategy and Site Specific Proposals Plan) and the South Cambridgeshire District Site Specific Policies DPD together with the adopted Local Transport Plan (LTP3) Policies and Strategy 2011-2026.

- 6.4 Cambridgeshire and Peterborough Minerals and Waste Development Plan – Core Strategy DPD (July 2011)

**CS23 – Sustainable Transport of Minerals and Waste** encourages the sustainable transport of minerals and waste by rail, water, conveyor and pipelines and the development of railheads.

**CS24 – Design of sustainable minerals and waste management facilities** states that proposals for minerals and waste management development will be required to achieve a high standard in their design and mitigation of environmental impacts including climate change.

**CS32 – Traffic and Highways** requires proposals for minerals and waste development to demonstrate that opportunities for the use of alternative methods of transport have been evaluated and the most appropriate pursued where practicable; that the site access and the highway network serving the site are suitable or could be made suitable and able to accommodate any increase in traffic and/or the nature of the traffic associated with the development; that any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment, road safety or residential amenity; and that binding agreements covering lorry backloading, routeing arrangements and HCV signage for mineral and waste traffic may be sought. In Cambridgeshire this will be informed by the Cambridgeshire Advisory Freight Map.

**CS34 – Protecting surrounding uses** requires minerals and waste development to demonstrate that there would be no significant harm to the environment, human health or safety, existing or proposed neighbouring land uses, visual intrusion or loss to residential or other amenities. In appropriate circumstances, mitigation measures will be required.

- 6.5 Cambridgeshire and Peterborough Minerals and Waste Development Plan – Site Specific Proposals DPD (February 2012)

**Policy SSP T 1** of the Site Specific Proposals DPD designates land at the northern end of Chesterton Sidings as a Transport Zone, reflecting the presence of the existing rail terminal.

## Emerging Planning Policy

- 6.6 Both Cambridge City Council and South Cambridgeshire District Council have progressed their respective Local Plans to formal submission stage. The Cambridge Local Plan Review Proposed Submission document and the South Cambridgeshire Local Plan 2011-2031 were submitted to the Secretary of State in March 2014. Further post-submission hearings are scheduled to take place in February and March 2015.
- 6.7 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. Both emerging plans advocate mixed use employment-led new land uses on the derelict railway sidings. The issues and options report sets out the main issues for the Cambridge Northern Fringe East area and the potential options to address them. A consultation period on AAP issues and options report took place from December 2014 to January 2015. This Plan will ultimately establish the quantum and distribution of development, site capacity, viability, time scales and phasing of development. Once adopted, it will form part of the respective local plans.

## **7.0 CONSULTATIONS**

### Cambridge City Council and South Cambridgeshire District Council (combined response)

- 7.1 Both Cambridge City Council and South Cambridgeshire District Council recognise the importance of this facility for the region's growth agenda. However, the Environmental Health Officers are concerned that the relocation of the sidings would bring a noisy use closer to existing residential properties in Fen Road and additional residential units recently granted planning permission. They have concerns over the methodology used in the noise assessment, in particular the applicability to the National Planning Policy Framework standard and that relates to a more temporary mineral extraction use than the existing aggregates yard, which is therefore considered inappropriate in this instance. These concerns were raised during a meeting with the Mineral Planning Authority and the applicants' agents and it was agreed that technical officers would continue discussions with the County Council's noise consultant and the applicants.
- 7.2 The Drainage Officer (SCDC) notes that the proposals indicate an increase in the impermeable surface area and suggest that any areas which will no longer be used by Lafarge should be returned to permeable finishes in order to avoid run-off to the award drain during higher order flood events. The FRA proposes infiltration as a means of disposing surface water. However, the high ground water conditions during the wetter seasons are likely to prevent successful infiltration. A strategy to address these concerns is requested.

- 7.3 The Drainage Officer (City Council) adds that currently there is no formal drainage arrangement for the site; instead, water just soaks into the ground. The consequence of this is that surface water, as it soaks into the ground, carries different pollutants with it, which can enter the ground water. The FRA submitted with the application does not propose to alter this situation, despite the proposal to increase impermeable surfacing across the site. This is a concern and it is suggested that the whole of the surface water drainage strategy is reassessed to demonstrate ways to reduce the risk of surface water flooding and more importantly to reduce the risk of polluting the environment especially groundwater.
- 7.4 The Landscape and Design Officer notes that the proposed development may actually be quite visible and, as it will join with the proposed station landscape, has the following points to make:
- 1) The re-positioning of the storage bays and particularly the provision of the 180m long, 8m tall 'environmental screen' would increase the apparent bulk and area of the development, and visually move it towards the new station. These structures could also possibly be seen from riverside areas within the greenbelt.
  - 2) These structures could have a visual impact on any developments to the south, so their design and positioning surface treatments, colour etc. should take account of this. It is recommended that a condition is imposed for material samples to be provided and agreed prior to commencement on site.
  - 3) The proposed 3m palisade fence to the south of the site should receive the same landscape treatment – including planting – as that proposed for the new station trackside fence, as they will be seen together and join at point F on drawing 1000. It is considered that this could help minimise the impact of the screen further.
  - 4) Is the Palisade fence from point E on drawing 1000 required? It will serve no security purpose and will prevent Freightliner access to Lafarge Siding 2, if they intend to share this line.

South Cambridgeshire District Council Environmental Health Officer  
(specific comments regarding noise)

- 7.5 The EHO points out that PPG24 *Planning and Noise* (which was replaced by the NPPF in March 2012) stated under "Noise from Railways" that "*local noise from station activities, freight distribution depots, and marshalling yards should be treated in the same way as noise from industrial and commercial sources*". He considers the situation at the Lafarge aggregates railhead to be similar. In terms of closest noise sensitive residential properties that should be considered as part of any impact assessment (in addition to Sandy Park and West View caravan parks, currently the closest residential premises with full planning permissions), the EHO refers to a planning permission granted in February 2014 for the change of use to 7 caravan plots for travellers at Fen Road, Milton. Any noise impact assessment would have to consider the fact that this residential permission is likely to be implemented, which would mean that there are residents living closer to the railhead than at present.

- 7.6 The EHO does not have any objections in principle to the internal re-organisation of the Lafarge roadstone coating plant. However, he voices concerns regarding the relocation of the delivery of minerals to the site. Moving this activity nearer to the residential caravan sites [on Fen Road] may have adverse effects on the occupiers by the noise produced from deliveries and subsequent transfer of material to the storage bays. The noise report submitted with the application is based upon the NPPF Technical Guidance. This guidance is not appropriate for this site and an assessment of levels based on the effects at the nearest noise sensitive receptors should be used, as set out in British Standard BS4142.

Highway Authority (CCC)

- 7.7 Has no comments to make as highway arrangements will not change.

Transport and Infrastructure Policy and Funding (CCC)

- 7.8 No comments received.

Environment Agency

- 7.9 The Environment Agency comments that potentially contaminative sources have been identified to be activities associated with the [adjacent] railway sidings, the presence of made ground/fill material of unknown nature and thickness, storage tanks currently stored on site and the sewage treatment works to the north of the site. Perched water is expected to be present within the made ground material on the site and the possibility of it being hydraulically connected to the surrounding sands and gravels should not be excluded. Therefore, there are suspected pollutant linkages on site and further investigation is required to remove uncertainties of potential pollution occurring on site. However, the Environment Agency considers that planning permission could be granted subject to conditions covering
- the submission (and approval) of a remediation strategy to deal with risks associated with ground contamination;
  - in the event that previously unidentified contamination is being detected, the submission of a remediation strategy for such contamination,
  - the submission of a scheme for foul and surface water disposal; and
  - any facilities for the storage of oils, fuels or chemicals to be provided with secondary containment that is impermeable to oils, fuels, chemicals and water, for example a bund, details of which shall be submitted to the County Planning Authority for approval.
- 7.10 The Environment Agency considers that without these conditions, the proposed development on this site would pose an unacceptable risk to the environment and would object to the proposal.



Anglian Water Services (operators of Cambridge sewage works adjacent to the application site)

- 7.11 No comment received.

Network Rail

- 7.12 Advises that any development of rail sidings or connection to the main rail network will require detailed plans to be submitted and agreed by Network Rail, therefore, this aspect of the development will be covered by Network Rail's infrastructure development team. There is no mineral extraction proposed as part of the application, therefore, at this point Network Rail's Principal Mining Engineer has no comment on the proposal.

- 7.13 10dB Acoustics (noise adviser to CCC)

The County Council's noise adviser expresses concern about the applicability of the methodology used by the applicant to predict noise emissions and consequential impacts. The noise assessment had used guidance relating to mineral extraction but another methodology should have been used instead for these industrial operations. The appropriate standard to apply to the assessment of noise from this operation is that of BS4142:1997. There is also concern about whether all relevant noise sources had been considered, and whether the assessment had correctly identified the location of the nearest sensitive receptors off Fen Road.

Milton Parish Council

- 7.14 Milton Parish Council supports the idea of a road bridge over the railway to access Chesterton Fen instead of the current level crossing. Furthermore, the Parish Council would like to be represented on the local liaison forum for this site.

Frimstone Limited (occupier/lessee of adjacent land and user of railway sidings)

- 7.15 No comments received.

## **8.0 ASSESSMENT OF PROPOSAL**

Principle of Development

- 8.1 This planning application relates to a proposed reconfiguration of an existing coated roadstone plant and aggregates rail terminal to facilitate a re-location of the rail delivery sidings from the western side to the plant to the east, being closer to the mainline railway. Following implementation the existing rail access delivery siding can then be removed, which would release a substantial tract of former sidings land for re-development.

- 8.2 The land to which this application relates has the status of a safeguarded rail terminal within the adopted Cambridgeshire and Peterborough Minerals and Waste Site-specific Proposals plan. The rail terminal is seen as essential infrastructure for importing high performance specification aggregates which do not geologically exist within the county. These types of aggregate have a variety of uses in the construction industry, including other products such as tarmac for road building. Steady supply of these materials is essential to the delivery of the wider growth agenda in the area. Consequently the use of the application area is viewed as strategic infrastructure and one which is also likely to play a significant future role in the delivery of critical infrastructure such as the improvements to the A14 Trunk Road.
- 8.3 The application site is an established coated roadstone plant and aggregates depot. Such installations generally serve a local market, and therefore the finished product would be exported by road. However, the aggregate being used in the production of roadstone are delivered by rail, in accordance with Policy CS23 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy.
- 8.4 Policy CS24 (Design of sustainable minerals and waste management facilities) requires proposals for minerals and waste management development to achieve a high standard in their design and mitigation of environmental impacts. Policy CS34 requires that proposals for minerals and waste development have to demonstrate that there would be no significant harm to the environment, human health or safety, existing or proposed neighbouring land uses, visual intrusion or loss to residential or other amenities. The proposed realignment of some of the elements on the application site would result in improvements to on-site operations. The proposed noise barrier along the eastern side of the rail siding would enable noise emissions from the unloading of the train to be controlled so as not to cause a significant adverse noise impact on local residents. It is considered that the proposal is in accordance with Policies CS24 and CS34.
- 8.5 The re-configuration and retention of the site largely on its current footprint is thus consistent with the adopted minerals plan for the area, a fact which should be accorded significant weight in the determination of the application.

#### Environmental Impacts including noise

- 8.6 In considering proposals for minerals-related development it is important that the environmental impact of such operations should not have unacceptable adverse impacts on sensitive receptors. To assess the impact of the proposed changes to rail delivery and the layout of the stocking facilities associated with the coated roadstone plant, the applicant has carried out a number of noise emission surveys. These take account of a variety of noise generating sources associated with the proposed development and the proximity of sensitive receptors, i.e. the existing and proposed residential development off Fen Road, Chesterton.

- 8.7 Whilst noise emissions from the actual mixing process to produce coated roadstone plant would not change, the proposed re-configuration of the site would see changes to the locations of materials stocking areas, vehicle circulation and coated roadstone plant feed hoppers. The area and bunkers used for stone discharged from the delivery train would move to the eastern side of the site, where two refurbished rail tracks would form the new delivery sidings.
- 8.8 The applicant's noise assessments have also considered the variety of noise sources associated with the aggregate delivery train in use. The aggregate is delivered from the individual wagons via a conveyor belt to a 13m long conveyor arm which can swing outwards, allowing materials to be discharged directly into the storage bays adjacent to the sidings.
- 8.9 The train is unloaded in two halves. The locomotive stays with the train during the shunting and unloading process. The various individual noise sources on the train include the locomotive, the individual motors on each wagon which drive the conveyor, the conveyor arm, and the noise associated with the discharging of the aggregate into the bays. All noise sources (including the locomotive) have formed part of the noise assessment carried out by the applicant.
- 8.10 The nearest residential properties to the site which would be affected from noise of the development are located at Fen Road on the eastern side of the main railway line, at a distance of currently about 180 metres. The applicant's noise consultants have calculated the Rating Level at eight locations within the residential development at Fen Road. Two calculations of the anticipated noise emissions were made: one without any mitigation, and a second calculation which includes mitigation in the form of a 2m high noise barrier along part of the sidings. With mitigation the Rating Level is predicted to exceed the background noise level by between 3dB and 5dB. BS4142: 2014 indicates that this would comprise an adverse impact, but not a *significant* adverse impact.
- 8.11 In the section on conserving and enhancing the natural environment, the NPPF (at paragraph 123) states that planning policies and decisions should aim to
- *avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;*
  - *mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;*
  - *recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established<sup>1</sup>; and*

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<sup>1</sup> Subject to the provisions of the Environmental Protection Act 1990 and other relevant law.

- *identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.*

- 8.12 The noise impacts predicted by the applicant's noise consultants are considered to be below the level of a *significant* adverse impact but may constitute an adverse impact, despite the proposed mitigation. However, this adverse impact must be viewed in the context of the area already being subject to high noise levels. Adding the predicted noise levels to pre-existing ambient noise levels indicates that the largest increase in ambient levels as a result of the proposed development would be 0.9dB, which is an increase of low magnitude.
- 8.13 The impact of noise emissions could be controlled by restricting the hours during which trains may enter the sidings and discharge their load, and requiring the construction of a suitable noise barrier along the rail sidings, so as not to cause a significant adverse noise impact on local residents.
- 8.14 In March 2014, the applicant submitted an Addendum to the noise assessment. This contains an assessment in accordance with British Standard BS4142: 1997 "Rating industrial noise affecting mixed residential and industrial areas" and also considers the delivery of raw asphalt material to the site.
- 8.15 The March 2014 addendum report suggested the use of localised temporary screening, but this is not considered to be practicable or effective, as any such screen would have to be of significant length to prevent diffraction around the sides. It would also have to be high enough to reduce noise levels sufficiently, which is likely to be extremely difficult in the case of the locomotive, where the primary noise source is the exhaust, which is at high level. The County Council's noise adviser therefore suggests the construction of a trackside barrier similar to that installed at the National Track Materials Recycling Centre in March.
- 8.16 The land on which the noise barrier would be constructed is not under the control of the company which operates the aggregates depot. For this reason, the construction of the noise barrier would require the completion of a legal agreement between the site operator, the landowner of the railway land where the barrier would be located, and the County Council. Draft heads of terms of such an agreement are contained in Appendix C to this report. The final wording of the legal agreement is subject to discussion between the relevant parties.
- 8.24 In response to consultees' comments, the applicant has carried out additional noise modelling in accordance with BS4142: 2014. This new version of the BS4142 standard superseded the previous version in October 2014. The results of the additional modelling were submitted in December 2014 in a further addendum to the noise assessment.

- 8.25 Having considered the new BS4142: 2014, the South Cambridgeshire District Council Environmental Health Officer is of the opinion that the planning authority can ask for this standard to be used in the assessment of noise from the development, as it specifically covers loading and unloading operations. From the measurements taken it appears there would be an impact at the nearest noise sensitive premises, but not one that is significant, and the EHO considers a 2m high barrier to be sufficient to moderate the impact.
- 8.26 The Cambridge City Council's Environmental Health Officer confirms that he agrees with the methodology used in the December 2014 addendum. The Addendum report assumes deliveries and unloading [of material delivered by train] will take place during daytime hours (07:30 and 16:30). The EHO recommends restricting the times for delivery and unloading activities in order to prevent the potential for sleep disturbance at the nearby residential premises.
- 8.27 Having examined the noise addendum report the noise adviser to the County Council is satisfied that, provided appropriate conditions are attached to any planning consent, noise emissions from the site are capable of being controlled so as not to cause a significant adverse noise impact on local residents.

#### Drainage

- 8.28 The City Council's Drainage Officer has expressed concerns over existing drainage arrangements at the site, which may allow pollutants to enter the ground water.
- 8.29 The National Planning Policy Framework (NPPF) states (at paragraph 109) that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution.
- 8.30 In order to address these concerns, any planning permission would be subject to a condition requiring the submission for approval of a revised surface water and foul water drainage strategy and pollution control measures before the proposed development commences.

#### Urban design implications

- 8.31 The City Council's Landscape and Design Officer comments on the visibility of the development and suggests the provision of landscaping to mitigate the visual impact of elements of the proposal. The proposed environmental screen on the southern site boundary is intended to act as an acoustic barrier to reduce the potential noise impact of the site. The height of the environmental screen has to be seen in the context of both the existing coated roadstone plant and associated development on the site. The tallest

element is the chimney (27.5m at its highest point), the remainder of the coated roadstone plant measures 16m and the bag houses are 11m tall.

- 8.33 Furthermore, the location of the application site has to be considered in the wider context of the area. Especially when seen from the river (i.e. from the east or southeast), the site is seen in the context of other built development in the vicinity, such as the operational railway land to the south and the Cowley Road industrial estate to the west, which contains several industrial buildings of similar height.

#### Landscaping

- 8.34 The City Council's Landscape and Design Officer suggests that the landscape treatment for the trackside fence of the new railway station should be extended northwards to the boundary fence of the application site, as the two would be seen together. However, it has to be borne in mind that due to space constraints there is little scope for planting on the application site itself. Furthermore, the application site is part of an area which is generally industrial in nature. The adjacent rail sidings (as well as the application site itself) are operational railway areas where health and safety requirements may make it difficult to establish (and maintain) landscaping.
- 8.35 The Landscape and Design Officer also queried the need for the proposed palisade fencing to extend along the Freightliner rail siding on the eastern side of the application site. This fence forms part of the site boundary of the application site and therefore prevents unauthorised access. Furthermore, the applicant's agent advises that both Lafarge Tarmac (the operator of the coated roadstone plant) and Freightliner wish for this part of the fence to remain in place.

#### Suggested road bridge over the railway

- 8.36 The consultation response by Milton Parish Council refers to a road bridge over the railway to access Chesterton Fen which should replace the current level crossing. It has to be noted that this does not form part of the proposal and would be outside the scope of this permission.

### **9.0 CONCLUSION**

- 9.1 The proposed reconfiguration of the existing aggregates transfer facility and coated roadstone plant would improve the operation of the site. Switching the delivery of aggregates by train from using the siding on the western side of the site to that on the eastern side would free up an area of disused railway land to the south of the application site for redevelopment.
- 9.2 The proposal is considered to be in accordance with the relevant development plan policies and with the National Planning Policy Framework, which supports sustainable development.

- 9.3 Whilst the proposed arrangements for aggregate deliveries by train would move noise sources closer to some residential properties to the southeast of the site, resulting in an increase in noise from the site, such an increase is anticipated to be of low magnitude and has to be assessed in the context of an area where background noise levels are already high.

## **10.0 RECOMMENDATION**

- 10.1 Having reviewed the application plans and documents and supplementary information it is recommended that planning permission be granted subject to the draft planning conditions set out in Appendix B to this report following the completion of a legal agreement in respect of the provision of an off-site fixed noise barrier.

### **Contact details**

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

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### Appendices

#### Appendix A

- Site location plans
- Existing site layout
- Proposed site layout

#### Appendix B

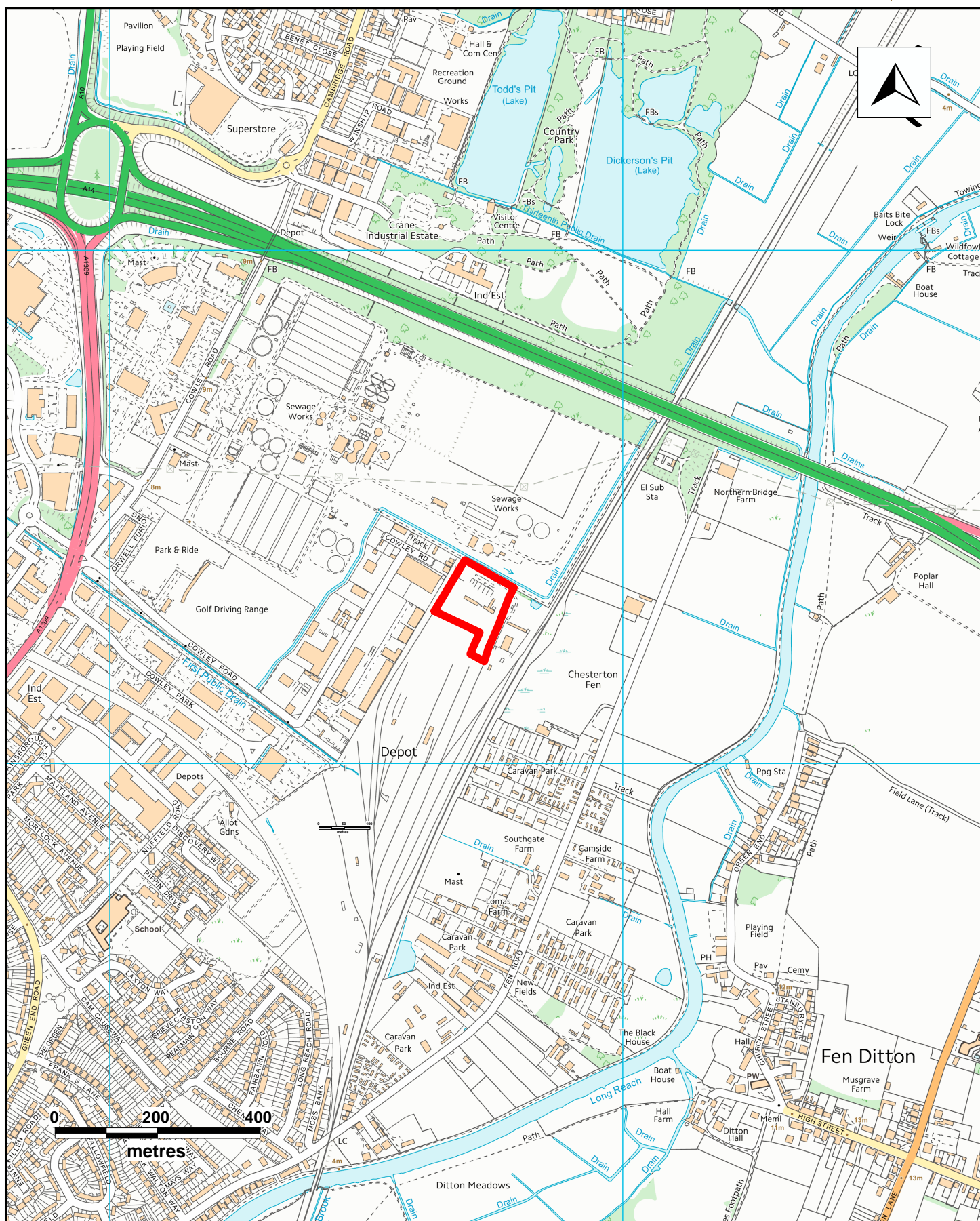
- Draft planning conditions

#### Appendix C

- Draft legal agreement to secure the provision of a noise attenuation barrier

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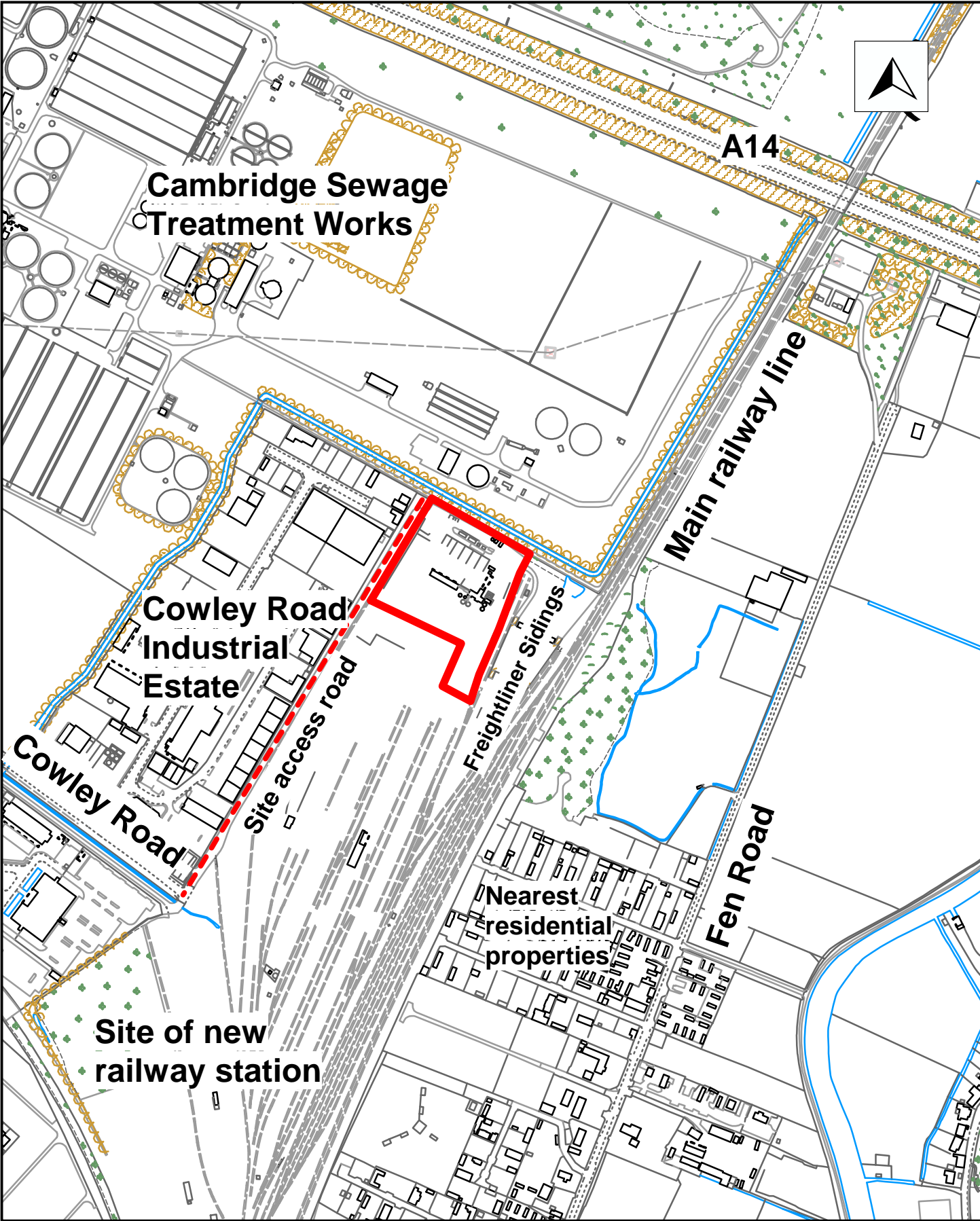
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Date: 22/01/2015

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By: fp562

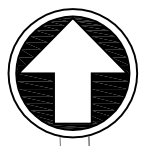




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Date: 22/01/2015  
By: fp562

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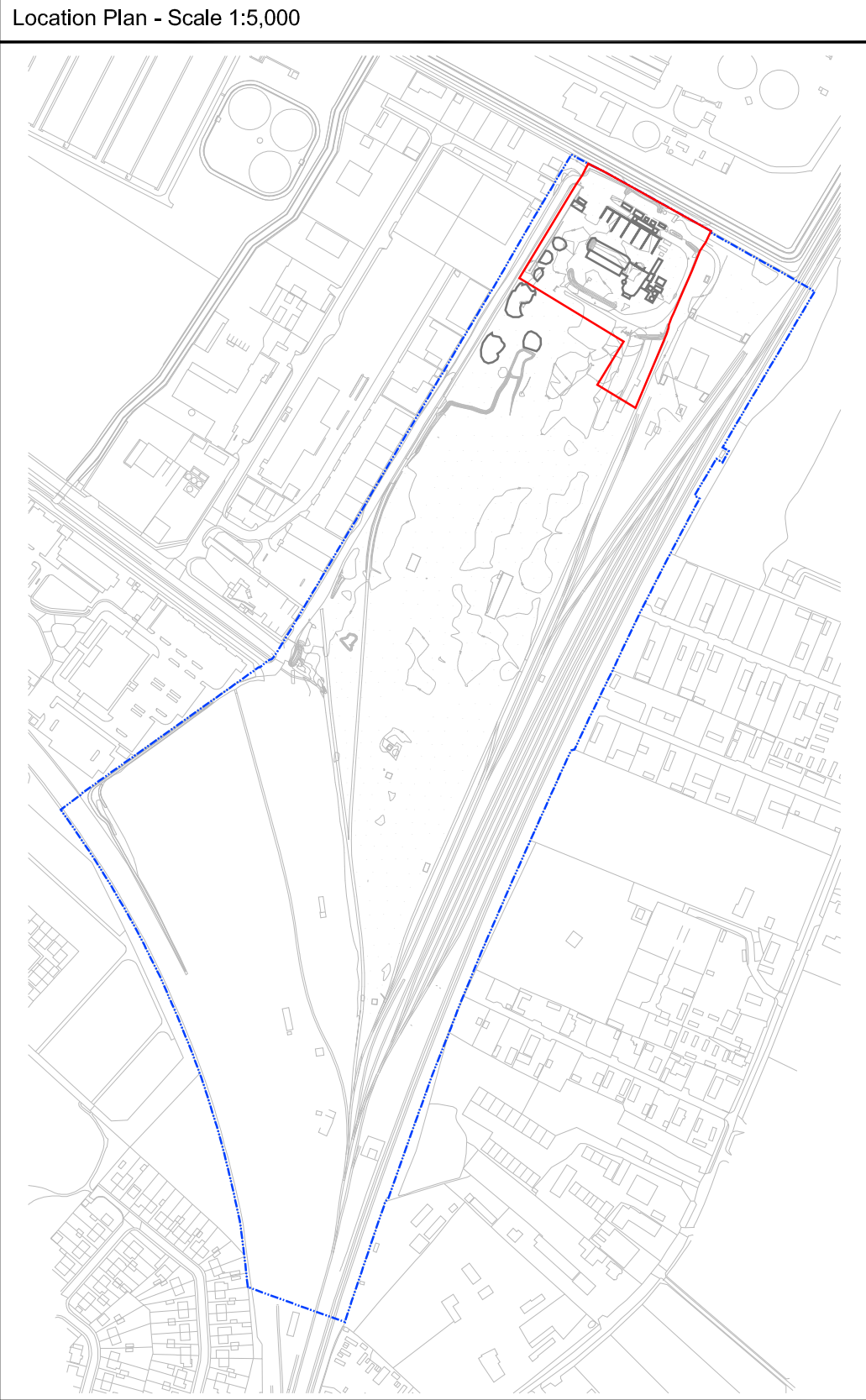




- Notes
1. Do not scale from this drawing.
  2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
  3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.

Key to symbols

- Extent of Network Rail Land
- Extent of Planning Application
- Extent of Lafarge Asphalt Site



Reference drawings

P2	30.10.13	PHS	Updated following comment.	WS	AMR
P1	16.10.13	LWR	Preliminary Issue.	-	-
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Brookgate Ltd

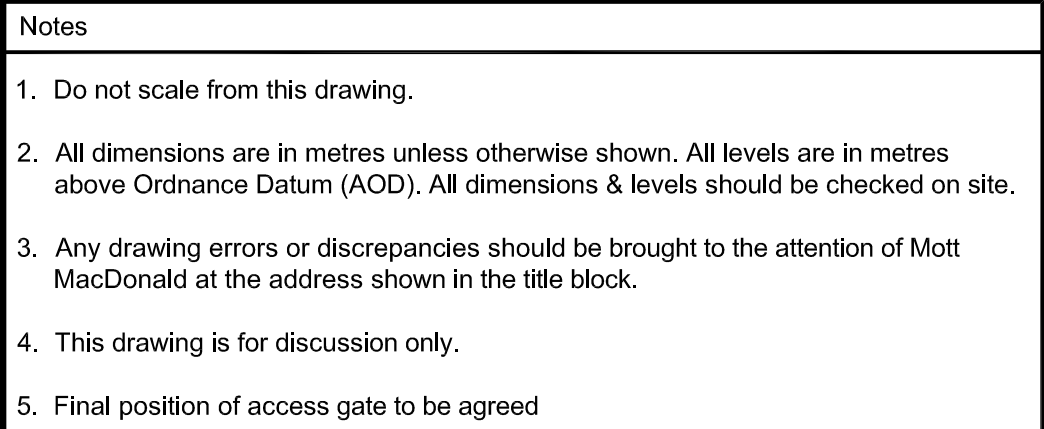
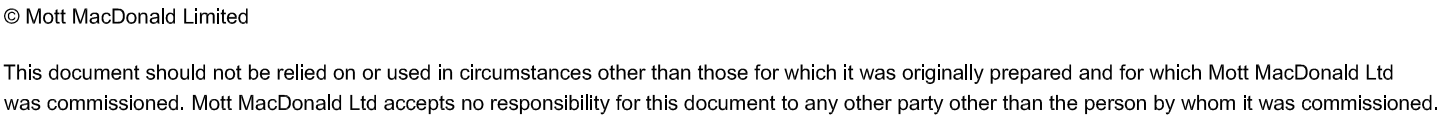
Title

Chesterton Sidings

Lafarge Asphalt Site  
Planning Drawing (Red Line Boundary)

Designed	W.Salter	WS	Eng check	A.M.Rawlings	AMR
Drawn	L.W.Russell	LWR	Coordination		
Dwg check	W.Salter	WS	Approved	A.M.Rawlings	AMR
Scale at A1	1:500	Status	PRE	Rev	P2
Drawing Number	MMD-318305-C-DR-00-XX-1010				





Proposed Sidings

Disused Tracks (To be removed)

Proposed Environmental Screen  
(As per Cold Storage Canopy)

Proposed 3m High Palisade Fence

Refer to Lafarge - Cambridge Asphalt drawing: C18.190913A - Essential Scheme (A3)



**Mott MacDonald**

Client	Brookgate Ltd
--------	---------------

Title

Chesterton Sidings  
Lafarge  
Proposed Site Layout

Drawing Number  
MMD-318305-C-DR-00-XX-1011

**Application ref.:** S/0467/13/CM

**Site:** Chesterton Rail Freight Sidings, Chesterton Junction, Cowley Road, Cambridge, CB4 0DL

**Proposal:** Reconfiguration and consolidation of the existing minerals processing and transfer operation including the installation of covered mineral storage bays, alterations and extensions to existing feeder unit. New office, welfare and workshop buildings, reconfiguration of site circulation and parking area, new boundary fencing and other works associated with relocating rail sidings to serve the mineral processing site.

**Applicant:** Brookgate Land Limited on behalf of Lafarge Tarmac UK

### **DRAFT PLANNING CONDITIONS**

#### Commencement of Development, Time Limit

1. The development hereby permitted shall be commenced within three years from the date of this permission.

**Reason:** *To comply with the requirements of Section 91 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.*

#### General Provisions

2. This permission only relates to land edged red as shown on the submitted plan ref. MMD-318305-C-DR-00-XX-1010, received by the Mineral Planning Authority on 4 November 2013.

**Reason:** *To define the site and terms within this planning permission.*

3. The development hereby permitted shall not be carried out other than in accordance with the details submitted by way of the planning application dated 1 November 2013 and accompanying information and the following drawings:

- Planning and Design and Access Statement (dated November 2013)
- Drawing no. MMD-318305-C-DR-00-XX-1010 Rev. P2 – Planning Drawing (Red Line Boundary) (Existing Site Layout) (dated 30.10.13)
- Drawing no. MMD-318305-C-DR-00-XX-1011 Rev. P4 – Planning Drawing (Proposed Site Layout) (dated 30.10.13)
- Drawing no. MMD-318305-C-DR-00-XX-1012 Rev. P1 – Site Location Plan (dated 18.10.13)
- Drawing no. A110 – New office facility – indicative elevations (dated 31/10/13)

- Drawing no. A111 – Shovel Shed elevations (dated 31/10/13)
- Drawing no. A112 – Workshop elevations (dated 31/10/13)
- Drawing no. A113 – Elevations of main plant (dated 31/10/13)
- Drawing no. A114 – Elevations of cold feeder (dated 31/10/13)
- Transport Statement (dated October 2013)
- Noise assessment (dated October 2013),
- Flood risk assessment (dated October 2013)
- Preliminary Ecological Assessment (dated October 2013)
- Phase I Geo-environmental Study (dated October 2013)
- Air Quality Assessment (dated October 2013)
- External Lighting Strategy (dated October 2013)

as amplified and amended by the e-mail dated 14 March 2014 from Brookgate Ltd. with attached Noise Impact Assessment (Addendum) (dated March 2014) and further amended by the Noise Impact Assessment – Addendum II (dated December 2014) (submitted on 18 December 2014) and drawing no MMD-318305-C-DR-00-XX-1013 Rev. P3 (Lafarge and Freightliner Locomotive Locations) (submitted on 6 February 2015).

**Reason:** *To define the permission and to ensure that the development is carried out in compliance with Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34.*

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 1995 (as amended) (or any order revoking or re-enacting that Order with or without modifications) and with the exception of routine maintenance, no fixed plant, buildings structures and erections shall be erected on the site without the prior written approval of the Mineral Planning Authority.

**Reason:** *To secure control over site operations in the interests of visual and residential amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS34)*

#### Display of Planning Conditions

5. A copy of the planning application and this planning permission, together with all documents hereby approved and any other documents subsequently approved in accordance with this permission (or amendments approved pursuant to this permission) shall be kept available for inspection in the site office and shall be made known to any person given responsibility for the management or control of operations on the site.

**Reason:** *For the avoidance of doubt and to ensure the development is carried out in accordance with the permission and in a satisfactory manner in the interests of the amenity of the area. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS34)*

## Construction Management Plan

6. The development hereby permitted shall not commence until a construction traffic management plan has been submitted to and approved in writing by the Mineral Planning Authority. The construction management plan shall include the following information:
- Details of access to the site for construction vehicles
  - Approved routes to and from the site for construction vehicles
  - Details of how construction vehicles will be managed throughout the construction period.

The approved plan shall be implemented throughout the construction period.

**Reason:** *To minimise the impact of construction traffic on the local highway network, and to minimise disruption to local residents, businesses and the general public. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS32 and CS34)*

## Piling

7. In the event that any construction works for building foundations require piling, no construction work shall take place until a report/method statement detailing the type of piling and mitigation measures to be taken to protect local residents from noise and vibration has been submitted to the Mineral Planning Authority for approval. Such method statement shall predict the potential noise and vibration levels at the nearest noise and vibration sensitive locations in accordance with the provisions of BS 5228-1:2009+A1:2014 *Code of Practice for Noise and Vibration Control on Construction and open Sites*. The construction of the development shall thereafter be carried out in accordance with the approved details.

**Reason:** *To protect the amenities of occupiers of nearby properties. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)*

## Re-configuring the layout of the site

8. No deliveries of rail-borne aggregate to the unloading area within the eastern boundary of the site shall take place until the layout of the site has been re-configured and the environmental screen along the southern site boundary constructed in accordance with the submitted drawing no. MMD-318305-C-DR-00-XX-1011 Rev. P4 – Planning Drawing (Proposed Site Layout) (dated 30.10.13) received by the Mineral Planning Authority on 1 November 2013. The materials and colour of the environmental screen shall match those of the existing cold feeder canopy at the site and shall be maintained as such for the duration of operations on the site.

**Reason:** *To retain control over the site layout in the interests of residential amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)*

Hours of Operation

9. The coated roadstone plant and mineral transfer facility shall not be operated except during the hours of 0630 to 1700 Mondays to Fridays and 0630 to 1300 on Saturdays. No operations shall take place on the site at any time on Sundays, Bank Holidays and Public Holidays.

**Reason:** *In the interests of residential amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24 and CS34)*

10. No delivery of materials by train to the site shall take place outside the hours of 0700 to 2200, Mondays to Fridays. No such deliveries shall take place at any time on Saturdays, Sundays, Bank Holidays and Public Holidays.

**Reason:** *In the interests of residential amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS32 and CS34)*

Access and Highways

11. Vehicles shall not enter or leave the site by any other way than via the existing site access at the eastern end of Cowley Road, Chesterton.

**Reason:** *In the interests of highway safety. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS24, CS32 and CS34)*

12. All laden vehicles entering or leaving the site shall be sheeted or carry their load in an otherwise enclosed loadspace.

**Reason:** *In the interests of highway safety. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policies CS32 and CS34)*

Noise generated by the operation of the site

13. Noise attributable to the delivery of materials by train to the site shall not exceed a Rating Level, determined according to the requirements of BS4142:2014 or equivalent superseding standard, of 58dB LA<sub>eq, 1 hour</sub> at the boundary of any residential property. Levels may be determined by direct measurement or derived from a combination of measurement and calculation using propagation corrections. For the avoidance of doubt, where noise levels are determined at facades, they should be expressed as free field levels.



**Reason:** *To minimise disturbance to neighbours and the surrounding area.  
(Cambridgeshire and Peterborough Minerals and Waste  
Development Plan Core Strategy DPD Policies CS24 and CS34)*

14. Within six months from the date of this permission, the locations for the monitoring of noise generated by the development shall be agreed in writing with the Mineral Planning Authority. Thereafter, noise levels shall be monitored at the previously agreed locations at six-monthly intervals during the first two years following the reconfiguration of the site and annually thereafter. The results of the monitoring shall include LA<sub>eq</sub> noise levels, the prevailing weather conditions, details and calibration of the equipment used for measurement and comments on other sources of noise which affect the noise climate. The monitoring shall be carried out for at least 2 separate 1 hour periods during the working day and the results shall be submitted to the Mineral Planning Authority within 1 month of the monitoring being carried out.

**Reason:** *In the interests of amenity. (Cambridgeshire and Peterborough  
Minerals and Waste Development Plan Core Strategy DPD Policies  
CS24 and CS34)*

#### Dust suppression

15. No aggregate shall be delivered to the site by rail to the unloading area within the eastern boundary of the site until written details of dust suppression equipment to be installed within the materials handling and stockpile area have been approved by the Mineral Planning Authority and the approved equipment has been installed as approved. The dust suppression equipment shall be maintained in working order for the duration of the use of the site and shall be operated during periods of dry weather.

**Reason:** *In the interests of amenity for the occupiers of adjacent land.  
(Cambridgeshire and Peterborough Minerals and Waste  
Development Plan Core Strategy DPD Policy CS34)*

#### Materials and Colours

16. The coated roadstone plant including associated bag houses, bitumen tanks and fuel tanks, the cold feeder building and the environmental screen running along the southern site boundary shall be maintained in an external colour finish of BS 4800 12 B 21 Moorland Green for the duration of operations on the site.

**Reason:** *In the interests of residential and visual amenity. (Cambridgeshire  
and Peterborough Minerals and Waste Development Plan Core  
Strategy DPD Policies CS24 and CS34)*

### Warning devices

17. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturers' specifications at all times and shall be fitted with and use effective silencers. Any breakdown or malfunctioning of silencing equipment shall be treated as an emergency and shall be dealt with immediately. Where a repair cannot be effected within a reasonable period, the equipment affected shall be taken out of service and replaced with equipment which functions to an equivalent standard.

**Reason:** *To ensure minimum disturbance from operations and avoidance of nuisance to the local community. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS34)*

18. All audible warning devices fitted to mobile plant, vehicles and fixed plant and machinery (with the exception of rail vehicles), whilst affording suitable safety, shall as far as is reasonably practicable be of a design that does not cause unreasonable noise intrusion to residential properties.

**Reason:** *To mitigate to an acceptable level adverse impacts associated with the operation of audible warning devices on non rail-borne equipment in the interests of the amenity of local residents. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS34)*

### Lighting

19. The development hereby permitted shall be carried out in accordance with the External Lighting Strategy submitted dated October 2013 and submitted with the application. No additional site lighting shall be installed without the prior written approval of the Mineral Planning Authority.

**Reason:** *In the interests of visual amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS34)*

### Environmental Protection

20. Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses shall be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. The associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be directed to discharge into the bund. For chemicals, including oil and bitumen, all containers shall be sited within a suitably secure and leak proof containment system to prevent any loss to the environment. In both cases, any pollution

prevention measures employed shall be shown to continue to function properly during a 1 in 100 year flooding event as a minimum.

**Reason:** *To prevent pollution of the water environment. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS24)*

21. The development hereby permitted shall not commence until a scheme for the provision and implementation of surface and foul water drainage and pollution control measures has been submitted to and agreed in writing by the Mineral Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme and thereafter maintained for the duration of the development.

**Reason:** *To ensure a satisfactory method of foul water drainage to prevent pollution in the interests of amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS24)*

22. The development hereby permitted shall not commence until a remediation strategy which includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved in writing by the Mineral Planning Authority:

- a) A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site;
- b) The results of a site investigation based on (a) above and a detailed risk assessment, including a revised CSM;
- c) Based on the risk assessment in (b) above, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary;
- d) No part of the proposed development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (c) above shall be submitted to and approved in writing by the Mineral Planning Authority. The long term monitoring and maintenance plan in (c) above shall be updated and be implemented as approved.

**Reason:** *To protect controlled waters from pollution associated with previous land uses at the site, in the interests of amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS24)*

23. If, during development, contamination not previously identified is found to be present at the site, no further development (unless otherwise agreed in writing by the Mineral Planning Authority) shall be carried out until a remediation strategy detailing how the unsuspected contamination shall be dealt with has been submitted to and agreed in writing by the Mineral Planning Authority. The remediation strategy shall be thereafter be implemented as approved.

**Reason:** *To protect controlled waters from pollution associated with previous land uses at the site, in the interests of amenity. (Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD Policy CS24)*

Compliance with paragraphs 186 & 187 of the National Planning Policy Framework

The Mineral Planning Authority has worked proactively with the applicant to ensure that the proposed development is acceptable in planning terms. All land use planning matters have been given full consideration and the applicant has responded positive to the advice and recommendations provided by consultees. Proactive consultation took place with statutory consultees, which resulted in overall support for the development proposal.

## JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

**Report by:** Head of Planning Services

**Date:** 18 February 2015

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<b>Application Number</b>	14/1736/REM	<b>Agenda Item</b>	
<b>Date Received</b>	31 October 2014	<b>Officer</b>	Mike Ovenden
<b>Target Date</b>	25 February 2015 (PPA)		
<b>Ward</b>	Trumpington		
<b>Site</b>	Parcels 6 And 7 Clay Farm Development Site Long Road Cambridge		
<b>Proposal</b>	Reserved matters application (access, appearance, landscaping, layout and scale) pursuant to outline planning permission 07/0620/OUT for the development of 165 residential dwellings, plus associated open space, infrastructure and car parking.		
<b>Applicant</b>	Countryside Properties (UK) Ltd		
<b>Application Type</b>	Major	<b>Departure:</b>	No

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

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<b>Summary</b>	The development accords with the Development Plan for the following reasons: 1) This scheme complies with the general principles of the outline planning permission, the parameter plans and Design Code. 2) The design and appearance of the development will create a high quality scheme to complement the rest of Clay Farm 3) Market and affordable housing will be provided in an attractively designed development in accordance with the City Councils policies.
<b>Recommendation</b>	Approval

## APPENDICES

Ref	Title
A	Strategic conditions which have been discharged
B	Summary of Design Code compliance statement
C	Cambridgeshire Quality Panel Report
D	Plan Pack

### 0. INTRODUCTION

- 0.1 This is a Reserved Matters application for 165 dwellings on parcels 6 & 7 (77 units and 88 respectively) situated towards the top of the Clay Farm site, approximately 500 metres south of Long Road. The applicant is Countryside Properties, working with, the same architects that developed the nearby parcels 1B, 2 and 5 (known for marketing purposes as Aura), the development of which is well advanced.
- 0.2 In August 2010 outline approval was granted for the Clay Farm development of up to 2,300 homes, a local centre, schools and open space. The outline permission approved 6 parameter plans with which all reserved matter applications must comply. These cover land use, access, density, building heights, landscaping and urban design principles. A full application for the construction of the spine road through the Clay Farm site from Long Road to the Addenbrooke's Road (AR) roundabout, site wide drainage infrastructure and works to the Long Road plantations was approved at the same time. The spine road is now completed, the associated trees established, and the southern half is open to pedestrians.
- 0.3 Since July 2011 JDCC has granted reserved matters approval for a total of 1700 dwellings on the Clay Farm site for Countryside, Skanska and Bovis. In addition permission has been granted for the secondary school, Central Square and community centre. Implementation of these schemes is underway. More recent permissions include 136 dwellings on parcels 12B, 13 and 14 and 208 dwellings on Quad. There are around 523 occupations (Jan 2015) on the Clay Farm site as a whole.
- 0.4 A number of strategic conditions attached to the outline permission have been discharged, as shown in Appendix B. All reserved matters applications must comply with the documents approved through these conditions.

### 1. SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is former agricultural land with a very gentle slope from the site edges towards the centre. Together the parcels cover an area of 3.32 hectares.
- 1.2 Some earth moving has been carried out and the parcels are currently fenced and part of them is used as a construction compound to serve the Aura site. To the north is an area of plantation and the route of one of the

east west green links, to the east is the site of the new Secondary School; to the south is another green link and then parcels 8A and 8B, and to the west is the Fawcett primary school.

- 1.3 The site does not fall within a Conservation Area and there are no listed buildings that are either on or adjacent to the site and neither are there any Buildings of Local Interest.

## **2. THE PROPOSAL**

- 2.1 The application which was submitted in October 2014 seeks reserved matters (access, appearance, landscaping, layout and scale) approval for 165 dwellings, including 40% (66) affordable homes, and public open space, roads, footways, cycleways and drainage infrastructure. The development would have an overall density of about 50 dwellings per hectare (gross).
- 2.2 The two parcels are to be developed as a single entity while providing a varied form of development to aid legibility. The proposal includes both houses and apartments (60/40%), all of which have flat roofs. Staggered dwelling heights provide an interesting and variable roofscape with provision of roof terraces and balconies. Each parcel is centred on a courtyard of dwellings, with landscaped parking and informal space within. The dwellings around the courtyard are two storey, the majority of the others on the parcels are three storey. Flat blocks of four storeys with two feature buildings of five storeys (blocks B and E), provide an appropriate formal edge to the spine road, behind swales and planting.
- 2.3 One of the main features of the development is a central open space referred to as 'school square' which would be an attractive landscaped area opposite the entrance to the secondary school (Community College), providing part of the many pedestrian and cycle routes across these parcels. School square is proposed to be a landscaped area with a LAP and LEAP. A further LAP is to be provided along the northern boundary adjacent to the pedestrian and cycle access to the Fawcett School.
- 2.4 The rear of the parcels secures the boundary with Fawcett primary school by providing houses with rear gardens along this edge. The northern and southern edge of the two parcels face the landscaped green links.
- 2.5 The application is accompanied by the following documents:
- Planning Statement
  - Design and Access statement (inc Design Code compliance statement)
  - Landscape design and strategy
  - Landscape management plan
  - Sustainability Statement
  - Energy Statement
  - Daylight and sunlight assessment
  - Infrastructure statement

- Code for Sustainable homes pre assessment

2.6 Since the original application was registered a number of amendments and additional information have been submitted, these include:

- Layout and building design
- Drainage information
- Landscape design information
- Highways details
- Waste and recycling

2.7 Further internal and external consultation regarding the proposed amendments has been undertaken.

### 3. **RELEVANT SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Decision</b>
<b>07/0620/OUT</b>	Residential development of up to 2,300 new mixed-tenure dwellings and accompanying provision of community facilities; sports and recreation facilities and landscaped open spaces including 49ha. of public open space in the green corridor, retail (A1), food and drink uses (A3, A4, A5), financial and professional services (A2), non-residential institutions (D1), a nursery (D1), alternative health treatments (D1); provision for education facilities; and all related infrastructure including; all roads and associated infrastructure, alternative locations for Cambridgeshire Guided Bus stops, alternative location for CGB Landscape Ecological Mitigation Area, attenuation ponds including alternative location for Addenbrooke's Access Road pond, cycleways, footways and crossings of Hobson's Brook.	<b>A/C</b>
<b>07/0621/OUT</b>	Duplicate of above	<b>Appeal Refused</b>
<b>09/0272/FUL</b>	Spine Road through Clay Farm site, linking Long Road with the Addenbrooke's Access Road (including bus gate). New junction to Long Road; drainage works including formation of 4 balancing ponds (including wetland area for birds) and raising of levels; tree felling and tree planting including semi-mature trees along the road and all associated works.	<b>A/C</b>
<b>10/1065/REM</b>	Construction of foul pumping station with access road, compound and landscaping; thinning of trees in plantation together with replanting.	<b>A/C</b>



<b>11/0161/REM</b>	Landscaping of open space strip west of Hobson's Brook together with filling in of pond to the south of the Addenbrooke's Access Road and replacement with below ground attenuation tanks under southern section of landscaping strip pursuant to outline approval 07/0620/OUT	A/C
<b>11/0319/REM</b>	Landscaping of southern part of the Green Corridor east of Hobson's Brook, including details of allotments pursuant to outline approval 07/0620/OUT.	A/C
<b>10/1296/REM</b>	Reserved matters (access, appearance, landscaping, layout and scale) for 306 dwellings pursuant to outline application 07/0620/OUT	A/C
<b>11/0698/REM</b>	Reserved matters (access, appearance, landscaping, layout and scale) for 128 dwellings pursuant to outline application 07/0620/OUT (Skanska Residential)	A/C
<b>12/0754/REM</b>	Reserved matters (access, appearance, landscaping, layout and scale) for 102 dwellings pursuant to outline application 07/0620/OUT	A/C
<b>12/0794/REM</b>	Reserved matters (access, appearance, landscaping, layout and scale) for 231 dwellings pursuant to outline application 07/0620/OUT (Countryside Properties)	A/C
<b>12/0867/REM</b>	Reserved matters (access, appearance, landscaping, layout and scale) for 274 dwellings pursuant to outline application 07/0620/OUT (Skanska)	A/C
<b>13/0105/REM</b>	Reserved matters for 750 pupil secondary school, community sports facilities and landscaping pursuant to outline application 07/0620/OUT	A/C
<b>13/0751/REM</b>	Reserved matters (access, appearance, landscaping, layout and scale) for 295 dwellings and associated landscaping pursuant to outline application 07/0620/OUT	A/C
<b>13/0912/REM</b>	Construction of a public square with landscaped gardens, hard surfaced areas, parking spaces and sculpture south of the proposed community centre site, together with an access road to the north of the proposed community centre site and hard and soft landscaping east of the spine road, pursuant to outline approval 07/0620/OUT	A/C
<b>14/0093/FUL</b>	Erection of a five storey building to accommodate community facilities, library, café, youth facilities, touchdown space for police and social services, medical centre 20 affordable housing units, and associated parking, amenity areas, refuse storage and landscaping	A/C
<b>14/0520/REM</b>	Reserved matters application (access, appearance, landscaping, layout and scale) pursuant to outline planning permission 07/0620/OUT for the development of 136 residential dwellings, plus associated open space, infrastructure and car parking.	A/C
<b>14/1201/REM</b>	The approval of access, appearance, landscaping, layout and scale of the site (the reserved matters) pursuant to the outline planning permission 07/0620/OUT for Parcel 21 of the Clay Farm Site for the development of 208 residential dwelling (including affordable housing) and 540sqm of A1, A2 and A5 uses, plus associated open space, infrastructure and car parking.	A/C

<b>14/1724/REM</b>	Reserved matters application for pedestrian, cycle and emergency vehicular access to Shelford Road pursuant to outline approval 07/0620/OUT	Withdrawn
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#### **4. PUBLICITY**

- |     |                         |          |
|-----|-------------------------|----------|
| 4.1 | Advertisement:          | Yes      |
|     | Adjoining Owners:       | Yes (20) |
|     | Site Notices Displayed: | Yes (5)  |

#### **5. POLICY**

##### **National Planning Policy Framework (2012) and National Planning Practice Guidance (2014)**

- 5.1 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.
- 5.2 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.

##### **Cambridge Local Plan 2006**

- 3/1 Sustainable development
- 3/3 Setting of the City
- 3/4 Responding to context
- 3/6 Ensuring coordinated development
- 3/7 Creating successful places
- 3/9 Watercourses and other bodies of water
- 3/11 The design of external spaces
- 3/12 The design of new buildings
  
- 4/3 Safeguarding features of amenity or nature conservation value
- 4/4 Trees
- 4/13 Pollution and amenity
- 4/15 Lighting
  
- 5/1 Housing provision
- 5/5 Meeting housing needs
- 5/9 Housing for people with disabilities

5/10 Dwelling mix  
5/11 Protection of community facilities  
5/12 New community facilities  
5/15 Addenbrookes

8/1 Spatial location of development  
8/2 Transport impact  
8/4 Walking and Cycling accessibility  
8/6 Cycle parking

8/10 Off-street car parking  
8/11 New roads

8/16 Renewable energy in major new developments  
8/17 Renewable energy  
8/18 Water, sewerage and drainage infrastructure

9/1 Further policy guidance for the Development of Areas of Major Change  
9/2 Phasing of Areas of Major Change  
9/3 Development in Urban Extensions  
9/5 Southern Fringe

### **Status of Proposed Submission – Cambridge Local Plan**

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

### **Government Advice**

- 5.5 Annex to Circular 11/95 – The Use of Conditions in Planning Permissions.

### **5.6 Supplementary Planning Documents**

Cambridge City Council (May 2007) – Sustainable Design and Construction  
Cambridge City Council (January 2008) – Affordable Housing  
Cambridge City Council (January 2010) – Public Art

### **Material Considerations**

## **6. INTERNAL AND EXTERNAL CONSULTATIONS**

### **External**

#### Cambridgeshire County Council

- 6.1 Fawcett Primary School borders the west of the development and an access from Clay Farm into the school site is to be provided as part of the development at the far northern edge of Parcel 6. This is currently being used for haulage for the extension of the school. As per the plans submitted there will be permanent access for users of the school. The County Council is satisfied that proposed will provide sufficient access for vehicles, pedestrians and cyclists. It would be helpful to have detail on the phasing to illustrate how the access will be maintained through the construction period. The County Council can then be satisfied access is maintained and that the path and road will be able to be used by residents of Clay Farm as soon as the works to extend the school are complete. In achieving this traveling to school by sustainable means, walking and cycling, can be actively promoted, helping to establish good travel habits.

#### Highways & Transportation

- 6.2 Original plans: Detailed concerns about geometry, width of footways; use of materials on shared surfaces; use of permeable paving on adoptable highways is not accepted.
- 6.3 Revised plans: The revised plans are now acceptable to the highways authority.

#### Fire and Rescue Services

- 6.4 Request condition requiring provision of fire hydrants.

### **Internal**

#### Strategic Housing

- 6.5 Strategic Housing accepts the proposed affordable housing scheme for parcels 6 & 7 at Clay Farm with an agreed 60/40 (rented/shared ownership) tenure split.

#### Sustainability Officer

- 6.6 The approach being taken to integrate the principles of sustainable design and construction into the design of Parcels 6 and 7, and the approach to renewable energy provision is supported. I particularly welcome the

decision to deliver all homes at Level 4 of the Code for Sustainable Homes.

#### Environmental health

- 6.7 Concerns expressed about the detail contained in some of the documents that form part of the discharge of conditions of the outline permission submitted in parallel. These matters are being addressed separately from this reserved matters application.

#### Landscaping

- 6.8 Revised plans: Content that the majority of concerns have been addressed, however, the layout and provision of play equipment on school square requires further discussion to ensure appropriate play facilities which meet the requirements of providing public art through play. Also request minor adjustments to the submissions made to discharge outline landscaping conditions to pick up matters of detail.

#### Drainage

- 6.9 Original plans: The general principle of the surface water drainage proposals are supported and they are in accordance with the strategic surface water drainage strategy. Require greater detail of some of the elements of the drainage system before the scheme can be fully supported.
- 6.10 Revised plans: The revised information has fully addressed outstanding concerns.

#### Cycling and Walking Officer

- 6.11 Cycle parking generally acceptable, suggest minor alterations which have been addressed in the revised plans.

#### Urban Design

- 6.12 Original plans: Overall the application accords with the approved parameter plans and design code although with a change in the road hierarchy (routes downgraded) and number of vehicle access points from the spine road.
- 6.13 At a more detailed level, the scheme has the potential to create a high quality addition to Clay Farm and continue the successful approach established on Parcels 1b, 2 and 5. However, there are a number of areas where some further design development is needed before the scheme can be completely supported in urban design terms.
- 6.14 We would encourage the applicant to revisit the design and layout of the courtyard units with a view to reducing or removing the high level of enclosure to the amenity spaces.

- 6.15 Revised Plans: The amendments made to the application have resolved outstanding concerns and accordingly the application is supported in design terms.

#### Waste

- 6.16 Original plans: Generally the information provided meets our requirements and there are some helpful details provided in the D&A statement. Requested clarification of details of proposal to ensure compliance with Council requirements.
- 6.17 Revised plans: The responses to outstanding concerns within SW planning document are generally reasonable, but the concerns regarding drop kerbs hasn't been addressed. This can be addressed by condition. The drag distance for the refuse crew in the southern courtyard is marginally more than requested by standards, but are acceptable.

#### Public Art

- 6.18 The proposal is not accompanied by a public art delivery plan which demonstrates that public art is fully integrated in the development. Further work should be carried out and an appropriate public art delivery plan submitted and agreed prior to the commencement of the development.
- 6.19 The application is now supported by the City Council's landscaping, drainage, sustainability, waste, urban design, pedestrian and walking officers and Cambridgeshire County Council. Conditions are attached to address the remaining issues.

### **7. NEIGHBOUR REPRESENTATIONS**

- 7.1 The application has been publicised with five site notices, a press advertisement and 20 neighbour letters. To date one representation has been received.
- Hope that the dwellings will reach Code for Sustainable Homes level 5
  - School hedge was not surveyed for bats which fly there.
  - Suggest mitigation for development of former field
  - Site was not surveyed for hedgehogs and the local population has declined recently.
  - In the past hedgehogs could traverse the whole site but this is becoming more difficult as it becomes divided by plot boundaries and roads.
  - There is a band of trees to the north of the site any query whether this will be kept in place.

### **8. ASSESSMENT**

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

1. Principle of Development
2. Compliance with Parameter Plans and Design Code
3. Building design, layout and materials
4. Streets, connectivity and access
5. Cambridgeshire Quality Panel Review
6. Housing mix and typology
7. Affordable Housing
8. Clustering
9. Lifetime homes
10. Renewable energy and sustainable construction
11. Car and cycle parking
12. Landscape and open space
13. Public Art and play provision
14. Management and maintenance of public realm
15. Drainage and flood risk
16. Waste and recycling
17. Other Issues/ other third party reps

## **1 Principle of Development**

8.2 The principle of residential development was established by the outline permission. This is a reserved matters application submitted pursuant to the Outline and therefore provided that it complies with the outline parameters etc. then it is acceptable in principle.

## **2 Compliance with Parameter Plans, design code**

### **Parameter Plans**

8.3 As part of the outline permission six parameter plans were approved to govern the form of the development over the whole Clay Farm site. The reserved matters application is assessed in the context of these parameter plans.

8.4 Land Use parameter plan (PP1) – The parameter plan identifies these parcels as being for wholly residential development with the exception of the public open space as part of parcel 6. The reserved matters application complies with the parameter plan.

8.5 Movement and Access parameter plan (PP2) – The parameter plan identifies the main clay farm spine road which is built and is unaffected by this reserved matters application. The reserved matters application complies with the parameter plan.

8.6 Landscape Parameter plan (PP3) – the parameter plan identifies that the spine road is tree lined which is built and is unaffected by this reserved matters application. It also identifies an area of public open space to the

as part of parcel 6. The reserved matters application include this open space. The reserved matters application complies with the parameter plan.

- 8.7 Density Parameter Plan (PP4) - the parameter plan requires development of the parcels at a density of between 45 and 65 dwellings per hectare. The reserved matters application proposes a development at 50 dwellings per hectare (gross) which is in accordance with the outline requirements.
- 8.8 Building heights parameter plan (PP5) – the parameter plan controls the upper and lower heights of buildings across the development. With regard to these parcels it permits buildings of 1.5 to 3 storeys along the west, adjacent to existing development, 2 to 4 storeys elsewhere except at the north east corner end of parcel 6 and south east corner of parcel 7 adjacent to the spine road where heights between 3 and 5 storeys are specified. The application complies with the heights specified in the parameter plan.
- 8.9 Urban design Framework parameter plan (PP6) – the parameter plan requires primary frontages that face the spine road, facing the secondary school across the open space and along the north and south edges of the pair of parcels. The proposal provides strong frontages to the edges of the parcels and complies with the parameter plan.
- 8.10 In summary, officers consider that the proposal complies with the six parameter plans.

### **Design Code**

- 8.11 The Design Code was approved at the 23 February 2011 JDCC and sets out a set of illustrated design rules and requirements that instruct and advise on the physical development of the site and area.
- 8.12 The proposed development is located towards the northern end of the wider Clay Farm site and fits within the 'Long Road Plantation' character area and 'School Square' sub character area. This character area includes a pocket park which will be a vibrant meeting place for parents and children. The western edge is to be secured by dwellings with private gardens backing on to the school. There are to be higher density blocks facing the spine road which is tree lined as required by the code.
- 8.13 The proposal has fewer east west roads from the spine road than shown in the Code. The principles of street hierarchy are mandatory elements of the Code. These parcels have roads that are of a lower hierarchy than the spine road as required in the code but the number of roads proposed for the parcel have been reduced from 5 to 2 and the status further has been downgraded to the benefit of the layout and character of the development. This approach has been followed on other parcels, is supported by Highways and Urban Design Officers and achieves a better less fragmented frontage while still providing permeable routes through for



cyclists and pedestrians. Cycle and pedestrian routes take precedence over traffic routes.

- 8.14 The applicant has submitted a comprehensive design code compliance statement which demonstrates how the scheme has responded to the approved code. A summary is provided as Appendix C.

### **3 Building design, layout and materials**

- 8.15 The housetypes are an evolution of those used on Parcels 1b, 2 and 5 and so form a natural extension to the design language and character established on the earlier phase. The overall approach is supported in design terms and creates well-proportioned terraces of townhouses and mews that have the potential to work well as an extension to Parcels 1b, 2 and 5.
- 8.16 The two parcels are to be developed as a single entity. At the heart of each parcel is a courtyard of dwellings, centred on a landscaped area providing parking and informal space. Flat blocks of four storeys with two feature buildings of five storeys (blocks B and E), provide an appropriate formal edge to the spine road. One of the main features of the development is a central open space referred to as school square which would be an attractive landscaped area opposite the entrance to the secondary school (Community College). The rear of the parcels secures the boundary with Fawcett primary school by providing houses with rear gardens along this boundary. The northern and southern edge of the two parcels face the landscaped green links.
- 8.17 The use of a common materials palette and similarity of architectural details mean that there will be a clear 'family resemblance' with 1b, 2 and 5 and has the potential to work with the other sites on Clay Farm as a whole. The applicant has identified the general approach to materials in Section 5.8 of the Design & Access Statement and has submitted a 'Proposed Building Materials' document that identifies in more detail the proposed materials and finishes for the proposed housetypes and apartments. The indicated approach and details are acceptable in design terms and continue the palette from 1b, 2 and 5 to the north. The final details of materials are covered through Condition 8 of the Outline (07/0620/OUT).
- 8.18 Policy 57 Designing New Buildings (Draft Local Plan 2014) seeks secure letter boxes which are conveniently located and accessible from the street. This has been discussed with the applicant and boxes will be provided to each house. Indicative information has been provided as part of the Design and Access Statement. Each flat will have an individual letter box and will be accessible either outside the building or direct to each flat. Officers consider that this will meet the requirements of the policy and will require final details by condition 3 of the reserved matters permission.

### **4 Streets, connectivity and access**

- 8.19 As with other parcels on Clay Farm it is proposed to 'down grade' the hierarchy of a number of the proposed streets. The number of Tertiary Roads from the spine road have been reduced from 3 to 1 and a north-south street on Parcel 7. The remainder of the proposed streets are green lanes and mews. The former are in the locations indicated in the design code (page 63). To the western side of both plots a 'country lane' street typology is proposed which is an evolution of the green lane typology and has previously been used on the Tate Hindle scheme on Parcels 2 and 5. The Design Code allows flexibility in the alignment of proposed streets and other approved schemes, across Clay Farm, have allowed routes to be 'downgraded' as a result of detailed site masterplanning with the agreement of County Highways. Five vehicle access points are indicated in the Design Code but the proposals reduce this down to two. However pedestrian and cycle permeability is retained with six connections into the spine road.
- 8.20 The site sits to the west of the spine road which provides a route to vehicular traffic as far as the bus gate in Hobsons Square and pedestrian and cycle routes from established development to and from the new primary school, play areas and sites further afield including the green corridor and the secondary school. It also provides an attractive tree lined safe pedestrian and cycle route through to the primary school.
- 8.21 The layout includes some non adopted roads and to ensure that these are capable of supporting a refuse vehicle condition 6 requires agreement to their construction specification.

## **5 Cambridgeshire Quality panel review**

- 8.22 The emerging proposals were considered by the Cambridgeshire Quality Panel in September 2014 following a site visit and the Panel's report is attached as Appendix C. The Panel was very supportive of the emerging scheme but raised a number of issues which have since been addressed by the applicant.

Issue 1: The Panel suggested further thought was needed on how the entrance to Fawcett School will work for the community in the north west corner of the site.

Response: This has been discussed with the County Council and the rear access is to be used as a cycle and pedestrian route.

Issue 2: The Panel considered that there is sufficient overlooking into School Square and that the treatment of key frontages and particularly those to School Square was good.

Response: Noted

Issue 3: The Panel noted the variation from the road access layout in the parameter plan and code in reducing the number of tertiary roads off the spine road from three to one.

Response: This is supported by officers and protects the high level of permeability for cyclists and pedestrians. This approach has been supported on other Clay Farm parcels.

Issue 4: The Panel queried the Bedfordshire Pilgrims Housing Association's (BPHA) requirement for affordable housing to have rear accesses to gardens which at that time were part of the proposal.

Response: Following further discussion these rear accesses to the gardens have been removed and this is supported by BPHA and officers.

Issue 5: The Panel queried the short housing terrace fronting onto the spine road and suggested it looked out of place amongst the apartments.

Response: It was explained this was to conform to the 60%, house, and 40% apartment topography required for the site. Further design work has been carried out which gives these units a scale and character in keeping with the rest of the apartments facing the spine road.

Issue 6: The Panel expressed concern about large garden/bin/bike sheds used at Trumpington Meadows and recommended the use of smaller sheds as at the Adobe development.

Response: The development follows the approach used at Abode.

Issue 7: The Panel queried the orientation of the gardens for some of the court yard properties and the need to maximise sunlight into the gardens.

Response: Information has been submitted with the application to show that appropriate levels of sunlight will reach each part of the development.

Issue8: The Panel questioned if there have been given further considerations to overheating and climate change.

Response: The potential for overheating has been assessed and the Sustainability Officer has confirmed that there is no issue.

Issue 9: the panel was supportive of the proposal to use a similar palette of materials to that used on adjacent parcels.

Response: This approach is also supported by officers.

Conclusion

- 8.23 The Quality Panel was very supportive of the scheme and considered it to be a well designed proposal which has subsequently evolved further to their comments.

## **6 Housing Mix and Typology**

- 8.24 The 165 dwellings proposed in the application would range between 1 to 4 bedroom properties. The application proposes the following mix of dwelling sizes which is considered to be an acceptable mix of small and family size accommodation.

#### **Housing mix for the Reserved Matters Site**

	<b>Total</b>	<b>Private</b>	<b>Affordable</b>	<b>Affordable Mix (%)</b>	<b>Indicative Mix (%)</b>
<u>Apartments</u>					
1 Bed	<b>6</b>	-	6	9	10
2 Bed	<b>56</b>	36	20	30	30
3 Bed	<b>4</b>	4	-	0	0
<b>Total Apartments</b>	<b>66</b>	<b>40</b>	<b>26</b>	<b>39</b>	<b>40</b>
<u>Houses</u>					
2 bed	<b>20</b>	-	20	30	21
3 Bed	<b>42</b>	26	16	24	32
4 Bed	<b>37</b>	33	4	6	7
<b>Total Houses</b>	<b>99</b>	<b>59</b>	<b>40</b>	<b>60</b>	<b>60</b>
<b>Total</b>	<b>165</b>	<b>99</b>	<b>66</b>	<b>100</b>	<b>100</b>

- 8.25 The proportion of flats to houses results in a ratio of approximately 60/40 and is therefore considered to be acceptable. The affordable housing mix is very close to the indicative affordable housing mix in the S106 specified in the housing mix table above, except that it provides a slightly higher proportion of two bedroom houses and fewer three bedroom houses but the mix is supported by strategic housing officers..

## **7 Affordable housing**

- 8.26 The development would provide 40% (66 units) of the total number of dwellings as affordable housing as required over the site as a whole by the S106 agreement. The developer will deliver all of the affordable housing with the Council's preferred affordable housing provider (Bedfordshire Pilgrims Housing Association – BPHA).

<b>Tenure</b>	<b>Number of units</b>	<b>Percentage</b>
Market	99	60
Affordable	66	40
<b>Total</b>	<b>165</b>	<b>100</b>

- 8.27 The affordable housing would be provided as houses and flats as set out above. The affordable housing provision will deliver a mixture of property types ranging from 1, 2, 3 and 4 bedroom homes.
- 8.28 This development would deliver the affordable housing as 60% social rented and 40% intermediate. This differs from the 75/25 split contained in the indicative affordable housing mix within the 2010 S106 agreement.

However the S106 was drafted in the knowledge that future changes to the funding arrangements for affordable housing may require changes to the tenure split. It therefore contains a cascade mechanism to allow the approved affordable housing provider (BPHA) to seek a variation to the split based on appropriate evidence and financial appraisals explaining the need for the variation. The situation allowed for in the S106 subsequently arose and BPHA submitted evidence to justify a change in the tenure split from 75/25 to 60/40 in order to make a successful bid for the funding in the 2011/15 programme. This was agreed with BPHA following meetings between senior council officers and the Home and Communities Agency (HCA) in April 2011.

## **8 Clustering**

- 8.29 The affordable housing Supplementary Planning Document (SPD) sets out guidance on the size of affordable housing clusters that should normally be achieved on development sites. The size range of clusters given in the SPD is 6 to 25 units. When assessed over the reserved matters application, the cluster sizes meet the SPD – ranging from 11 to 15 units. There are no clusters of affordable housing on immediately adjacent land with add to the effective cluster sizes on these parcels.
- 8.30 The details submitted including the proposed clustering are supported by the Housing officer and BPHA and are considered to be acceptable and to satisfy condition 26 (clustering and distribution) on the outline permission which can therefore be discharged separately should this reserved matters application be approved.

## **9 Lifetime homes**

- 8.31 Outline condition 27 requires all affordable units and 15% of the market units to meet lifetime homes standards (total of 91 units). However in this proposal all 165 dwellings meet lifetime homes standards and this is welcomed. The proposal therefore exceeds the requirements of condition 27 which can be discharged separately should this reserved matters application be approved.

## **10 Renewable Energy and Sustainable Construction**

- 8.32 Outline condition (31) requires an assessment of the developments total predicted carbon emissions and measures to reduce it by at least 10% through use of renewable energy sources. The applicant has assessed the energy consumption for heating, hot water and lighting across the site including all residential units, communal areas and external areas, including street lighting. Photovoltaic panels will be utilised to meet this policy requirement, with panels distributed across the dwellings. These will reduce carbon emissions by 66,600 Kg/CO2/annum which represents a saving of 19%, i.e. in excess of the requirement of the outline condition. The proposal is acceptable under outline condition 31.

- 8.33 Condition (33) of the outline permission requires the affordable dwellings to achieve the Code for Sustainable Homes level 4 and the market units to achieve level 3. The applicant is proposing a fabric first approach to sustainable construction and makes extensive use of photovoltaic panels. It is noted that a third party has made representations suggesting that the dwellings achieve Code 5 but this proposal exceeds the requirements of the outline permission by achieving code 4 across market and affordable units. This is a further step forward from previous proposals from the applicant. Analysis shows that the dwellings are unlikely to suffer from overheating. The proposal therefore exceeds the requirements of condition 33 which can be discharged separately should this reserved matters application be approved.

## **11 Car and cycle parking**

### **Car parking**

- 8.34 The development complies with the City Council maximum car parking standards (same as the Design Code) of one space for 1 and 2 bedroom dwellings and two spaces for 3 bedrooms and above.

<b>Accommodation</b>	<b>Standard</b>	<b>Provision</b>
1 or 2 bed dwellings	Maximum of 1 space per unit	1 space per unit
3 bed dwellings	Maximum of 2 spaces per unit	30 units with 1 space 16 with 2 spaces
4 bed dwellings	Maximum of 2 spaces per unit	2 spaces per unit

- 8.35 All dwellings have on plot parking, except for two courtyards (one on each parcel) which provide landscaped parking for 12 and 8 dwellings respectively. These courtyards will be attractive landscaped squares faced by dwellings which ensure that they have good levels of activity and surveillance. Trees and other planting have been introduced to break up and 'green' the spaces. Overall it creates a place which balances the need to accommodate car parking with high quality landscaping and architecture. Each of the five apartment blocks adjacent to the spine road has undercroft parking. The allocated parking totals 218 spaces, 11 visitor car parking spaces are to be provided on street. Overall this achieves a ratio of 1.38:1 spaces per dwelling. This complies pro rata with limit contained in outline condition 52 which is a maximum of 1.5 spaces per dwelling.
- 8.36 In common with other southern fringe sites, this development will be subject to a Traffic Regulation Order, which will have the effect of preventing on street parking other than in specific visitor parking bays, together with interim traffic management arrangements prior to adoption as required by recommended reserved matters condition 1.

### **Cycle parking**

- 8.37 Each dwelling is to be provided with cycle parking in accordance with required standards detailed below. It is to be provided in various ways to suit housing typologies. Private cycle parking for the houses will be provided within secure facilities either in dedicated covered cycle parking in rear gardens or in garages. Cycle parking will be provided for the flats in secure stores within the ground floor of each block.

Type	Code Standard	Provision
Flats	1 space / 1 bedroom flat 2 spaces / 2 bedroom flat 3 spaces / 3 bedroom flat	1 space 2 spaces 3 spaces
Houses	2 spaces / 2 bedroom house 3 spaces / 3 bedroom house 3 spaces / 4 bedroom house	2 spaces 3 spaces 4 spaces

- 8.38 The proposal meets the requirements of the outline permission and local plan policy 8/6 and the higher standards in the design code.

## **12 Landscaping and open space**

- 8.39 The landscape design integrates highways, drainage and open space to provide fitting public and private realms to create a high quality residential development. In this pair of parcels there is one main area of public open space as required by the parameter plans. This is on the eastern side of parcel 6 and is opposite the entrance to the Community College/Secondary school. Known as School Square, it would have a formal hedge structure connecting to the linear character of the buildings facing the spine road and would provide a LAP, LEAP, paths through and areas of grass with planting, seating and cycle parking. It would cover an approximately 2100 sqm in area. A smaller open space is also to be provided on parcel 7 adjacent to the spine road.
- 8.40 The site wide youth and play strategy identifies the site as providing one of Clay Farms LEAPs (local equipped area of play). The strategy indicates it to be within the main open space in parcel 6. This reserved matters application proposes it in the required location. The strategy also requires at least one LAP (Local area for Play) per reserved matters area and this proposal provides two – one along the northern boundary and a second in the main school square.
- 8.41 Landscape officers support the proposal subject to a condition providing the final detail of the layout of school square and the proposed play equipment which will be covered by condition 4, and minor detail changes to the landscape submissions covered by conditions on the outline permission and being considered in parallel.

- 8.42 Subject to requesting a plan showing the proposed location for the 5 bat and 5 bird boxes recommended in the Ecology report the Ecology Officer supports the application.

### **13 Public Art and play provision**

- 8.43 There is a site wide public art strategy for the whole Clay Farm development. The strategy seeks to embed art projects into the fabric and life of the development. It identifies 5 Zones of Influence including four specific areas of Clay Farm (Northern and Southern approach, community square and Hobson's brook/green corridor) and the fifth also seeks to provide a link between art and play.
- 8.44 The outline permission required the submission and approval of a youth and play strategy setting out the strategic approach to the provision of play over the Clay Farm development. The approved youth and play strategy identifies the quantum and allocation of play space to be provided. The reserved matters scheme is required to comply with the overarching site wide strategy.
- 8.45 On these parcels the art relates to the concept of informal play. However the public art delivery plan for these parcels provides no clear evidence to show how the artists have been involved in the delivery of public art on this site. Further discussions will be needed and an appropriate delivery plan, which demonstrates that it is integrated into the landscape design, submitted and approved prior to commencement.

### **14 Drainage and Flood Risk**

- 8.46 The drainage strategy is to ensure that there is no increase from existing discharge rates from the overall development into Hobson's Brook up to the 1:100 year plus 30% climate change rainfall event. The drainage for these parcels follows the normal SuDS approach of managing surface water run off as close to its source as possible with benefits to flood and pollution control, amenity and wildlife.
- 8.47 The development will use green roofs on some of the dwellings, water butts, permeable paving and swales. No underground tanks are proposed. The maximum discharge rate for the parcels will not exceed the allocated masterplan rate. The sustainable drainage officer supports the scheme without further conditions.

### **15 Management and maintenance of public realm**

- 8.48 Once constructed it is proposed that the site will be managed by a mix of private and public bodies as set out below.

<b>Facility</b>	<b>Adopter</b>
Adoptable highway	Cambridgeshire County Council
Public open space	Cambridge City Council
Affordable housing including	Bedfordshire Pilgrims Housing



associated parking courts	Association (BPHA)
Parking courts and Non adoptable highways	Private residential management company
Drainage	This will managed by the owners of the different elements of the site, eg the swales will be part of the land transferred and managed by the City Council.

- 8.49 The maintenance contribution for those areas to be transferred to the City Council is secured by the S106 agreement approved with the outline permission.

## **16 Waste and recycling**

- 8.50 The reserved matters application identifies the provision and location of storage and collection points for the Council's three bin refuse/recycling system for both the houses and flats. The bin storage for each unit will be for each unit within the garages/ gardens and flat blocks and would achieve satisfactory drag distances etc. The details were discussed in pre application discussions and the waste and refuse team have confirm no objection to the proposal. The details satisfy outline condition 68. Condition 5 is recommended to ensure that dropped kerbs are provided adjacent to bins stores.
- 8.51 Condition 67 of the outline permission requires the provision of recycling facilities to allow residents to dispose of textiles, books/CD/DVDs and commingled waste. This application shows it to be provided on the southern edge of the main open space on parcel 6. This facility has been located to be easily acceptable to residents and the collection vehicle. The facility is a similar arrangement to that installed at Glebe Farm and approved elsewhere on Clay Farm and at Bell School and is accepted by the waste officer and meets the requirements of outline condition 67 requiring the submission and agreement of details of the underground recycling centre.

## **17 Construction management**

- 8.52 A Detailed Construction Method Statement (DCMS) has been submitted in parallel with the reserved matters application. It requires minor revision but covers how the construction activities will be organised. In summary, the construction compound would be on the eastern edge of parcel 6; 2.4m tall timber hoarding will secure the site; the existing haul route from Long Road will be used; water dowsing will suppress dust and inspection of lorries and wheel washing will prevent mud being tracked out onto highways; site lighting will be restricted to working hours; and access routes for safe routes for cyclists and pedestrians will be provided and signposted. The location of sensitive receptors has been identified and no material impact on them is predicted. Measures to deal with working outside agreed hours and a complaints procedure have been provided.

Subject to minor revision to the soil management section, these details are acceptable and will be agreed separately under delegated powers.

## **18 Other Issues/ other third party reps**

- 8.53 The fire service has requested a condition requiring the agreement and provision of fire hydrants. This has been attached on other Clay Farm parcels and is attached as reserved matters condition 2.
- 8.54 A local resident has made representations covering the following:
- Suggest mitigation for development of former field
  - School hedge was not surveyed for bats which fly there.
  - Site was not surveyed for hedgehogs and the local population has declined recently.
  - In the past hedgehogs could traverse the whole site but this is becoming more difficult as it becomes divided by plot boundaries and roads.
  - There is a band of trees to the north of the site which I hope will be kept in place.
- 8.55 Ecology has been addressed on a strategic site wide level under the outline permission to protect and suitably mitigate protected and other species and their habitats. The loss of land for wildlife was considered at the outline planning stage to be mitigated by the creation of suitable habitats, and their long term management, within the green corridor as well as appropriate measures on the development, for example provision of bird and bat boxes. The boundary hedge is in the ownership of the Fawcett and is shown to be retained. The hedgehog population has declined but are still likely to be regular visitors to gardens on the development.
- 8.56 The plantation to the north of the site is outside the application boundary but is proposed to be retained and come forward as part of a separate application.

## **9. CONCLUSION**

- 9.1 The proposal has been developed by the same developer and architect team as with the nearby 'Aura' parcels. It complies with the outline parameter plans and site wide design code and other outline permission strategies and has evolved through detailed discussions with officers and through presentations to JDCC, Quality Panel and public exhibitions. The proposal complies with adopted planning policy and is therefore recommended for approval.

## **10. RECOMMENDATION**

**APPROVE RESERVED MATTERS subject to the following conditions:**

## **Interim Parking Arrangements**

- 1 Prior to the occupation of any dwelling, details of the Interim Parking Management Arrangements (prior to any formal adoption) for the Highway shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:
  - a) how parking within the development is to be managed and controlled so that it occurs within designated vehicular parking bays;
  - b) how the proposed measures are to be publicised to potential purchasers;
  - c) how the subsequent enforcement of parking that occurs outside designated vehicular parking bays is to be managed;
  - d) what transitional arrangement will be put in place and secured with the Highway Authority to ensure that such arrangements or similar continue.

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

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

## **Fire hydrants**

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

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

## **Letter boxes**

- 3 No development of a flat block shall commence until details of how the letter boxes to those apartments will be made accessible to non residents have been submitted to and approved in writing by the local planning authority. The development shall subsequently be carried out incorporating the approved details.

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

### **School Square**

- 4 Prior to the commencement of development, notwithstanding the drawings submitted as part of this reserved matters submission, full details of School Square, including its layout, surfacing and the play equipment shall be submitted to and approved in writing by the local planning authority. The development shall be carried out thereafter in accordance with the approved details.

Reason: To ensure appropriate equipment is provided within the area of play, suitable for the appropriate age range and in accordance with Cambridge City Councils requirements (Cambridge Local Plan policy 9/3).

### **Dropped Kerbs**

- 5 Dropped kerbs shall be provided on all areas of footway located in front of communal bin storage access points.

Reason: To ensure appropriate and easy access for waste collection for all communal bin storage. (Cambridge Local Plan policy 3/12)

### **Construction details of non adopted roads**

- 6 Prior to the construction of the highways within the site, full construction details of the routes of the refuse vehicles (excluding publically adoptable highways) as identified in the design and access statement section 5.13.1. shall be submitted to and approved in writing by the local planning authority. The development shall be carried out thereafter in accordance with the approved details.

Reason: To ensure appropriate access for waste collection. (Cambridge Local Plan policy 3/12).

### **Public Art delivery Plan**

- 7 Prior to the commencement of development a revised public art delivery plan shall be submitted to and approved by the local planning authority. The delivery plan should set out the detailed design of the public art, community engagement, and delivery details including the intended overall budget, budget breakdown, funding source and timing of provision. The works shall then be carried out in accordance with the approved delivery plan.

Reason: To ensure appropriate provision of public art. (Cambridge Local Plan policy 3/7).

### **Approved Plans**

- 8 The development shall be carried out in accordance with the following approved drawings and technical documents.

- ☐ Completed 1APP Planning Application Form and Certificate A;
- ☐ Planning Statement (SW Planning);
- ☐ Design and Access Statement 13590 L011-003 PL01
- ☐ Proposed Building Materials 13590 L011-002 PL01
- ☐ Landscape Design and Strategy (Townshend Landscape Architects);
- ☐ Landscape Management Plan (Townshend Landscape Architects);
- ☐ Sustainability Statement (Environ);
- ☐ Energy Statement (Kaizenge);
- ☐ Daylight & Sunlight Assessment (Kaizenge);
- ☐ Infrastructure Statement (URS)
- ☐ Code for Sustainable Homes Pre-Assessment (Environ).

## Architectural drawings

### SITE PLANS

Site Location Plan (OS)	6__A_S__001	PL01
Site Boundary - Showing Client Ownership	6__A_S__002	PL01
Topographical Survey	6__A_S__003	PL01
Masterplan Parcels 6 & 7	6__A_S__005	PL02
Masterplan Parcels 6 & 7 First Floor Layout	6__A_S__006	PL02
Masterplan Parcels 6 & 7 Second Floor Layout	6__A_S__007	PL02
Masterplan Parcels 6 & 7 Roof Plan Layout	6__A_S__009	PL02
Site Tenancy Plan and Plot number- Parcel 6	6__A_S__010	PL02
Site Tenancy Plan and Plot number- Parcel 7	6__A_S__011	PL02
Site Plan- Parcel 6	6__A_S__101	PL03
Site Plan- Parcel 7	6__A_S__102	PL03
Adoption Plan- Parcel 6	6__A_S__200	PL04
Adoption Plan- Parcel 7	6__A_S__201	PL03
Code Site Plan Parcel 6	6__A_S__301	PL02
Code Site Plan- Parcel 7	6__A_S__302	PL02
Site Plan showing boundary treatments - Parcel 6	6__A_S__401	PL02
Site Plan showing boundary treatments - Parcel 7	6__A_S__402	PL02
Parking Plan Parcel 6	6__A_S__601	PL02
Parking Plan Parcel 7	6__A_S__602	PL02

### GA DRAWINGS

#### Affordable Houses

A1 1:50 (1.100@A3) Affordable House, 2 Bed Type 01, Plans 6\_\_A\_PL\_AH\_500 PL00  
A1 1:50 (1.100@A3) Affordable House, 3 Bed Type 01, Plans 6\_\_A\_PL\_AH\_502 PL00  
A1 1:50 (1.100@A3) Affordable House, 3 Bed Type 03, Plans 6\_\_A\_PL\_AH\_504 PL00  
A1 1:50 (1.100@A3) Affordable House, 4 Bed Type 01, Plans 6\_\_A\_PL\_AH\_505 PL00  
Affordable House, 3 Bed Type 05, Plans 6\_\_A\_PL\_AH\_507 PL01  
A1 1:50 (1.100@A3) Affordable House, 2 Bed Type 05, Plans 6\_\_A\_PL\_AH\_508 PL00  
Private House, 3 Bed Type 02, Plans 6\_\_A\_PL\_PH\_511 PL01  
Private House, 3 Bed Type 03, Plans 6\_\_A\_PL\_PH\_512 PL01

#### Private Houses 510 series

Private House, 4 Bed Type 02, Plans 6\_\_A\_PL\_PH\_515 PL01  
Private House, 4 Bed Type 03, Plans 6\_\_A\_PL\_PH\_516 PL01  
A1 1:50 (1.100@A3) Private House, 4 Bed Type 05, Plans 6\_\_A\_PL\_PH\_517 PL00  
A1 1:50 (1.100@A3) Private House, 4 Bed Type 04, Plans 6\_\_A\_PL\_PH\_519 PL01  
A1 1:50 (1.100@A3) Private House, 3 Bed Type 05, Plans 6\_\_A\_PL\_PH\_520 PL00

**Private Apartment Blocks 540 series**

A1 1:50 (1:100@A3) Ground Floor Block B Private 6\_\_A\_PL\_BB\_540 PL00  
 First Floor Block B Private 6\_\_A\_PL\_BB\_541 PL01  
 Second Floor Block B Private 6\_\_A\_PL\_BB\_542 PL01  
 Third Floor Block B Private 6\_\_A\_PL\_BB\_543 PL01  
 A1 1:50 (1:100@A3) Top Floor Block B Private 6\_\_A\_PL\_BB\_544 PL00  
 A1 1:50 (1:100@A3) Roof Plan Block B Private 6\_\_A\_PL\_BB\_545 PL00

**550 series**

A1 1:50 (1:100@A3) Ground Floor Block C Private 6\_\_A\_PL\_BC\_550 PL00  
 A1 1:50 (1:100@A3) First Floor Block C Private 6\_\_A\_PL\_BC\_551 PL00  
 A1 1:50 (1:100@A3) Second Floor Block C Private 6\_\_A\_PL\_BC\_552 PL00  
 A1 1:50 (1:100@A3) Third Floor Block C Private 6\_\_A\_PL\_BC\_553 PL00  
 A1 1:50 (1:100@A3) Roof Plan Block C Private 6\_\_A\_PL\_BC\_554 PL00

**560 series**

A1 1:50 (1:100@A3) Ground Floor Block E Private 6\_\_A\_PL\_BE\_560 PL00  
 First Floor Block E Private 6\_\_A\_PL\_BE\_561 PL01  
 Second Floor Block E Private 6\_\_A\_PL\_BE\_562 PL01  
 Third Floor Block E Private 6\_\_A\_PL\_BE\_563 PL01  
 A1 1:50 (1:100@A3) Top Floor Block E Private 6\_\_A\_PL\_BE\_564 PL00  
 A1 1:50 (1:100@A3) Roof Plan Block E Private 6\_\_A\_PL\_BE\_565 PL00

**Affordable Apartment Blocks 570 series**

Ground Floor Block A Affordable 6\_\_A\_PL\_BA\_570 PL01  
 A1 1:50 (1:100@A3) First Floor Block A Affordable 6\_\_A\_PL\_BA\_571 PL00  
 A1 1:50 (1:100@A3) Second Floor Block A Affordable 6\_\_A\_PL\_BA\_572 PL00  
 A1 1:50 (1:100@A3) Third Floor Block A Affordable 6\_\_A\_PL\_BA\_573 PL00  
 A1 1:50 (1:100@A3) Roof Plan Block A Affordable 6\_\_A\_PL\_BA\_574 PL00

**590 series**

Ground Floor Block D Affordable 6\_\_A\_PL\_BD\_590 PL02  
 A1 1:50 (1:100@A3) First Floor Block D Affordable 6\_\_A\_PL\_BD\_591 PL00  
 A1 1:50 (1:100@A3) Second Floor Block D Affordable 6\_\_A\_PL\_BD\_592 PL00  
 A1 1:50 (1:100@A3) Third Floor Block D Affordable 6\_\_A\_PL\_BD\_593 PL00  
 A1 1:50 (1:100@A3) Roof Plan Block D Affordable 6\_\_A\_PL\_BD\_594 PL00

**SECTIONS****Site Sections**

Long Sections AA & BB 6\_\_A\_SE\_001 PL02  
 Long Sections CC & DD 6\_\_A\_SE\_002 PL01  
 A1 1:500 (1:1000@A3) Long Sections EE & FF 6\_\_A\_SE\_003 PL01  
 Long Sections GG & HH 6\_\_A\_SE\_004 PL02  
 Long Sections II & JJ 6\_\_A\_SE\_005 PL02  
 A1 1:500 (1:1000@A3) Long Sections KK & LL 6\_\_A\_SE\_006 PL00  
 A1 1:50 (1:100@A3) Bike Store Details - Sections - Private Apartments 6\_\_A\_SE\_010 PL00  
 Bike Store Details - Sections - Affordable Apartments 6\_\_A\_SE\_011 PL01  
 Bike Store Details - Affordable Houses 6\_\_A\_SE\_012 PL01  
 A1 1:20 (1:100@A3) Bike Store Details - Private Houses 6\_\_A\_SE\_013 PL00

**ELEVATIONS****Apartment Blocks Elevations**

A1 1:100 (1:200@A3) Elevations Affordable Apartment Block A, Sheet 1 6\_\_A\_EL\_\_100 PL00  
 Elevations Private Apartment Block B, Sheet 1 6\_\_A\_EL\_\_105 PL01  
 A1 1:100 (1:200@A3) Elevations Private Apartment Block C, Sheet 1 6\_\_A\_EL\_\_110 PL00  
 Elevations Affordable Apartment Block D, Sheet 1 6\_\_A\_EL\_\_115 PL02  
 Elevations Private Apartment Block E, Sheet 1 6\_\_A\_EL\_\_120 PL01  
 A1 1:100 (1:200@A3) Elevations Block A-B 6\_\_A\_EL\_\_130 PL00  
 A1 1:100 (1:200@A3) Elevations Block C-Spine Terrace 6\_\_A\_EL\_\_131 PL00  
 A1 1:100 (1:200@A3) Elevations Block D-E 6\_\_A\_EL\_\_132 PL00

**Affordable Street Elevations and House Elevations 400 series**

Affordable Courtyard, Parcels 6, Sheet 1 6\_\_A\_EL\_\_400 PL01  
 Affordable Courtyard, Parcels 6, Sheet 2 6\_\_A\_EL\_\_401 PL01  
 Affordable Courtyard, Parcels 7, Sheet 1 6\_\_A\_EL\_\_402 PL01  
 A1 1:100 (1:200@A3) Affordable Courtyard, Parcels 7, Sheet 2 6\_\_A\_EL\_\_403 PL00  
 Affordable Terrace South, Parcel 7, Sheet 1 6\_\_A\_EL\_\_404 PL01  
 A1 1:100 (1:200@A3) Affordable Terrace South, Parcel 7, Sheet 2 6\_\_A\_EL\_\_405 PL00

**Private Street Elevations and House Elevations 500 series**

A1 1:100 (1:200@A3) Private Terrace - Green Link North, Parcel 6 6\_\_A\_EL\_\_500 PL00  
 A1 1:100 (1:200@A3) Private Terrace - Playing Fields West, Parcel 6 6\_\_A\_EL\_\_501 PL01  
 Private Terrace - Central Square, Parcel 6 6\_\_A\_EL\_\_502 PL01  
 A1 1:100 (1:200@A3) Private Terrace - School Square, Parcel 6 6\_\_A\_EL\_\_503 PL01  
 A1 1:100 (1:200@A3) Private Terrace - Playing Fields East, Parcel 6 6\_\_A\_EL\_\_504 PL01  
 A1 1:100 (1:200@A3) Rear Private Terrace - Green Link North, Parcel 6 6\_\_A\_EL\_\_510 PL00  
 A1 1:100 (1:200@A3) Rear Private Terrace - Playing Fields, Parcel 6 6\_\_A\_EL\_\_511 PL01  
 A1 1:100 (1:200@A3) Rear Private Terrace - Central Square, Parcel 6 6\_\_A\_EL\_\_512 PL00  
 A1 1:100 (1:200@A3) Rear Private Terrace - School Square, Parcel 6 6\_\_A\_EL\_\_513 PL01  
 Rear Private Terrace - Playing Fields East, Parcel 6 6\_\_A\_EL\_\_514 PL03  
 A1 1:100 (1:200@A3) Private Terrace - Central Square, Parcel 7 6\_\_A\_EL\_\_520 PL01  
 A1 1:100 (1:200@A3) Private Terrace - Country Lane West, Parcel 7 6\_\_A\_EL\_\_521 PL00  
 Private Terrace - Country Lane East, Parcel 7 6\_\_A\_EL\_\_522 PL02  
 A1 1:100 (1:200@A3) Private Terrace - Spine Road, Parcel 7 6\_\_A\_EL\_\_523 PL01  
 A1 1:100 (1:200@A3) Rear Private Terrace - Central Square, Parcel 7 6\_\_A\_EL\_\_530 PL00  
 A1 1:100 (1:200@A3) Rear Private Terrace - Country Lane West, Parcel 7 6\_\_A\_EL\_\_531 PL00  
 Rear Private Terrace - Country Lane East, Parcel 7 6\_\_A\_EL\_\_532 PL01

**Schedules**

Proposed Building Materials 13590 L011-002 PL01  
 13590 Parcels 6 and 7 Schedule of Accommodation REV 4  
 13590 N01-L003 Detailed schedule of accommodation REV 4

**Landscape Plans and details****Plans and Sections**

Layout plan: overall	TOWN558.1(08)5001	R07	
Layout plan: zoom in 1	TOWN558.1(08)5002	R06	
Layout plan: zoom in 2	TOWN558.1(08)5003	R07	
Layout plan: School square	TOWN558.1(08)5004	R07	
Tree planting plan Parcel 6	TOWN558.1(08)4001	R04	
Tree planting plan Parcel 7	TOWN558.1(08)4002	R04	
Tree Planting plan 1:500	TOWN558.1(08)4000	R04	
Stable Court Sections	TOWN558.1(08)7001	R03	
Various Road Sections	TOWN558.1(08)7002	R03	
Various Road and building Sections	TOWN558.1(08)7003	R03	
School Square Sections	TOWN558.1(08)7004	R03	
Shared space and Boundary Sections	TOWN558.1(08)7005	R03	

**Details**

Paving Details 1.01	TOWN558.1(08)6101	R03	
Paving Details 1.02	TOWN558.1(08)6102	R03	
Paving Details 1.03	TOWN558.1(08)6103	R03	
Paving Details 1.04	TOWN558.1(08)6104	R01	
Paving Details 1.05	TOWN558.1(08)6105	R01	
Paving Details 1.06	TOWN558.1(08)6106	R01	
Tree Pit Detail 3.01	TOWN558.1(08)6301	R02	
Tree Pit Detail 3.02	TOWN558.1(08)6302	R03	
Swale and rain garden detail 3.03	TOWN558.1(08)6303	R03	

Street Furniture Detail 4.01	TOWN558.1(08)6401	R03
Boundary Detail 4.02	TOWN558.1(08)6402	R03
Bin Detail 4.03	TOWN558.1(08)6403	R00
Cycle Stand Detail 4.04	TOWN558.1(08)6404	R00
Landscape Strategy	TOWN558.1(08)2001	R04
Landscape Plan (Colour)	TOWN558.1(08)1001	R04

#### **Detailed Colour Plan**

Landscape Maintenance and Management Strategy	TOWN558.1(9A)001	R02
Indicative materials Schedule	TOWN558.1(08)002	R02
Planting Schedule	TOWN558.1(9B)001	R02
Landscape Plan	TOWN558.1(08)1001	R03

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Notes to applicant:

#### **Contact details**

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

Author's Name:	Mike Ovenden
Author's Phone Number:	01223 457297
Author's Email:	<a href="mailto:michael.ovenden@cambridge.gov.uk">michael.ovenden@cambridge.gov.uk</a>



## **APPENDIX A: STRATEGIC CONDITIONS WHICH HAVE BEEN DISCHARGED**

### **NO DEVELOPMENT TO COMMENCE**

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

### **NO RESIDENTIAL DEVELOPMENT TO COMMENCE**

9	Youth Strategy approval	JDCC December 2011
51	Access to Fawcett	September 2010

## **APPENDIX B: SUMMARY OF DESIGN CODE COMPLIANCE STATEMENT**

This application has been prepared in accordance with the parameters set out in The Clay Farm Design Code produced by Countryside Properties in collaboration with Cambridge City Council and approved by Cambridge City Council in May 2011. The Design Code sets the vision for the development and builds on the precedence of the six parameter plans that underlay the key principles of the OPP, Masterplan and the Design Code itself. The DC bridges between the outline planning permission for Clay Farm and all reserved matters applications relating to it. As well as providing over-arching principles for the entire Clay Farm site, the Design Code defines character areas and sub-character areas with their own sets of parameters and principles to ensure that the development responds to the varying interfaces around and within the site, and accords with the urban design aspirations of the outline application.

The RM masterplan for Parcels 6 and 7 falls within part of the Long Road Plantation Character area which is located in the Northern part of Clay Farm, and being wholly within the School

Square sub-character area. The Masterplan and detailed development proposals have been developed within the overall guidelines and character area parameters, in close consultation with Cambridge City Council.

The focus of the northern part of the sub-character area is the social activities that occur in the School Square North park, which includes two new equipped play areas, being a locally equipped play area (LEAP) focusing on older children age 4-12 and a local area for play (LAP) providing play opportunities principally for ages 0-5. The new park also provides plenty of seating to facilitate informal interaction and for meeting / gathering of parents and / or schoolchildren from the adjacent site for the new secondary school, Trumpington Community College. The buildings within Parcel 6 front and frame School Square North on three sides, providing the strong formal setting the DC requires for the Square. There is also a row of new terrace private houses fronting the existing and enhanced Green Corridor North which provides.

The School Square sub character area has existing green corridors on its northern and southern boundaries and mature hedgerow to the west. The layout has responded to this with new terraces of houses fronting the existing and enhanced Green Corridors, the northernmost of which includes a further LAP, as well as an important new link from the existing Fawcett Primary School to the west, to the proposed new secondary school. The design and layout of the scheme have responded to this context and the DC with an exclusive and secluded urban feel through the use of courtyard houses and mews, whilst scaling up towards the spine road to provide the higher density, four and five storey apartments required.

### **Site Wide Coding**

#### **Block Structure**

The block structure broadly follows that set out in the block structure diagram in the Design Code, which in turn is reinforced by the Urban Design Framework Parameter Plan. There is a strong edge to the Spine Road and to the School Square North and a clearly defined network of streets.

### **Movement and Streets**

#### **Pedestrian and Cycle Routes and Connections**

A number of the identified streets into the site have been retained however, the number of roads shown entering the site is reduced from five to two, in agreement with County and City Highways, Planning and Design Officers. This ensures pedestrian and cyclist movements take priority over the car, and provides greater landscape areas. The key pedestrian and cycle routes have been maintained and additional routes provided.

#### **Street Hierarchy**

The principles of the street hierarchy have been followed, although a new form Country Lane is introduced – in a similar approach to that adopted in Parcels 1B, 2 and 5 to the north and following consultation with CCC and County. This road design which pulls on characteristics from various proposed typologies. The lane is a shared car, cycle and pedestrian route which meanders along the west of the site to provide access to the large residences of the scheme. Further, the number of highways is reduced from five to two as identified above. The Code covers road and footway widths and characters, design speeds and materials. The application is in accordance with this guidance including in relation to street hierarchy dimensions, street design details and the street materials palette.

#### **Parking**

Parking meets the requirements and is provided in a variety of different configurations around the development including discreet on street parking, on-plot parking (driveways and garages) and in discreet landscaped parking courts. Parking is overlooked and subject to natural surveillance, with the exception of parking for the apartment blocks which is incorporated in secure undercroft car parking facilities. Parking through the development is generally allocated with the exception of a number of visitor spaces.

#### **Cycle Parking**

Cycle parking is provided in accordance with the requirements within secure, covered and lockable enclosures. A number of houses have garages that contain the bike racks, otherwise secure stores are provided to the front of houses with convenient access to the front doors and street. Apartment blocks have communal stores and visitor parking is integrated within the public

realm.

### **Transitions in Style, Scale and Massing**

The design is in accordance with the massing set out within the Design Code and parameter plans. The dwellings facing onto School Square and the Spine Road will present a logical transition between more public areas of the site and quieter pockets of development. The centre of the site will comprise groups of housing forming courtyards. The concept then alters towards the west of the development to larger houses with private gardens which back onto the open playing fields. The key elevations of the apartment buildings fronting the School Square have formal facades that assist way finding and reinforce the architecture prevalent along the spine road. There are variations in building form and architectural treatment across the site, to respond to the varying context of the specific locations of the site, however, all the buildings read as part of one development and are harmonious with surrounding developments through the fenestration proportions, materials and scale, utilizing a similar palette of materials across the scheme and also across adjoining development, in particular the award winning Aura, by the same architects, TateHindle.

### **Landscape, Open Space and Biodiversity**

The proposals accord with the key Design Code principles providing clear legible spaces, recreational routes and increased opportunities for biodiversity. A distinct and legible landscape hierarchy is proposed which is created through the careful selection and specification of species, materials and street furniture and through the design of the spaces. This includes providing larger tree species where possible and providing tree planting throughout the public realm – along streets, within parking areas and within the new School Square North park. These landscape spaces are designed to create an integrated network of wildlife corridors which will help to enhance the biodiversity of the site and link it with the established landscapes to the north and south (Green Corridors) and the west (hedgerows and school playing fields).

### **Street Furniture**

A full range of street furniture, including benches, street lighting, street bins and cycle parking is provided throughout the development, in accordance with the Design Code and / or agreed with Officers.

### **Youth and Children's Play Strategy and Public Art**

The play strategy is in accordance with the Design Code with provision based on NPFA requirements. School Square includes a LEAP and a LAP, with a further LAP provided in the Green Corridor In collaboration with artists Tom and Simon Bloor, an indicative play scheme that incorporates Public Art into the School Square and Park has been developed, with the play spaces creating unique and inspiring play for a range of ages.

### **Drainage**

The drainage strategy is in accordance with the Design Code. Permeable paving is provided in private areas and green roofs help with attenuation. SUDS features (swales, raingardens, and a planted rill) have been introduced.

### **Waste and Recycling**

The waste strategy is in accordance with the Council's requirements. Bins are generally provided within garages for the houses, or otherwise in covered stores in the gardens or at the front of houses, easily accessible to the street. Apartments have separate communal stores. A site wide recycling facility is also provided within Parcel 6, south of the School Square North and located to minimise disturbance to neighbours and to be easily accessible.

### **Utilities**

Guidance on street lighting has been followed.

### **Sustainable Development**

A holistic approach to sustainability has been taken, which encompasses urban design, architecture, energy, transport, pollution, materials and water. All affordable homes are designed to Code for Sustainable Homes Level 4 and the private homes to Level 3. Code Level 4 Energy Credits are being targeted for all homes however. All units are also designed to Lifetime Homes Standards, in excess of the OPP requirements. In accordance with the Outline Permission, a full

noise model has also been undertaken.

### **Character Areas: Guiding Principles**

#### **Key Parameters: Density**

The scheme accords with the Design Code and Parameter Plans providing 165 units with a density of 50 dph which is within the density banding for this area, of 45-65 Dwellings per hectare.

#### **Building Heights**

Following submission and feedback and discussions with Officers, all building heights within the scheme are compliant with the requirements of the Parameter Plans and Clay Farm Design Code.

Building heights generally range in height from between 2-4 storey across the development, with two 5 storey apartment blocks fronting the spine road, which assist with wayfinding. All [lots along the spine road (5 apartment blocks and a terrace of 3 townhouses) are 4 to 5 storeys providing a sense of enclosure to this major access route. In general:

- 3 Storey buildings front the School Square North to the west to provide formality and enclosure
- 3 Storey buildings generally front the routes and boundaries, including rural edge to the Green Corridor (north), the western boundary with the school and frame the central access route leading from the spine road
- A pair of 2 and 3 storey courtyard typologies sit within the inner parts of the site providing an intimate environment around the landscaped courtyards.

#### **Building Plots and Typologies**

The Design Code requires reserved matters scheme proposals to respond to key design aspirations and components. This scheme has sought to respond to each of these issues in turn which are as follows:

#### **Plot Widths**

A variety of property widths are provided, with larger plots of apartment buildings along the spine road to create a 'buffer' to the remaining development. This then reduces in scale further into the site to respond to the road hierarchy, with generally narrower plots along secondary and ancillary roads with townhouse development. The 'Country Lane' on the west side and the houses fronting the green corridor are larger plots of 4 bedroom family homes to create a more rural feel as the development fronts /approaches the adjoining green spaces.

#### **Building Mix**

The development comprises a wide range of, 1, 2 and 3 Bedroom apartments and 2,3 and 4 Bedroom houses. The overall unit mix accords with the site wide objective of approximately 60% houses and 40% flats. Tenure also satisfies the 40% affordable housing requirement.

#### **Building Rhythm**

The Spine Road is aligned by apartment buildings and terraced houses of similar height and massing which then step down towards the western edge of the site in a uniform pattern. Parcels 6 and 7, designed around central courtyards, are very similar in layout to those developed for parcels 1b, 2 and 5. Larger terraced houses are arranged to overlook public open spaces where possible.

#### **Building Gaps and enclosure**

A robust primary frontage is provided to the Spine Road with a series of 5 x four and five-storey apartment blocks which help to shield the rest of the development from noise sources associated with this route. Beyond this building gaps are strategically located along ancillary roads to allow views of the wider countryside to be glimpsed from the centre of the development.

#### **Roofline**

All roofs throughout the development are flat roofs, with alternating heights of the townhouses ensuring an interesting roofscape. This allows the accommodation of renewable energy generating equipment and ensures the proposals meet with Parameter Plan constraints. All roofs which can be overlooked by adjacent properties will be provided with sedum.

## **APPENDIX C: QUALITY PANEL REPORT**

### **CAMBRIDGESHIRE QUALITY PANEL**

#### **REPORT OF PANEL MEETING**

**Scheme:** Clay Farm Parcels 6 and 7

**Date:** 11<sup>th</sup> September 2014

**Venue:** Council Chambers, Cambridgeshire County Council, Shire Hall, CB3 0AP

**Time:** 10:30 -12:30

#### **Quality Panel Members**

Robin Nicholson (Panel Chair)

Simon Carne

David Prichard

Meredith Bowles

#### **Panel secretariat and support**

David Carford – Cambridgeshire County Council

Judit Carballo – Cambridgeshire County Council

#### **Local Authority Attendees**

Mike Ovenden – Principal Planning officer, Cambridge City Council

Jonathan Brookes – Principal Urban Designer, Cambridge City Council

#### **Applicant and Representatives**

Jonathan Gimblett – Associate Director (Development), Countryside Properties

Steve Walters – Managing Director, SW Planning – Planning Consultants

Martha Alker – Landscape Design, Townshend Landscape Architects

Mike Jamieson – Director, Tate Hindle Architects

Tom Jackson – Architect, Tate Hindle Architects

## **1. Scheme description and presentation**

Architect/Designer    Tate Hindle Architects  
Applicant                Countryside Properties  
Planning status        Pre reserved matters

## **2. Overview**

The site is located within the Southern Fringe area to the south of Cambridge city centre, between the railway and Cambridge Biomedical Campus to the east, Long Road to the north and Shelford Road to the south and west.

Parcels 6&7 are located south of the consented Northern Gateway parcels (1, 2, 4 and 5) and between the existing Fawcett Primary School and consented secondary school (Trumpington Community College respectively. To the south is the heart of the Great Kneighton development (Parcel 8), with the local centre and Cambridge Guided Busway beyond. The application site is bordered to the north and south by separate green links, with existing Plantation to the north and Community Gardens to the south.

The scheme comprises approximately 165 dwellings (99 houses, 66 apartments) at a density of circa 53 Units/Hectare across the site inclusive of the School Square, ranging from 1– 2 bed apartments through to 3 and 4 bed family homes. 60% are house typologies with 40% being apartment based typologies. The design features two central courtyards. 40% Affordable Housing is provided with the Affordable Housing Unit Mix conforming to Cambridge City Council's adopted Planning Guidance and Section 106 requirements, which will be managed and maintained by the Bedfordshire Pilgrims Housing Association (BPHA).

The reserved matters planning application is anticipated to be submitted by the end of September 2014.

## **3. Cambridgeshire Quality Panel views**

### Introduction

The Panel were pleased to see the proposals at the pre-determination stage as part of an iterative and on-going process. Having Quality Panel involvement at a number of stages of the scheme ensures that the Quality Panel principles are embedded and reinforced into the design of the development.

The Panel welcomed the site visit to Clay Farm which was valuable in providing the context for the scheme.

The exhibition boards weren't sufficient to support the presentation but the applicant provided additional drawings, showing the house plans and elevations.

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter. The comments below include both those raised

in the open session of the meeting and those from the closed session discussions.

### Community

The Panel accepted the merits of units no longer facing the western boundary adjacent to primary school, reducing the potential overlooking of the school site. The retention of hedgerow on this same boundary line was welcomed. The Panel suggested further thought was needed on how the entrance to Fawcett School will work for the community in the north west corner of the site.

The Panel considered that there is sufficient overlooking into School Square and that the treatment of key frontages and particularly those to School Square was good.

The Panel noted that the City Council will manage the open spaces.

### Connectivity

The Panel noted the variation from the road access layout in the parameter plan and code in reducing the number of tertiary roads from three to one off the spine road.

The connections to other parcels are good but the Panel questioned how the extended Fawcett primary school's drop-off will be managed; it was explained that it is anticipated the new entrance will be used largely by pedestrians and cyclists. The Panel recommended more space to improve the relationship with the school square.

The Panel queried the BPHA requirement for affordable housing to have rear access.

### Character

The Panel appreciated the overall layout, the inventive house types, materials and the architectural language to create a development that reads as part of the family and architecture at this end of the Great Kneighton development.

The Panel sought clarification on the landscape as the perspective into the square didn't help the Panel to understand the scale, or landscaping features for the site. Swales were noted as forming part of the square's design.

The Panel queried the short housing terrace fronting onto the spine road and how they looked out of place amongst the apartments. It was explained this was to conform to the 60% house, and 40% apartment topography required for the site but the Panel felt that they looked out of place.

The brick types proposed were discussed during the meeting, it was noted that these will be similar to the already used in earlier phases.

The Panel praised the use of brick to construct walls giving continuity with housing units.

The Panel expressed concern about large garden/bin/bike sheds used at Trumpington Meadows and recommended the use of smaller sheds as at the Adobe development.

#### Climate

The climate aspects of the scheme were very well covered by the applicant who provided further explanation about the orientation of the buildings. The first floor overlooks the plantation and allow light passing through.

The Panel queried the orientation of the gardens for some of the court yard properties and the need to maximise sunlight into the gardens.

The Panel questioned if there have been given further considerations to overheating and climate change.

#### **4. Conclusion**

The Panel were very supportive of this scheme and thanked the applicant for the provision of extra drawings that helped to understand the site.

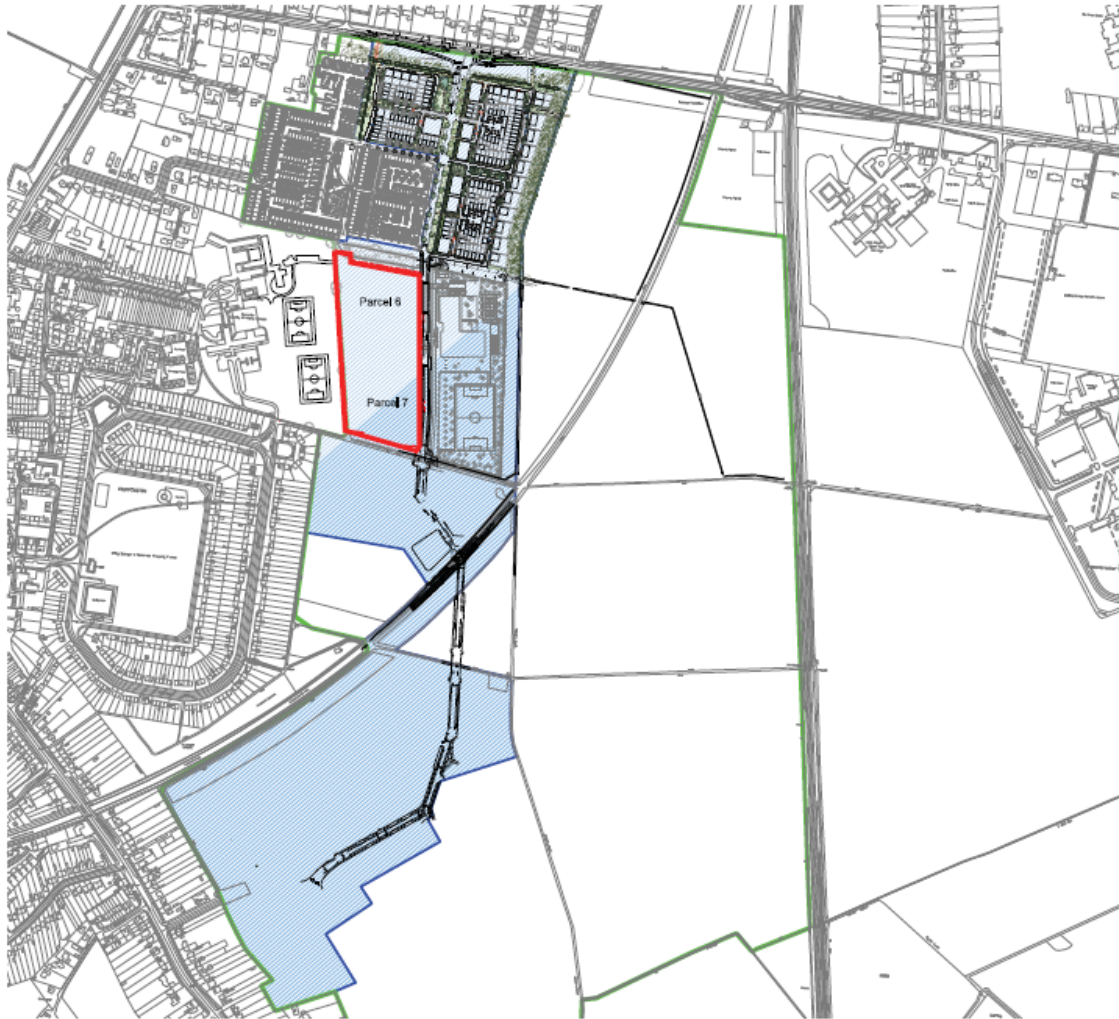
#### **5. Conflict of Interest**

As per the Cambridgeshire Quality Panel Terms of reference the Panel is open and transparent about conflicts of interest, therefore it was noted that David Prichard is currently working for Countryside Properties in London, but has no relation to this development.



## Appendix D: Plan Pack

### Site plan

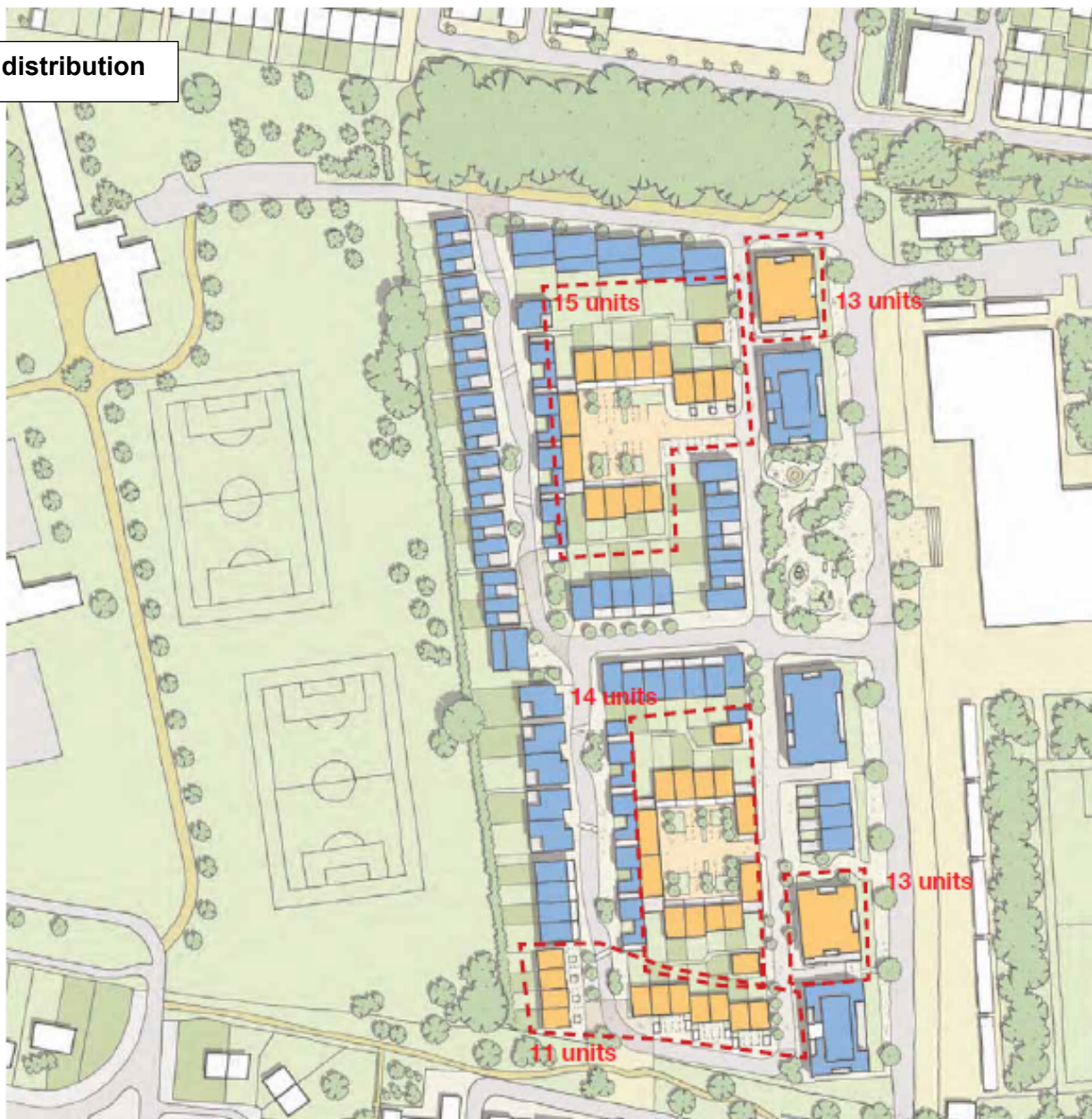


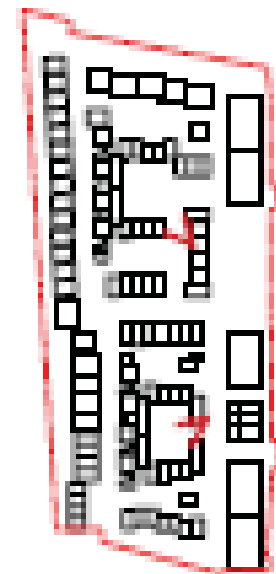
## Development in context





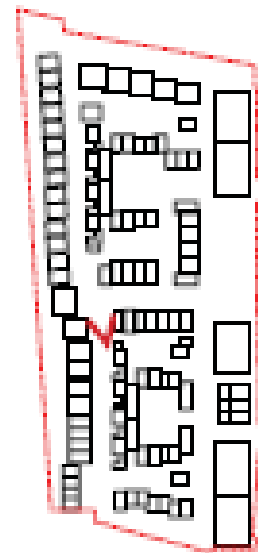
Affordable housing distribution







View north along western north south route



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